

FIRST ANNUAL REPORT TO KAPITI COAST DISTRICT COUNCIL AND PARAPARAUMU AIRPORT HOLDINGS LIMITED

The Community Liaison Group (CLG) has met six times since the inaugural meeting on 21 August 2007

The Committee was established under the Kapiti Coast District Plan and subsequently the Paraparaumu Airport Management Plan and comprises representatives from: -

- **Community** - 3 persons appointed by KCDC
 - Mervyn Monk, General Manager, Kapiti District Trust
 - Warwick Hawes, KANAS
 - Louella Jensen, Paraparaumu-Raumati Community Board
- **Airport operators** – appointed by users of airport
 - Richard Bull
- **Te Ati Awa ki Whakarongotai**
 - Jack Rikihana
- **Airport Company**
 - Steve Booten, CEO replacing Noel Robinson
- **Airport Manager**
 - A J Wackrow, replacing Richard Baldwin
- **Independent Chairman**
 - Murray Jensen, appointed jointly by KCDC and Airport Company
- **Council Advisors/Representative (staff members)**
 - Colin Bridges, Principal Planner-Land Use
 - Leric Harvey-Smith, Environmental Health Officer
- **Secretarial Services** have been provided by Jean McBirney from KCDC

The purpose of CLG is *“to consider and where appropriate make recommendations to Airport Manager on aircraft noise issues and concerns that arise from the operation and activities at Paraparaumu Airport”*

The CLG Terms of Reference are described in the Noise Management Plan.

There appears to be a public perception that the CLG has some judicial role and that the CLG was established by KCDC to control all noise related matters.

The fact is that the Airport Manager has the responsibility to manage noise issues in accordance with the Kapiti Coast District Plan's requirements and to report to the CLG summarising the outcomes of the investigations.

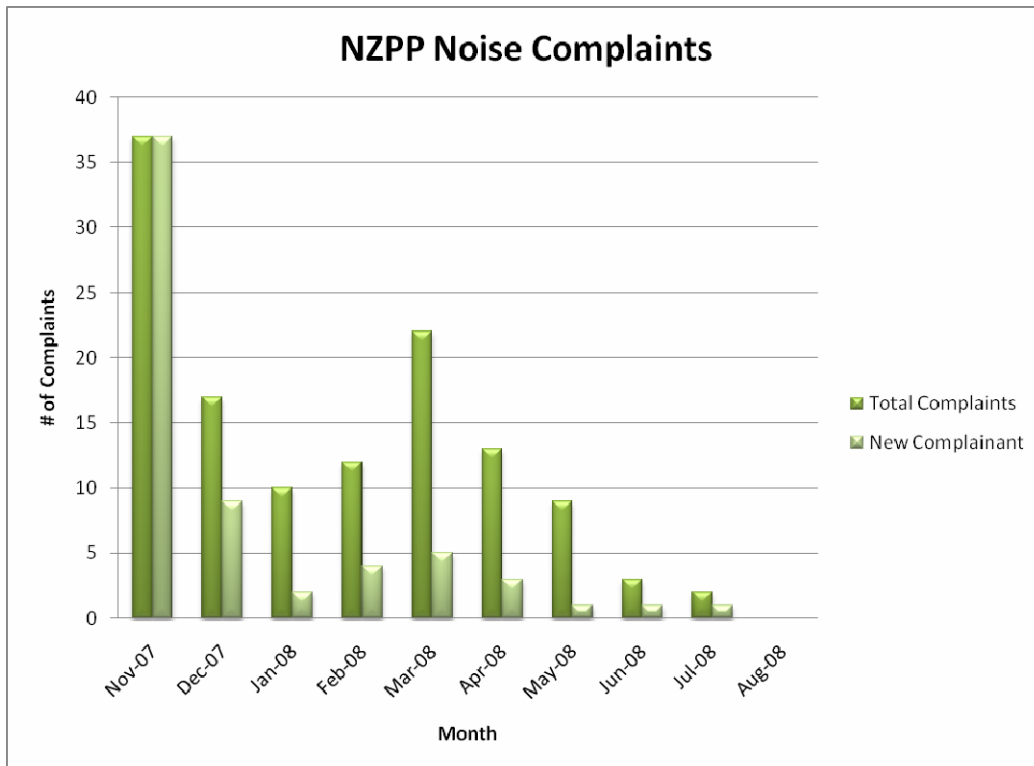
Between August 2007 and June 2008 the Airport Manager has been a part time position however, with the appointment of Mr A J Wackrow on 1 July 2008 the position has upgraded to a full-time basis.

