

Airport Noise Liaison Committee Report

*1 January –
31 December 2023*



Revision Schedule		
Revision No	Date	Prepared by
A	05/03/2023	Jessica Royal, Environment Advisor, Christchurch International Airport

© Christchurch International Airport Limited

All rights reserved

No part of this document may be copied, photocopied or reproduced in any form or by any means without permission in writing from Christchurch International Airport Limited.

Contact Details:

Christchurch International Airport Limited

PO Box 14001

Christchurch 8544

New Zealand

Phone: **+64 3 358 5029**

Facsimile: **+64 3 353 7730**

christchurchairport.co.nz

TABLE OF CONTENTS

1	List of Definitions, Acronyms & Authors	2
1.1	Definitions	2
1.2	Acronyms	2
1.3	Authors	2
2	Statutory Requirements	3
3	Committee Composition	3
4	ANLC Considerations and Recommendations	4
4.1	Community Representation, Engagement, and Information Sharing	4
4.2	Airport Noise Management Framework Review	4
4.3	Acoustic Treatment Programme	4
4.4	Reporting	5
4.4.1	2022 Noise Monitoring Report Brochure	5
4.4.2	2023 Noise Monitoring Report	5
5	Noise Complaints Summary	6
6	Complaints Process and Review	10
7	Appendix A: Christchurch District Plan Rule 6.1.6.2.7.3	10

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

Jessica Royal	Environment Advisor, 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 the Airport Noise Liaison Committee (ANLC) in March 2017. The committee is required to meet not less than twice annually.

In 2023, the committee met on the 5th of May (meeting #17) and 29th of November (meeting #18).

A summary of all previous meetings is uploaded to CIAL’s website following each meeting:

<https://www.christchurchairport.co.nz/globalassets/about-us/sustainability/noise/anlc-summary-of-previous-meetings-nov-2023.pdf>

The ANLC includes the following members:

Name	Role
Laurie McCallum	Chair
Linda Chen	Waimāero Fendalton-Waimairi-Harewood Community Board Representative, Harewood Ward
Nicola McCormick	Waimāero Fendalton-Waimairi-Harewood Community Board Representative, Waimairi Ward
Agnes van der Erf	Environmental Health Officer at Christchurch City Council
Patrick Whelan	Board of Airline Representatives of New Zealand
Shelley Millington	Board of Airline Representatives of New Zealand
John McDonald	Isaac Conservation and Wildlife Trust
Felicity Blackmore	Christchurch International Airport
Jessica Royal	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 COMMUNITY REPRESENTATION, ENGAGEMENT, AND INFORMATION SHARING

In early 2023, CIAL noted an increase in complaints from the Halswell, Sockburn and Wigram areas. During the May 2023, these findings were discussed with the ANLC highlighting a need for representation of this community on the committee. As a result, two representatives from the Waipuna Halswell-Hornby-Riccarton Community Board were invited to participate in the ANLC meetings and attended the 2nd meeting of 2023.

During the 2023 ANLC meetings, the committee discussed how CIAL can better share noise information with the community. CIAL has worked with the committees' community board members to commence sharing airport operations and noise related content with their communities through their social media pages and through the Community Governance Team's monthly community notices.

Information shared in 2023 included introduction and explanation of the ANLC and its community board members, and the role of the airport in the community. Airport Operations and noise related information will continue to be shared via the community board ANLC members via their social media platforms and Community Governance Team's monthly community notices.

4.2 AIRPORT NOISE MANAGEMENT FRAMEWORK REVIEW

In May 2023, CIAL in consultation with the ANLC agreed to undertake a review of the Airport Noise Liaison Committee. CIAL started this process, however after consideration, CIAL has decided to take a holistic approach starting with a review of the Airport Noise Management framework which will include a review of the ANLC. CIAL aims to commence this review in 2024.

4.3 ACOUSTIC TREATMENT PROGRAMME

In accordance with the DP, the Acoustic Treatment Program (ATP), was 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 formally offers acoustic treatment to dwelling owners as specified in the DP to any additional residential units that meet the requirements at that time. No additional dwellings were incorporated in the 2022 AANC.

To date, two property owners have accepted an offer of acoustic treatment, the works have been completed for both properties. A third property is currently being scoped.

The ATP will be included as part of the Noise Management Framework review.

4.4 REPORTING

4.4.1 2022 NOISE MONITORING REPORT BROCHURE

Based on the outcome of the Noise Monitoring Report Review in 2021 and ANLC's consultation, CIAL produced a four-page brochure to sit alongside the 2022 Noise Monitoring Report (NMR). The aim of this brochure was to simplify the technical noise information contained in the NMR making the content more accessible to the community: <https://www.christchurchairport.co.nz/globalassets/about-us/sustainability/noise/2022-noise-monitoring-brochure.pdf>.

