

REPORT OF THE PARAPARAUMU AIRPORT COMMUNITY LIAISON GROUP FOR THE PERIOD 1 NOVEMBER 2009 – 8 NOVEMBER 2010

The Community Liaison Group (CLG) was established three years ago to comply with requirements in the Paraparaumu Airport Noise Management Plan.

The CLG is made up as follows :

- **Community** – 3 persons appointed by KCDC
 - Louella Jensen, representing Paraparaumu/Raumati Community Board
 - David Blair, representing Kapiti Retirement Trust
 - Don Day
- **Airport Operators** – 1 person appointed by users of the airport
 - Richard Bull
- **Ati Awa ki Whakarongotai**
 - Jack Rikihana
- **Airport Company**
 - Steve Bootten
- **Airport Manager**
 - A J Wackrow
- **Independent chairman appointed jointly by KCDC and Airport Company**
 - Murray Jensen

The Committee is assisted with advisors from KCDC.

The purpose of CLG is “*to consider and, where appropriate make recommendations to the Airport Manager on aircraft noise issues and concerns that arise from the operation and activities at the airport*” Full Terms of Reference are described in the Noise Management Plan.

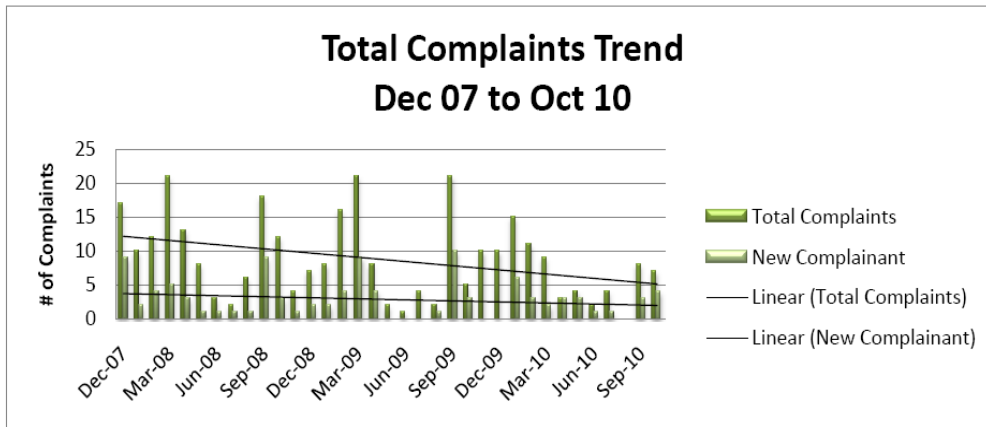
The Committee has met on four occasions during the past twelve months.

Number of Noise Complaints

The graph below shows the total number of noise complaints received since December 2007 (November 2007 has been removed as this is when the noise complaints service started and numbers were artificially high for the first month), grouped by month and divided into total complaints and the number of first time complainants. The trend for the total number of complaints is decreasing although the moving average shows various spikes in the number of complaints.

First time complainants are falling slightly with the gap between total complaints and first time complaints closing.

Fig 1

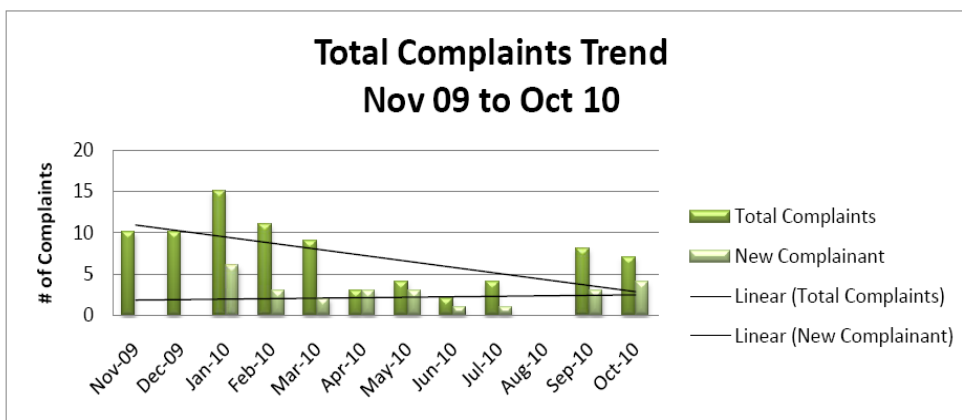


Trend for Noise Complaints

Figure 2 below more clearly displays the trends for overall noise complaints and new complaints over the last year. Although there were spikes in the number of complaints, the overall trend for noise complaints is trending downwards which is consistent with the overall trend since records began. The average number of complaints received per month for the year Nov 09 to Oct 10 was 7. With almost two years worth of data collected a clear seasonal trend is emerging with late summer and early spring producing the most complaints. These times of year are generally associated with good flying weather and increased night flying.

