

REPORT OF THE KAPITI COAST AIRCRAFT NOISE COMMUNITY LIAISON GROUP  
FOR THE TWO YEARS ENDING 31 DECEMBER 2015

This is the seventh report of the Community Liaison Group (CLG), which was established to comply with the requirements in the Kapiti Coast Airport Holdings Limited (KCAHL) Noise Management Plan (NMP).

From 1 January 2014 to 31 December 2015 the CLG was made up of the following people:

- Community – 3 persons appointed by the Kāpiti Coast District Council (KCDC)
  - Jonny Best, representing Paraparaumu/Raumati Community Board
  - David Blair, representing Kapiti Retirement Trust
  - Don Day
- Airport Operators – 2 persons appointed by KCAHL and KCDC
  - Graeme Barrell, representing fixed wing aircraft users (Kapiti Aero Club)
  - Bryan Sharpe, representing Wellington Gliding Club
- Ati Awa ki Whakarongotai
  - Jack Rikihana
- Airport Company
  - Robert Binney (since June 2014)
- Airport Manager
  - Jason Russell
- Independent Chairman, appointed by KCAHL and KCDC
  - Gordon Strachan

The Committee is assisted with advisors from the Kāpiti Coast District Council.

The purpose of the 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, which is available in full at the following location:

<http://kapiticoastairport.co.nz/the-kapiti-coast-community.html>

This report describes how aircraft movements have declined slightly in 2014 before increasing again in 2015 with the overall number of noise complaints remaining constantly low. The fluctuation in aircraft movements is mainly due to increased fixed-wing flying activity by the Kapiti Aero Club and Sounds Air's commencement in early 2015 of scheduled passenger services to Blenheim and Nelson. The 2016 forecast for a decrease in total aircraft movements is mainly due to the cancelation of Air New Zealand's Christchurch services on 28 February 2016, a small reduction in services operated by Sounds Air, and cessation of gliding activities

from 1 April 2016. Within the same period, the flying activities by the Kapiti Aero Club as well as itinerant aircraft passing through are predicted to increase.

### Aircraft Movement Data

The table below shows actual aircraft movements as recorded by the Airport. The airport noise contour modelling for the District Plan was based on annual movements of 96,000.

Aircraft Movements Data					
	Calendar Year			August – March	
	2014	2015	2016 (projected)	2014 / 2015	2015 / 2016
<b>Landing Full Stop</b>					
Aeroplane	5,789	6,741	6,650	4,254	4,644
Helicopter	440	726	860	478	591
Glider	853	904	391 <sup>2</sup>	662	681
Microlight	71	81	94	48	79
Total Full Stop Landings	7,153	8,452	7,995	5,442	5,995
<b>Take-offs</b>					
Inferred from Landings <i>(approx. as no accurate data)</i>	7,153	8,452	7,995	5,442	5,995
<b>Touch and Go Landings</b>					
Aeroplane	4,720	4,558	4,650	3,522	3,111
Helicopter	18	2	5	0	3
Microlight	10	47	60	7	38
Total Touch and Gos	4,748	4,607	4,715	3,529	3,152
<b>Total Movements</b>	<b>19,054</b>	<b>21,511</b>	<b>20,705</b>	<b>14,413</b>	<b>15,142</b>

