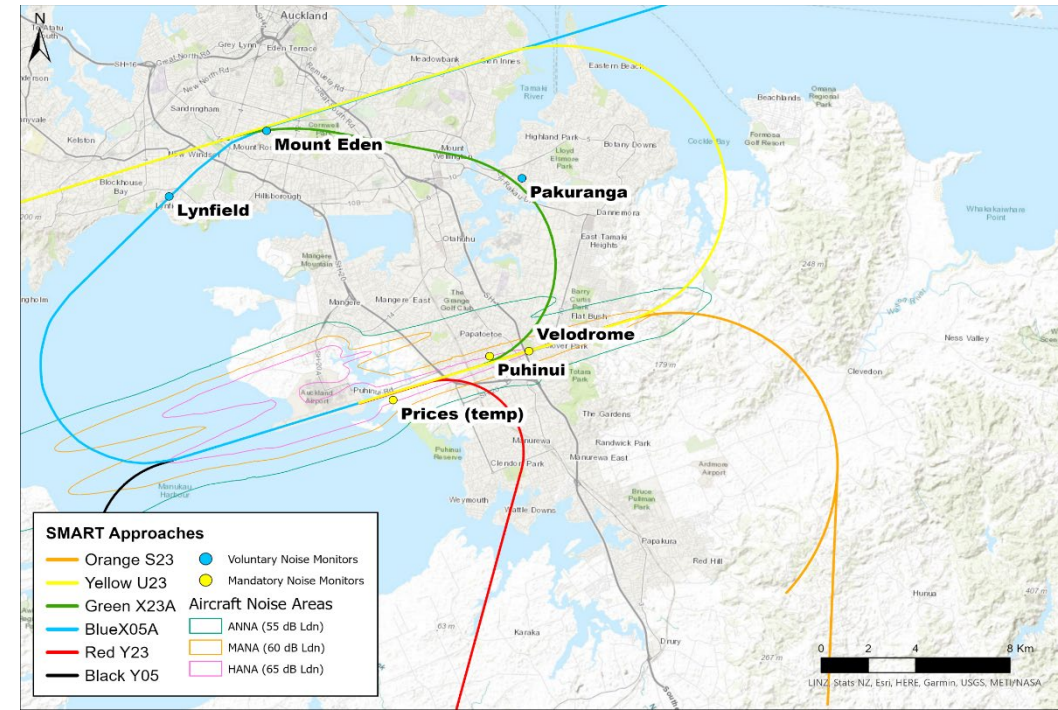


SMART Approaches - A refresh



- Flights follow waypoints in the sky and specific procedures to descend.
- Up to 250 flights land at Auckland Airport on a busy day.
- Most follow Standard Terminal Arrival Routes (STAR). These approaches are long when compared to SMART approaches and generate more noise overall in the community.
- SMART approaches are more precise flight paths used to improve efficiency of airspace operations and fuel usage.
- On a SMART approach aircraft fly a tighter radius, but the procedures result in lower overall noise in the community.
- Auckland Airport operates northern and southern SMART approaches. Less than 10% of flights use SMART approaches.
- There is no limit on the number of flights that can use the southern SMART approaches.
- Current limits on the northern SMART approaches are 10 (green), 10 (blue), and 6 (yellow). These limits were implemented in 2012-13 (blue and green) and 2015-16 (yellow) to provide community reassurance around usage and noise effects.
- Monitoring has showed only marginal noise effects from use of SMART approaches.



SMART Approaches - Airways' Proposal



In September 2025, Airways put forward a preference to remove the caps on the northern SMART approaches, reflecting:

- Efficiencies for operating the airspace and fuel usage.
- Use of SMART approaches is largely self-regulating in practice as their use is constrained by traffic demand, sequencing requirements, and operational requirements.
- Historical data shows that the current caps are rarely reached.
- Maintaining the caps brings administrative complexity for Airways.

SMART Approaches – the 2026 Trial



Marshall Day Acoustics modelled that the proposal would generate a slight decrease in overall noise and a slight increase in noise for those directly under the SMART approaches.

