Approach 18
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NZ AIRPORTS ASSOCIATION

PBN and the community
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Community view of airports?

News media: airports = the place where things go wrong

- Security breaches
- Flight delays
- Traffic hold-ups
- Queues at the border
- Fuel shortages
- Family crises
Airport view of airports?

The place where a huge number of moving parts, different players and specialised infrastructure make it work, together

- Over 18,000 landings and take-offs per week in 2017
- Airlines, Airways, fuel companies, baggage, caterers, transport providers, freight companies, agencies
- Unprecedented growth in passengers, airlines and destinations
- Great travel experiences and high quality services
- Innovation and investment for the future
Airport view of community

Serving a range of needs:
- Airlines – safety, efficiency, capacity, cost-effective
- Passengers – security, comfort, flow, convenience, quality
- Community and region – connectivity, economic development, tourism, land transport, social linkages and participation
- Resilience and disaster response

Being good neighbours:
- Managing effects and annoyance, building goodwill and understanding
Constant efforts to build good relations

- Auckland Airport – tourism grants, skills hub, environmental leadership
- Wellington Airport – community awards, WOW, Middle Earth, Zoodoo compost
- Christchurch Airport – South, marathon, energy efficiency award, autonomous vehicles
Constant battles

- Resource Management Act, district plans, designations, zones, overlays, public hearings, long processes
- Many competing land uses and objectives
- Constant vigilance required – a never-ending stream of incompatible proposals
- Constant battles to protect future options and to be heard

But if it’s not done right…

Airport's battle against district plan 'causing tremendous anger and frustration'

Invercargill Airport has spent about $150,000 on legal bills, and the board's chairman says it is money that should not have needed to be spent. Since about 2011, the airport has been in conflict with parts of the Invercargill City Council's proposed annual plan. Currently, the proposed plan allowed new noise sensitive activities in zones, subject only to acoustic insulation, which would be deemed inappropriate by a national standard.
High stakes if it goes wrong
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Heathrow:
Residents’ campaign groups have been joined by 21 local authorities, national campaign groups such as Greenpeace, politicians from all the political parties and environmentalists from across the country. Direct action activists from Plane Stupid climbed on to the roof of the Houses of Parliament to protest against Heathrow expansion.
The precedents

- Sydney – highly prescriptive noise legislation and regulations

The curfew operates from 11pm until 6am during this period take-offs and landings at the Airport are restricted to specific types of aircraft and operations.

The principal categories of permitted operations are as follows

- small (less than 34,000kg) noise certificated propeller driven aircraft and ‘low noise’ jets (mostly business and ‘small’ freight jets—these are specified on a list which has been Gazetted by the Minister) are allowed to operate without a quota on the number of their movements

Qantas Airways Ltd, Toll Transport Pty Ltd, Virgin Australia Airlines Pty Ltd and Cobham Aviation Services have specific approval to operate a limited number of freight movements per week in low noise heavy freight aircraft:

- Qantas Airways quota is 27 Bae-146 movements per week
- Virgin Australia Airlines quota is 18 Bae-146 movements per week
- Toll Transport’s quota is 1 Bae-146 movement per week
- Cobham Aviation Services quota is 28 Bae-146 movements per week.

The Act provides for international passenger movements between 11pm and midnight and between 5am and 6am (the curfew shoulder periods) subject to jet aircraft meeting the strictest ICAO noise standards (Chapter 3).

no more than 24 movements per week (no more than 5 on any one day) between 5am and 6am, which may only be landings [quota set by Regulation]

zero movements between 11pm and midnight [quota set by Regulation].

During the curfew aircraft must operate over Botany Bay, that is take-offs to the south and landings to the north.

on Saturdays and Sundays aircraft must also operate over Botany Bay in the hour before and after the curfew, provided the weather and traffic conditions allow this to take place safely.

aircraft are not permitted to take off over the suburbs after 10.45pm.

The curfew restrictions do not apply in cases of emergency.

In exceptional circumstances the Minister may grant dispensations for aircraft to operate when they would not otherwise be allowed to do so. These must be issued in accordance with guidelines which define what are ‘exceptional circumstances’.

when a dispensation is granted a report giving the reasons for the dispensation must be tabled in both Houses of the Federal Parliament.

The Act provides for fines up to $850,000 for a body corporate.

Before the Act can be amended a formal community consultation process must be carried out.
High stakes if it goes wrong

The precedents
At its 2008 party conference, the Conservatives ruled out any decision on expanding Heathrow during the lifetime of the next Parliament, effectively putting the airport - which has long wanted to grow - into a holding pattern for five years.
High stakes if it goes wrong

The lessons

• Undoubted benefits, but
  • If aircraft noise becomes a political issue, the solutions are likely to be political
  • If community relations get into the wrong mood, it is very difficult to get them back on track
  • The outcomes can be very costly and constrained, and solutions can take years to work through
  • The wider impacts can be substantial
Audiences for PBN messages

People will take different things from the same message:

- Safety and reliability
- Economy and growth
- Enhanced access to regional centres
- Emissions and climate change
- Efficient operations and shorter flights

But the noise issue is personal and emotional…
Noise is different

A UK airport received more than 25,000 noise complaints throughout the northern summer but about half that number were from the same 10 people.

London’s Heathrow Airport released a report this week, showing that they received about 274 complaints a day between July and September. However, while just over 1200 people made a single complaint about the excessive noise, three people contacted the airport 1280 times each, the Telegraph reported.

...People living under Heathrow flight paths used automatic software to file noise complaints, airport bosses have disclosed.

However, protesters were unwittingly caught out by forgetting to put the clocks back in the autumn - leading to dozens of emails an hour before flights even took off or landed.

Heathrow has accused anti-runway protesters of programming software to email a complaint whenever an aircraft was due to fly overhead. But John Stewart, chairman of HACAN, the group that campaigns for noise reduction around Heathrow, said residents had no choice...
Noise is different

Most aviation debates can be settled by reference to rules, precedents, safety cases, weighing of options, but:

- Noise is psychological and social
- It is more about why people get annoyed, and how they react when they are resisting something
- New aircraft might be much quieter, but there are many more of them
- A measurement of noise is not a measurement of its impact on people

Holding out false hope won’t help – aviation is on a decades-long growth trend.
PBN implementation

Patience, care and mutual support

- Airports need to work through a process, including consultations, district planning, noise boundary issues
- Airports, airlines and New Southern Sky working well together

The aim is to maintain community support, avoid surprises, make good decisions, while achieving implementation and delivering benefits

If it needs a bit of time now, it will be worth it for aviation and the national interest in the long run