4.4.2 2023 NOISE MONITORING REPORT

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. Noise verification measurements for engine testing were last completed in 2021 so have been completed as part of the NMR in 2023. The deployment of the noise loggers and their locations were shared with the committee.

(1) Brochure

CIAL asked the ANLC for feedback regarding improvements to the 2022 Noise Monitoring report brochure ahead of the 2023 brochure with the aim of future increasing accessibility to the community. The ANLC acknowledged the brochure is useful for explaining aircraft noise at Christchurch Airport to future complainants and support the approach to continue to produce the brochure to accompany the NMR each year.

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 in 2023 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. Complaints have been grouped by the type of operation and aircraft. The actions taken for each complaint are included in the table.

In summary, 60 complaints were received from 22 individuals during the period 1 January to 31 December 2023. One complaint was made about aircraft movements outside of Christchurch Airport's airspace and has not been included in this summary.

There are also two unresolved complaints raised prior to 2023:

- one relating to helicopter movements and arrivals into Garden City Helicopters near the complainant's home, first raised in 2022 and
- one relating to the noise generated from aircraft departing the southern runway following the DMAPs flight paths, first raised in 2021.

CIAL continues to work with and the complainants and the related organisations to provide information and work towards resolution.

Type of Operation	Type of aircraft	No of complaints	Actions Taken
Low Flying Aircraft	Jet	5	<p>Five complaints were made regarding low flying jets. Two of these complainants did not wish to be contacted for follow up.</p> <p>The first complainant experienced aircraft noise relating to the usage of the cross runway on summer evening. They were also generally concerned about low flying aircraft in their area. The cross runway was in use due to strong NW winds. One particularly noisy aircraft was found to be a freight aircraft. An explanation of Civil Aviation Authority (CAA) flying height rules, the types of flight paths flown and information on freighter jets was provided. There has been no further communication.</p> <p>The second complainant was concerned by one aircraft movement that was noisier than the other aircraft transiting near their home one early morning. This related to a jet aircraft arriving on runway 02. The aircraft had descended slightly lower than the required height to enter the Instrument landing system (ILS) approach path. This required the pilot to increase thrust to climb and maintain level flight to meet Air Traffic Control instructions and enter the path. The spooling up of the engines is noisier than the usual continuous descent. This information was provided to the complainant. The complainant replied to enquire about noise breaches and follow up with ATC and/or the pilot. CIAL provided information on the noise rules it must abide by and how these are measured. CIAL explained how the occurrence is not in breach of the district plan rules. Further explanation of the difference between stepped and continuous approaches was provided and explanation that both are commonly used and permitted approaches. There has been no further communication.</p> <p>The third complainant was concerned about an aircraft movement at night. The flight was delayed by an hour and was using a less commonly used path which is closer to the complainant's home. This information was relayed to the complainant including an explanation of typical flight paths near their home. There has been no further communication.</p> <p>Of the two complainants who did not wish to be contacted, both related to jet arrivals. As contact details were provided, CIAL acknowledged their complaint and encouraged them to get in contact if they would like a response.</p> <ul style="list-style-type: none"> • One was a freight aircraft departing early in the morning transiting over the city and • one an A380 arrival in the afternoon arriving west of the airport.
	Helicopter	3	<p>Three complainants received related to helicopter movements. One of these complainants did not wish to be contacted.</p> <ul style="list-style-type: none"> • Two complaints related to emergency helicopter operations transiting between the airport and the hospital at night/early morning. Emergency helicopter movements and the visual flight rules they use were explained to both complainants. There has been no further communication with either complainant. • The complaint from the complainant who did not wish to be contacted related to a helicopter transiting over their area.
	Light aircraft	6	<p>Six complainants were received from South Christchurch concerned about light aircraft movements. All were related to movements occurring between February and April 2023. All six complainants all did not wish to be contacted. Where contact details were provided, CIAL acknowledged their complaint and encouraged them to get in contact if they would like a response.</p> <ul style="list-style-type: none"> • Two related to Canterbury Aero Club (CAC) piper aircraft transiting over/near the complainants' homes. • Two related to CAC training flight completing loops over South Christchurch in the afternoon/night. • One related to a Landpro survey commissioned by CCC and ECAN to map powerline main network lines. <p>One related to two passes of an ex-WWII fighter aircraft completing scenic tours.</p>