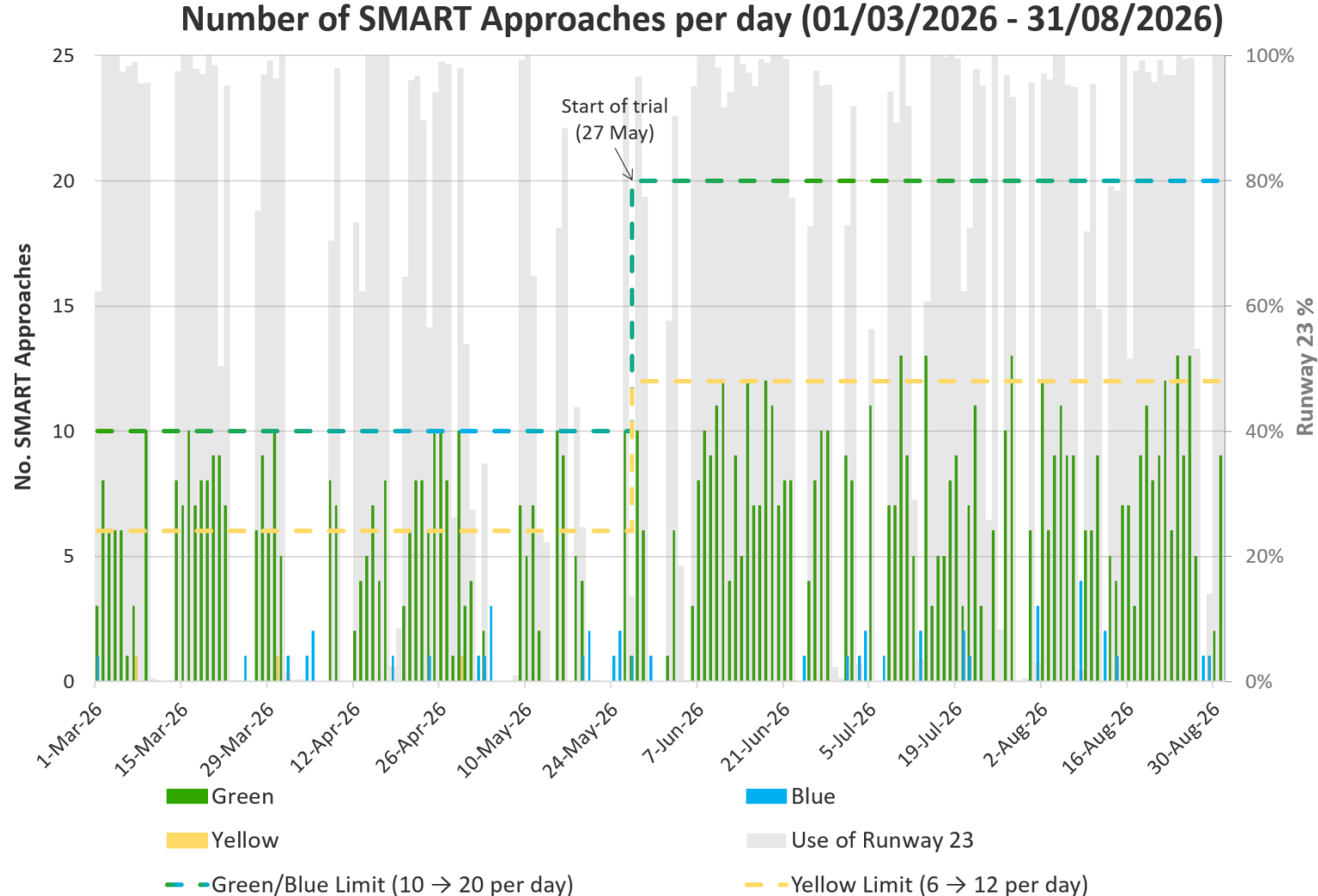
Prior to any permanent change to the daily caps, Airways and Auckland Airport (with the support of the ANCCG) agreed to undertake a three-month trial within a five-month window, commencing Autumn 2026, and including:

- Doubling existing daily caps (see adjoining table);
- Retaining operating hours (7am-10pm);
- Continuous noise monitoring to validate modelling;
- Collection of community feedback;
- A commitment to halt the trial if there was a material increase in noise;
- A final assessment of the trial, with the daily cap to remain at the doubled level until the final assessment and community engagement was completed.
- Removal of the cap if there is no material increase in the overall daily noise (Ldn) relating to the northern SMART approaches.
- Continued monitoring of the northern SMART approaches for a period of 12 months.

Table 1: Daily caps and predicted use of the Northern SMART approaches

	Current limit	During the trial	
		Proposed limit	Predicted usage for the busiest SMART Approach day
Green X23	10	20	13
Blue X05	10	20	10
Yellow U23	6	12	6

SMART Approaches - Use during the trial



The number of flights using the SMART Approaches during the trial were all within the extended caps.

The Green X23 Approach was used 13 times on the busiest SMART Approach days. This aligned with Airways' pre-trial predictions.

The Blue X05 Approach was used 4 times on the busiest SMART Approach days, below Airways' prediction of 10.

The Yellow U23 Approach was utilised once during the three months.