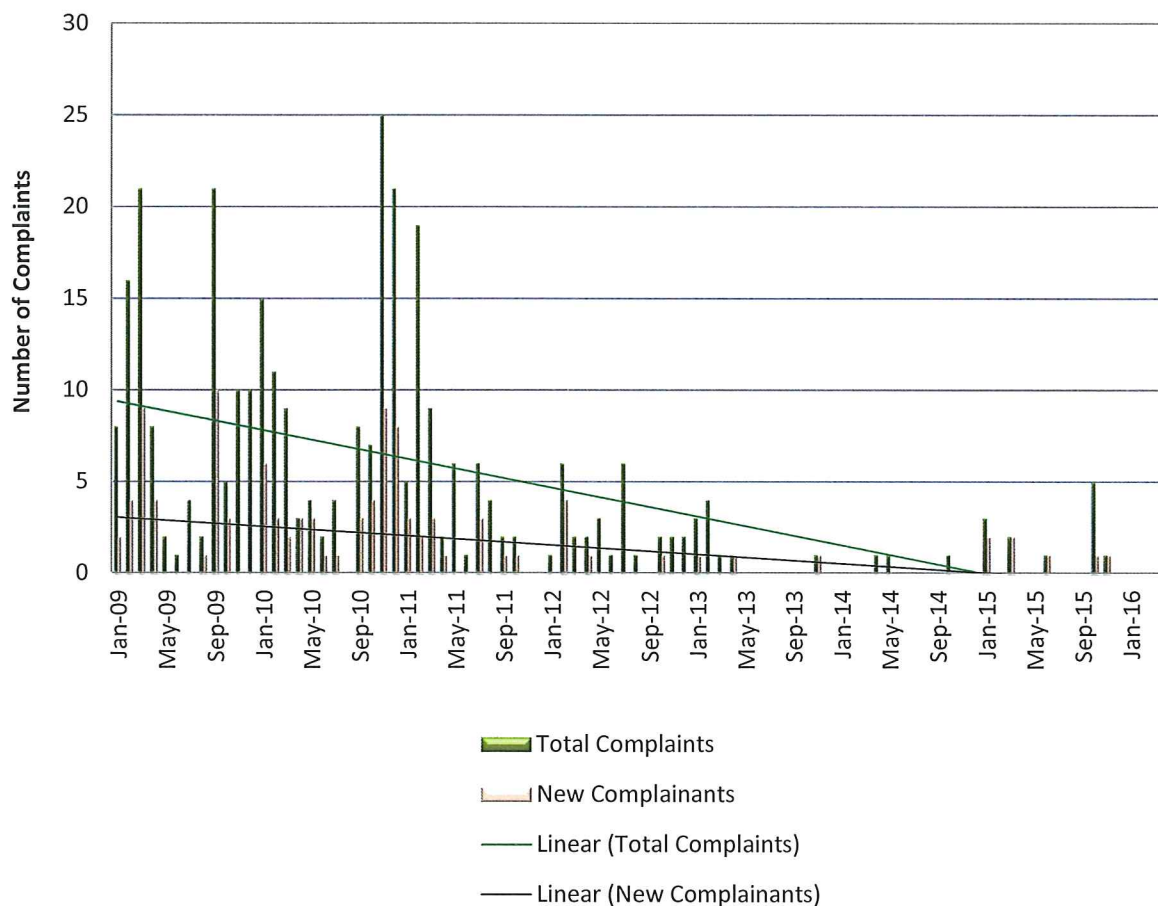
### Total Complaints Trend

The graph below shows the total number of noise complaints received since January 2009 grouped by month and divided into total complaints, and the number of first time complaints<sup>1</sup> per month. The moving average shows various spikes in the number of complaints however the trend for the total number of complaints is decreasing. The numbers of first time complainants are also decreasing.

<sup>1</sup> The separation of total complaints versus first time complaints serves as an indicator of public awareness of aircraft noise. This is common practice at other airports.

All complaints are investigated and complainants notified of the outcome in due course. For the majority of complaints, the aircraft were not flying during the airport's curfew (and if they were it was in response to emergency medical patient transfers) and were not in breach of any airport or civil aviation rules. There was only one incident which occurred on 12 July 2015 where two local aircraft were found to have mistakenly continued circuit training into curfew hours (after 6.00pm on Sundays). Both aircraft completed their flights before 6.30pm, and the operator took remedial actions to ensure this did not happen again.

**Total Complaints Trend**  
**1 January 2009 to 31 March 2016**



## **Conclusion**

The latest three yearly field noise monitoring was undertaken by independent acoustic engineers Marshall Day between 10 February and 25 March 2015 (report dated 31 July 2015), which is available in full at the following location:

<http://kapiticoastairport.co.nz/the-kapiti-coast-community.html>

The report determined that the average daily noise level at the airport's Air Noise Boundary was 60 dB  $L_{dn}$  which is comfortably within the 65 dB  $L_{dn}$  limit. The next three yearly field noise monitoring is scheduled for February 2018.

It is with great sadness I note the passing of the incumbent Chair (Gordon Strachan) during his term of office and acknowledge his, and the two Kapiti Coast Airport Operator (Graeme Barrell representing Kapiti Aero Club; Bryan Sharpe representing Gliding Club) representatives' valuable contribution to the group. At the 26<sup>th</sup> April 2016 meeting of the Regulatory Management Committee, I was appointed as the independent Chair with Dave Gollop (Operational Support Manager, Air Nelson (Air NZ) and Peter Merwood (Secretary, Kapiti District Aero Club) appointed as the airport operator representatives.

I wish to record my thanks to CLG members (past and present). I look forward to working with you all in the future.

Hilary Wooding (JP)  
Independent Chairman

18 August 2016