The trend over the last year for new complaints is consistent at an average of 2 per month. However, the gap between the total complaints trend line and the new complaints trend line is decreasing significantly. This would seem to indicate that most complainants are not perceiving aircraft noise as an ongoing issue and that noise mitigation measures are working at the airport.

Fig 2



Noise Complaints Compared to Aircraft Movement Numbers

Fig 4 below shows total noise complaints since September 2009 per 1,000 aircraft movements. Mapping the noise complaints against aircraft movements allows the data to be “normalized”. This allows the complaints to be compared evenly as each month is adjusted for variation in aircraft activity.

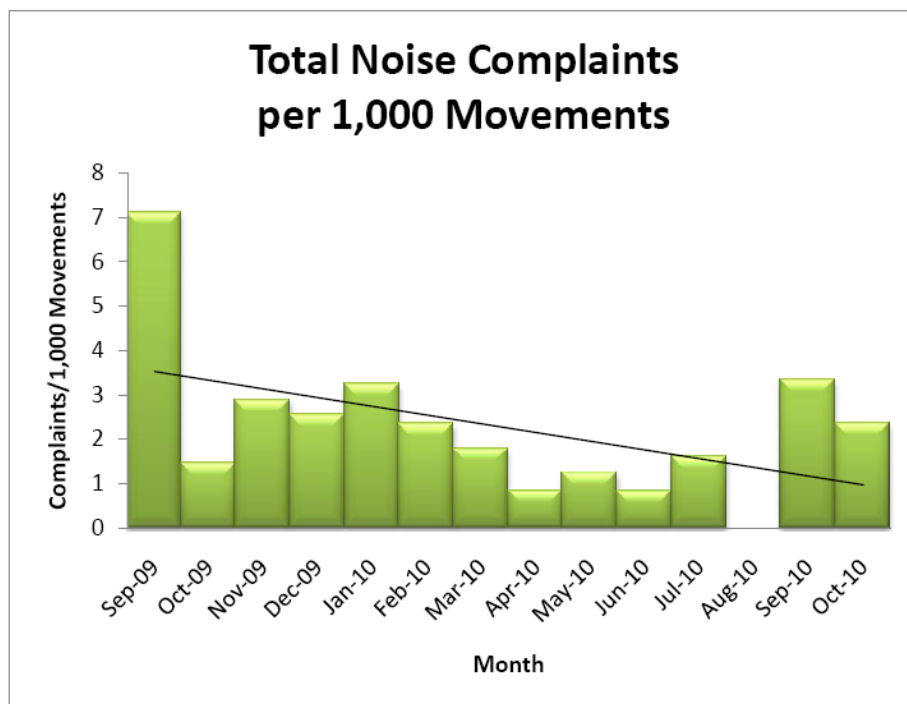
It is interesting to note that the summer months where aircraft activity is higher is actually generating fewer noise complaints than the autumn and spring months. This could be put down to an increase in night flying activity during these months that historically generate more complaints than daytime activity.

Note:

Formula for noise complaints per 1,000 aircraft movements

(Actual number of complaints/actual aircraft movements) x 1,000 = noise complaints per 1,000 aircraft movements

Fig 3



Noise Complaints by Aircraft Type

The graph below shows the division of noise complaints by aircraft type from Nov 2009 to Oct 2010. As can be seen, helicopters make up the largest number of complaints. The glider tug which has a history of being very noisy only made up 2% of all complaints.

Fig 4



When these numbers are normalized against the actual aircraft movements for each type of aircraft a true picture of the division between noise complaints can be seen.

For the period between Nov 09 and Oct 10 helicopter noise complaints numbered 5 per 1,000 helicopter movements. Over the same period fixed wing aircraft noise complaints numbered 1 per 1,000 fixed wing movements. These numbers put helicopters at five times more noise complaints than fixed wing.

Noise Management Plan

The Airport Company, KCDC staff and the CLG Chairman undertook a major review of the Plan and included experience gained from the past three years.

Together with requirements directed by the Environment Court, the CLG has been increased by one to include a representative from helicopter users, and the appointment term of Community Members is also prescribed at three years.

This revised Plan has been endorsed by KCDC and will become the new operational basis for the CLG.

Appreciation

The Committee is grateful to KCDC staff for their technical knowledge, input and advice. The contribution made by the Airport Manager A.J. Wackrow has been significant and his professional attitude and manner has been appreciated.

Finally, I wish to thank members of CLG for their continued interest and valued contributions.

A handwritten signature in black ink, appearing to read 'Murray Jensen', with a large, sweeping flourish extending upwards and to the right.

Murray Jensen
Independent Chairman

10 November 2010