Since August 2007, the CLG can confirm that the following have occurred:

- A complaints procedure has been established;
- Telephone complaints are lodged to a number monitored 24/7;
- Complainants are expected to give name, date and time of incident, type of aircraft involved;
- Airport Manager acknowledges complaints by mail and investigates; and
- After investigation the complainant is advised of results by mail.

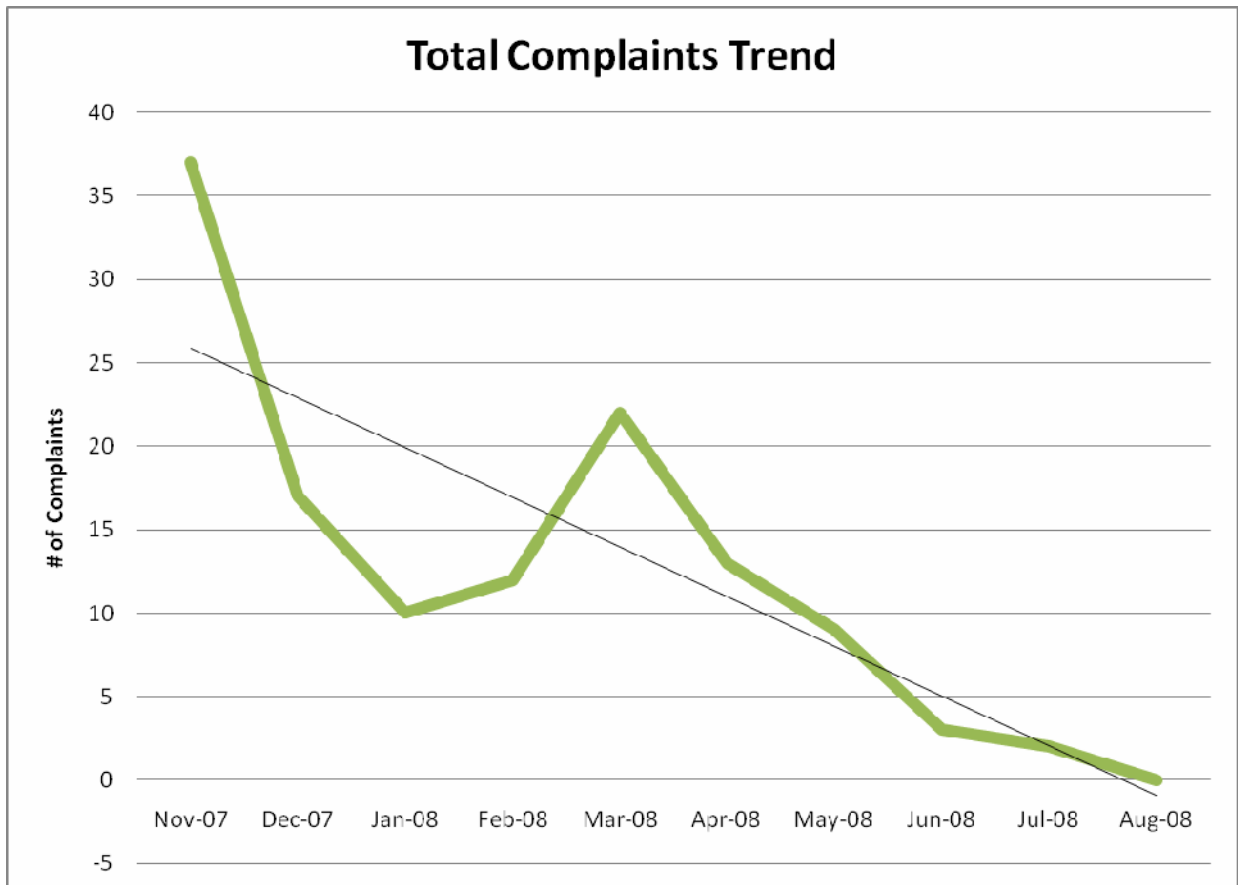
Many complaints are unable to be processed through lack of name or other detail.