Community feedback

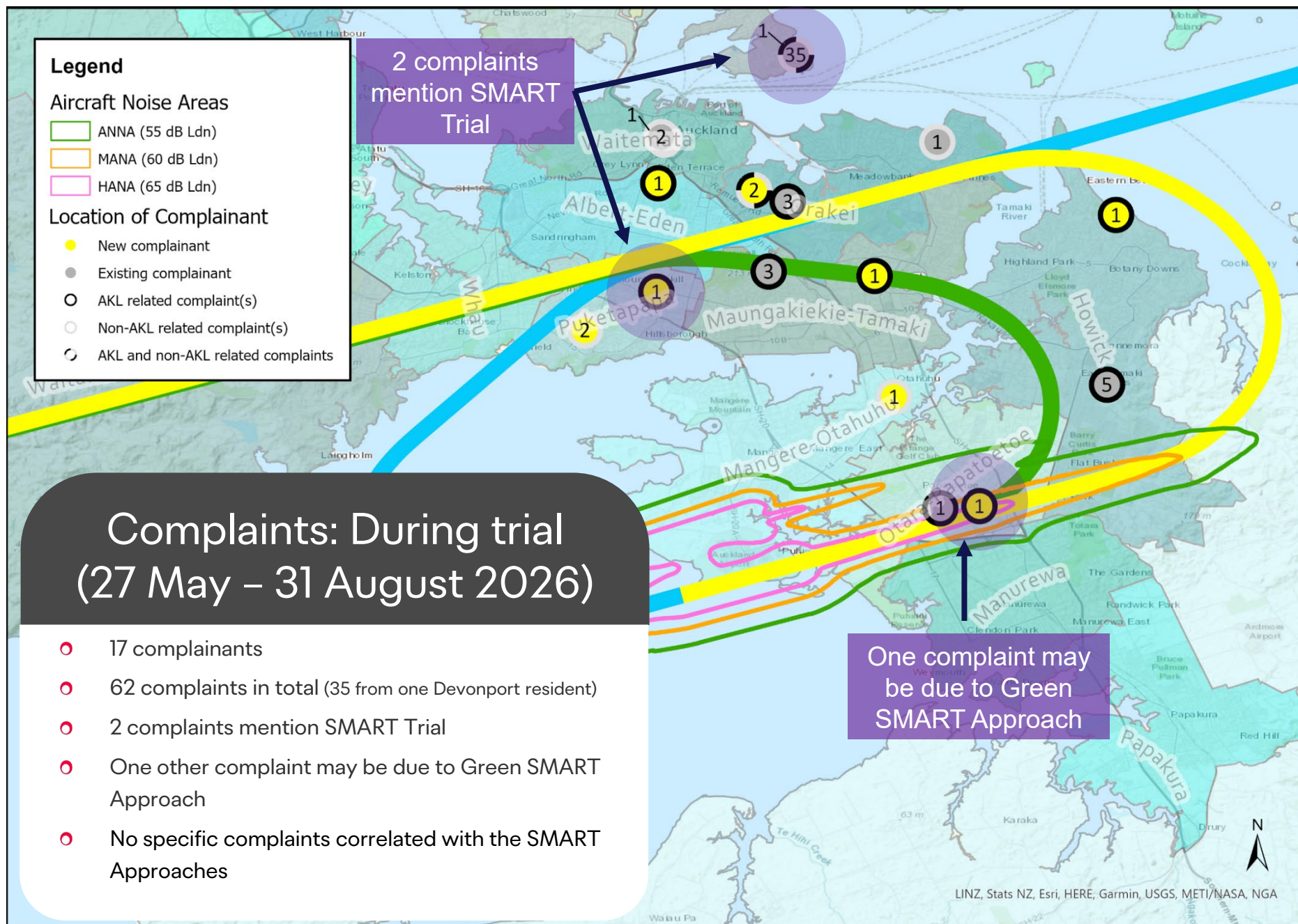
- The total number of complainants is similar pre and during the trial.
- The total number of complaints received during the trial is higher, elevated by 35 complaints from one Devonport complainant.
- Marshall Day Acoustics has analysed the complaints based on geographic location, correlation to a specific flight, and the reason provided for the complaint to assess potential relation to the use of the northern SMART approaches.
- There is limited correlation apparent between the SMART approach trial and increased community effects. In particular:
 - There are no specific complaints (which cite the approx. time of a flyover) that correlate to a SMART approach.
 - The spatial distribution (see pre-trial and trial maps on slides 11 and 12) and number of complainants do not show a correlation to the trial, with only one complaint potentially related to the green approach.
 - Two complaints mentioned the trial, with one located in Devonport (not the same resident that made the 35 complaints) and the other being a request for further info on the trial (from South Epsom/Three Kings).

