

ANCCG Influence on Aircraft Noise Management Initiatives (2016–2026)

The purpose of the ANCCG is to consider and make recommendations to Auckland Airport (“**AKL**”) on aircraft noise matters arising from the airport’s operations and activities. Focus areas are reflected in the [Terms of Reference](#) and include:

- Identifying community feedback regarding aircraft noise and assisting and advising AKL and Council in the dissemination of relevant, clear, and timely information to the community.
- Co-operatively formulating and proposing options to minimise the impact of aircraft noise on the community and considering how AKL should respond to community concerns.
- Regularly reviewing the procedure for handling noise complaints
- Identifying opportunities to improve the implementation and uptake of the Noise Reduction Package.
- Reviewing and inputting on initiatives, methods and procedures for reducing noise levels and adverse effects from Aircraft Operations.
- Monitoring compliance with the noise conditions of AKL’s designation and noise abatement procedures

Consistent with these focus areas, the ANCCG has played a key role in facilitating community input and the dissemination of information. The Group has influenced operational changes, noise monitoring, complaint procedures, and the Noise Reduction Programme. This memo summarises the key areas of influence in the last decade.

1 Operational changes

SMART approaches

The ANCCG has received technical assessments, facilitated and considered community feedback, and helped shape implementation of SMART approaches. The ANCCG has consistently advocated for evidence-based assessments that consider community impacts.

Night STAR arrivals

The ANCCG provided a forum for representatives to review Night STAR arrival routes. Through successive meetings, the ANCCG monitored implementation and supported refinement of the procedures to help reduce noise exposure to residential areas at night.

Other noise reduction initiatives

Night departure improvements, missed approach procedure reviews, route redesign projects, speed restriction investigations and air traffic management initiatives. The ANCCGs role was generally to challenge assumptions, request additional evidence and ensure community impacts were understood.

2 Noise Monitoring

The ANCCG has influenced the noise monitoring network, including successfully advocating for monitors in specific locations. This has led to geographically broader and more comprehensive noise monitoring data.

3 Noise Complaint Procedures

Community representatives have regularly sought improvements to aircraft noise complaint processes. This has led to reviews and improvements to the CASPER platform, and complaint procedures.

4 Noise Reduction Programme

The group has provided continued oversight of the Noise Reduction Programme, including first-hand accounts of noise in the contours and the effectiveness of the packages. The group has scrutinised uptake, eligibility, barriers to participation, and influenced changes to the engagement programme and the NRP itself, including the current initiative to remove the covenant requirement.

The ANCCG representative on the Auckland Airport Community Trust actively participates in the provision of grants to cover the homeowner contribution for a MANA noise reduction package. The ANCCG representative also assesses and decides on the applications for the monthly and annual community grants made by the Trust. These grants are made to ensure that adverse effects of aircraft noise on the external environment which cannot be mitigated can, at least partially, be offset by providing positive effects in the form of enhanced cultural, recreational and other opportunities and facilities to affected residents.

Appendix A

Detailed description of ANCCG's influence on aircraft operations

SMART Approach Flight Paths

- From 2012-2013 Auckland Airport ("AKL"), Airways and the Board of Airline Representatives New Zealand ("BARNZ") trialled and implemented a series of SMART approaches.
- In response to public feedback and consultation with the ANCCG, time restrictions were placed on the Red Y 23, Blue X 05A, Green X 23A approaches. A maximum usage cap of 10 per day was also placed on the Blue X 05A and Green X 23A approaches.
- The Yellow U23 SMART track was trialled from 2015-2016 and in response to public feedback including from the ANCCG, the following recommendations were implemented:
 - Modification of the track to further reduce its impact on the communities of Cockle Bay and Whitford.
 - An initial cap of maximum six flights per day, to be increased to ten per day given consistent and ongoing demand, and consultation with the ANCCG.
- In 2026, Airways and AKL began a trial to temporarily increase the caps on the Blue X05A, Green X23A, and Yellow U23 approaches. The trial does not introduce new flight paths. It includes pre, during and post-trial noise monitoring, weekly usage reporting by Airways, complaint monitoring, and reporting back to the ANCCG before any further changes are considered.
- More details are available at <https://corporate.aucklandairport.co.nz/sustainability/managing-aircraft-noise/flying-smarter/outcomes-of-the-smart-approaches-trials>

Night STAR arrivals and city overflight reduction

- In part, due to [a request from the ANCCG](#) to reduce noise across central Auckland, new Night Standard Instrument Arrival Routes ("STARs") were developed as alternative routes for night-time flights arriving from Brisbane/North Australia and Melbourne/South Australia between the hours of 23:00 to 06:00. The following changes were implemented:
 - Night departures to the NE on Runway 23L turning left after take-off rather than right (subject to traffic) so as to fly largely over rural areas rather than the city.
 - Night departures to the NW on Runway 5R to the west and northwest proceeding further out before turning left and thus crossing the Gulf rather than the city.
 - Night STAR approach from NW (Asia and northern Australia) to cross near Whangaparaoa and proceed down Gulf to line up with Runway 23 rather than proceed across city and through LOSGA.

- Night STAR approach from south (southern and western Australia) to cross over Franklin to line up with Runway 23 over rural areas rather than pass over city and through LOSGA.
- The development of the Night STAR routes were supported by on the ground noise monitoring deployed by AKL.
- These new routes removed two thirds of the night-time flights flying over western and central Auckland on the standard Night STAR.

Sydney Night STAR Review and LOSGA altitude increase

- In response to requests from the ANCCG to redevelop the Sydney Night STAR route, Airways and AKL investigated and prepared a [substantive report](#) reviewing options for managing Sydney night flights.
- Following the presentation of the [report](#), [supplementary information](#), and feedback from ANCCG members, the [decision](#) was made to retain the existing Sydney night approach through the Central-Western route but raise the aircraft height at LOSGA by 1,000 feet.
- Airways testing confirmed it was possible to raise the LOSGA waypoint altitude from 6,000 feet to 7,000 feet for night flights arriving via the Sydney Night STAR without unintended consequences, and the change was confirmed with Civil Aviation Authority ("CAA") and implemented on 10 August 2023.