Type of Operation	Type of aircraft	No of complaints	Actions Taken
Low flying aircraft contd.	All aircraft	7	<p>Seven complaints related to several different low flying aircraft.</p> <p>One complaint related to cross runway movements (Runway 29) at night/early morning during Christchurch Airports Airfield Pavement Maintenance Works (APMW). APMW necessitated the temporarily reduction of runway 02 and aircraft were directed onto runway 29 approach. This information was passed on to the complainant. There has been no further communication.</p> <p>A Kaiapoi resident was concerned by movements between 8pm and 5am on one evening/morning and asked specific questions about Christchurch Airport operations. CIAL investigated and found there were 17 flights overflying Kaiapoi to land at Christchurch airport onto Runway 20 between these times. Most of the aircraft movements were scheduled domestic and international passenger planes. The remainder were 2 freighter planes and 1 flying doctors' plane. An explanation on wind patterns and runway usage, 24/7 operations, and flying heights was provided. There has been no further communication.</p> <p>Four complaints were made by one individual relating to one evening of aircraft movements in their area. 12 separate times were noted and investigated by CIAL. 3 of these flights were found to be transiting the complainant's area at the times noted. CIAL provided an explanation of flight path types and routes taken, and other aircraft operations at the airport including engine testing and taxiing which potentially contributed to the noise experienced. There has been no further communication.</p> <p>A Sockburn resident complained about an increasing number of aircraft overflying their area and noted a specific noise event at night. The complainant then added that they had noticed more helicopters and smaller planes and provided an additional date and time. CIAL investigated and found that there were two freighter movements on first night noted but were some distance from the Sockburn area. One the second night there was one emergency helicopter movement on route to the hospital. CIAL explained the most recent flight path changes in 2020 and provided information on GA movements, helicopters and weather conditions that may be contributing to the noise experienced. There has been no further communication.</p>
Flight Path Change	All aircraft	2	<p>Two complaints were received relating to flight path changes.</p> <p>A West Melton resident contacted CIAL as they had noticed more planes in their area. CIAL provided information on the flight paths transiting near or over the West Melton area and specifically 2 approach paths near their home. An explanation of RNP AR (PBN flight paths) and aircrafts usage of those paths was provided. There has been no further communication.</p> <p>One complainant contacted CIAL once in 2023 but has lodged multiple complaints since 2021 regarding the DMAPS southern departure flight path from the main runway. CIAL provided a summary of past correspondence and extended the invitation for the complainant to again meet with CIAL to discuss their concerns. An explanation of how the airport is required to measure aircraft and details of a specific aircraft movement mentioned in the complaint were provided. Following this, CIAL have not received any further correspondence from this complainant.</p>
Engine Testing	Turboprop	2	<p>Two complaints were received relating to turboprop engine testing. Both complainants did not wish to be contacted for follow up.</p> <ul style="list-style-type: none"> • One complaint related to 10 min of high power engine testing at night. There was also a passenger jet and freighter arrival onto runway 20 occurring at the same time. • One complaint related to 70 min of medium power engine testing in the early morning.

Type of Operation	Type of aircraft	No of complaints	Actions Taken
Engine Testing contd.	Jet & Turboprop	1	<p>One complaint was made regarding jet and turboprop engine testing in the evening and night/early morning over three consecutive days. This complainant did not wish to be contacted.</p> <ul style="list-style-type: none"> On the first day there was 1 jet engine test for 10 mins at high power in the evening. There was also a CAC piper plane completing night training in the evening. On the second day there was 1 turboprop engine test for 20 mins at idle power in the early morning. <p>On the third day there was 1 turboprop engine test for 20 mins at idle power in the early morning. There was also a freighter jet that departed on runway 02 in the early morning.</p>
Taxiing/ Departure Noise	Jet	33	<p>One complainant made 34 separate complaints between July and August. 33 of these related to jet taxiing/ departure noise between 5:45 and 7am and at night. One complaint related to emergency helicopter movements which is detailed above. The complainant also outlined their expectations that CIAL provide an appropriate solution to resolve the noise issues experienced and was critical of the operations and management of the airport.</p> <p>On investigation the majority of the complaints related to aircraft taxiing to or preparing to depart from runway 02. As this is some distance from the complainants home further investigation was undertaken. No recent changes to the flight schedules in the periods identified were found and movements were consistent with typical runway use. The most likely contributing factor appears to be weather conditions in the colder months.</p> <p>These details were shared with the complainant. CIAL also explained the role of the airport in the region and its 24/7 operations. Similarly, the complainant's criticisms of the airport were addressed including an explanation of noise management, noise controls and monitoring. Lastly the future of aircraft movements was detailed explaining post Covid-19 recovery and operations within operational constraints. Following this one complaint was received relating to emergency helicopter movements as detailed above. There has been no further communication.</p>
	All aircraft	1	<p>One complaint was made aircraft noise in the morning. CIAL found that no engine tests occurred at the times noted. On further investigation the mostly likely source of the aircraft noise experienced was related to aircraft taxiing, landing, and take-off. This was coupled with high W/SW winds blowing noise towards the city. This was explained to the complainant, who responded to acknowledge and thank CIAL for the investigation.</p>

Ahead of each ANLC meeting, a summary of noise complaints and follow up actions are provided to the members. Committee members are asked to 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 encourage CIAL to continually to work towards building positive relationships with residents to help seek a resolution with their noise complaints. When required, the ANLC approve of involving the CIAL legal team in ongoing complaints.

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](#).