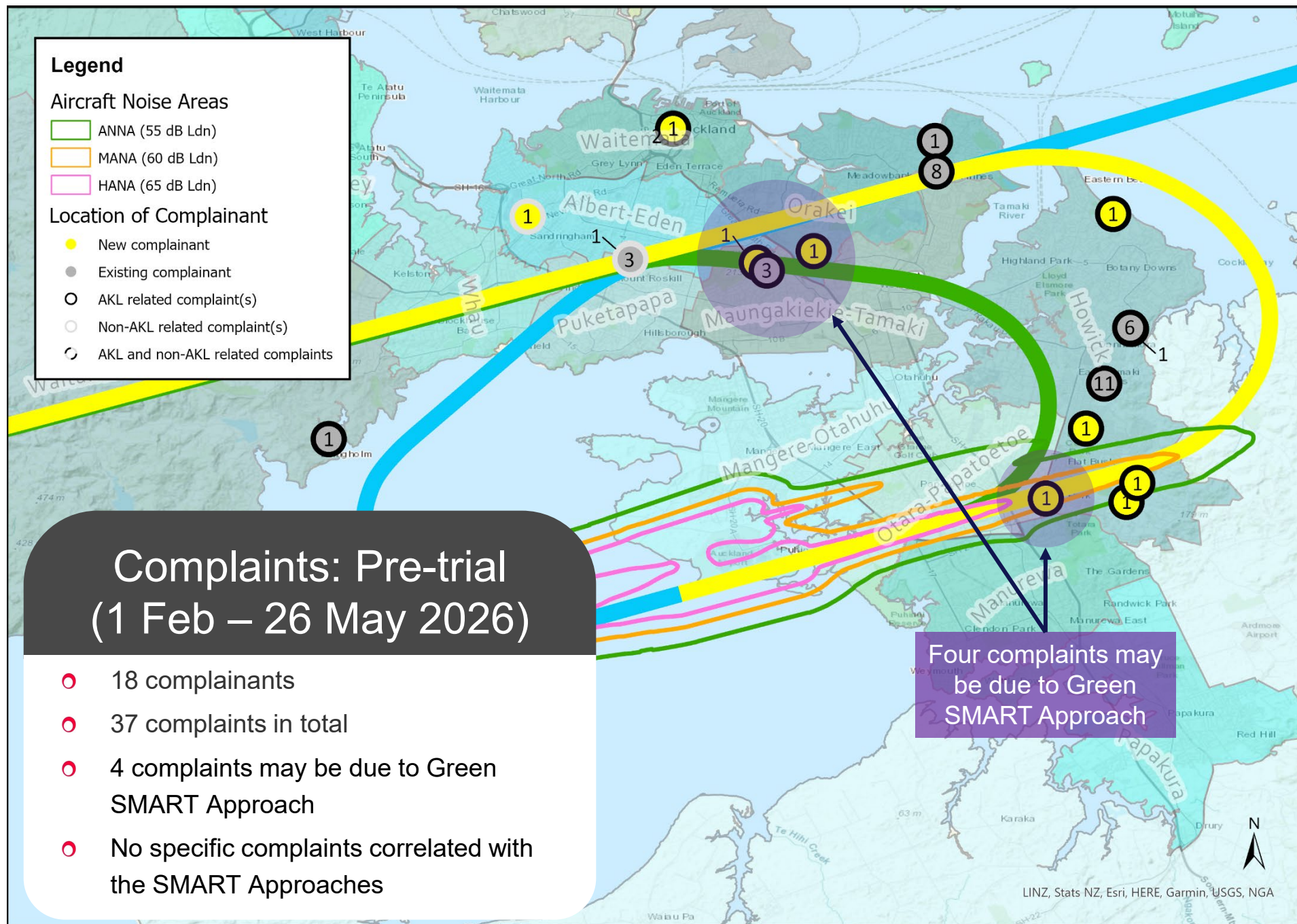
Table 2: Complaints prior and during the trial

	Complaints Received Pre-Trial (1 Feb – 26 May 2026)	Complaints Received During Trial (27 May – 31 Aug 2026)
Total number of complainants	18	17
Total number of complaints	37	62*
Complaints potentially related to the Green SMART Approach	4	1
Complaints which mentioned the SMART Trial	N/A	2
Complaints correlated with a flight using the Northern SMART Approaches	0	0

*35 out of the 62 complaints received were made by one resident

No complaints have been correlated to the Blue X05 Approach or the Yellow U23 Approach.





Next Steps



- Marshall Day Acoustics has gathered sufficient measurement data to confirm its noise modelling.
- While the results of the 3-month trial suggest that no daily caps are required, Auckland Airport acknowledges the Blue X05 and Yellow U23 approaches have not been used at the frequency predicted by Airways.
- Auckland Airport proposes an extension to the trial to gather further information but notes there may not be an uplift and could be a decrease in use of the SMART approaches as the number of flights to Auckland Airport increases into the peak Summer months.
- Use of the SMART approaches, aircraft noise, and community feedback will continue to be monitored throughout the trial.
- Results will be shared in a future ANCCG meeting.