The graph below shows the total number of noise complaints received since November 2007 grouped by month and divided into total complaints and the number of first time complainants per month. As can be seen from the graph the total number of complaints has been trending down while first time complainants have remained consistent for at least the last three months. This would suggest that either repeat callers are experiencing less noise, are satisfied with the way the airport is handling their complaints, or are simply losing faith in the complaints system.



Trend for Noise Complaints

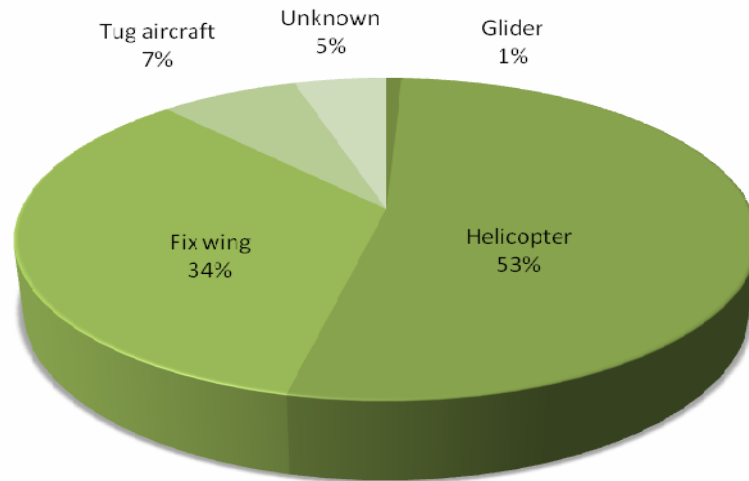
The graph below displays the overall noise complaints since November 2007 with the overlaying trend line. This is encouraging, although it should be noted that complaints have dropped off considerably over the winter months when there is typically less flying. Once the numbers represent a full calendar year a more comprehensive indication of trend will be established.



Noise Complaints by Aircraft type

The graph below shows the division of noise complaints by aircraft type between November 2007 and August 2008. As can be seen, helicopters make up almost half of all complaints. The glider tug which has a history of being very noisy only made up 7% of all complaints.

Noise Compliant Nov 07 to Aug 08



Monitoring

The NMP requires the Airport Manager to undertake Noise Monitoring / measurements from time to time.

The previous Airport owners had not implemented any programme. The new company advised that they would be doing so and would meet the requirements of the Commissioners' Report on Plan Change 73. The monitoring procedures are not inexpensive and the CLG were content to hold any action on this area until Environment Court decision was known as this could have a direct impact on factors such as the Airport Air Noise Boundaries.

Despite the above; at the August 2008 meeting the Airport Company advised that they would be instructing acoustic experts (Marshall Day) to conduct noise monitoring at the airport for an eight week period that spans part September / October and part November 2008 (four weeks in each of two locations).

This will result in the collection of actual measured noise levels which can then be compared to District Plan Noise Contours.

Resignation

Considerable comment has surrounded the resignation of one CLG member, Warwick Hawes, a community representative from the Kapiti Air Noise Action Society (KANAS). The NMP requires the Group to operate with consensus. Mr Hawes' frustrations were not shared by other members and he chose to resign. After I had spoken with him he withdrew the resignation only to re-tender it

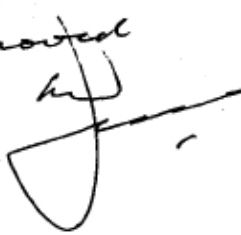
again. His frustration surrounded the lack of any monitoring and reporting procedure and an unwillingness to wait for the new company to become fully operational.

KCDC is currently seeking names of interested people for this vacancy, with a decision expected in late 2008.

Conclusion

The first year of operations has focused upon understanding the Noise Management Plan and establishing inaugural reporting procedures. The recent appointment of a full time Airport Manager, A J Wackrow, will enhance these operational aspects.

The Committee have worked well together and I have enjoyed working with them. The Committee has also been served and guided exceptionally well by Kapiti Coast District Council staff and, in particular, Colin Bridges.

approved


Murray Jensen
Independent Chairman

1 October 2008