

**REPORT OF THE KAPITI COAST AIRPORT COMMUNITY LIAISON GROUP**  
**FOR THE PERIOD 31 DECEMBER 2010 to 30 NOVEMBER 2011**

This is the fourth Annual Report of the Community Liaison Group (CLG), which was established to comply with requirements in the Kapiti Coast Airport Limited (KCAL) Noise Management Plan (NMP).

The CLG is made up as follows:

- **Community** – 3 persons appointed by KCDC
  - Jonny Best, representing Paraparaumu/Raumati Community Board
  - David Blair, representing Kapiti Retirement Trust
  - Don Day
- **Airport Operators** – 2 persons appointed by KCAL and KCDC
  - Graeme Barrell, representing fixed wing aircraft users (Kapiti Aero Club)
  - Steve McNabb, representing helicopters (Helipro)
- **Ati Awa ki Whakarongotai**
  - Jack Rikihana
- **Airport Company**
  - Steve Bootten, Chief Executive Officer
- **Airport Manager**
  - Heather Woodcock (until December 2011)
  - Jason Russell (from January 2012)
- **Independent Chairman, appointed jointly by Kapiti Coast District Council and Kapiti Coast Airport Ltd**
  - 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, which is available in full at the following location:

[www.kapiticoastairport.co.nz/media/workdocs/Paraparaumu-Airport-Noise-Management-Plan-9-Sept-2010.doc](http://www.kapiticoastairport.co.nz/media/workdocs/Paraparaumu-Airport-Noise-Management-Plan-9-Sept-2010.doc)

### **Movements Data**

During the period under review there was significant reduction in aircraft movements.

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

Movements in the current year were down 32% due to the transfer of Helipro helicopter operations to Palmerston North at the end of May, lower fixed wing training activity by both Helipro and Kapiti Aero Club, and lower recreational flying due to economic factors.

		Calendar Year	
		2010	2011
<b>Landing Full Stop</b>			
	Aeroplane	9,730	7,492
	Helicopter	3,117	1,080
	Glider	1,013	670
	Microlite	45	72
Total Full Stop Landings		13,905	9,314
<b>Takeoffs</b>			
	Inferred from Landings <i>(approx. as no accurate data)</i>	13,905	9,314
<b>Touch and Go Landings</b>			
	Aeroplane	10,161	7,823
	Helicopter	2,271	787
Total Touch and Gos		12,432	8,610
<b>Approximate Total Movements</b>		<b>40,242</b>	<b>27,238</b>

*Note: Touch & Go movements are an estimate based on a ratio calculated from a 3 month survey in 2009.*

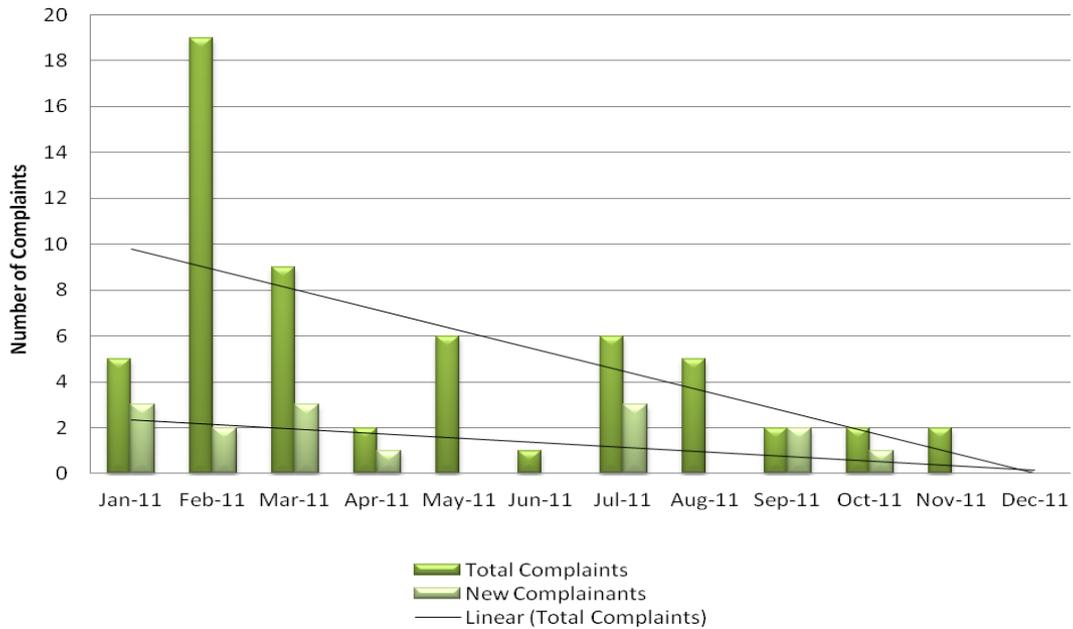
### Number of Noise Complaints

The graph below (overleaf) displays the trends for overall noise complaints and new complaints over the last year. This graph also shows the overall trend for noise complaints is downwards over the year.

The average number of complaints received per month for the year January 2011 to December 2011 was less than 5. With almost four years' worth of data collected a clear seasonal trend is emerging, with the change of seasons around autumn and 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 less than 1 per month. The overall trend for both total and new complaints over the last year is decreasing and quite noticeably. This is due to the lower flight activity levels, transfer of Helipro helicopter operations to Palmerston North at the end of May and other actions taken by KCAL such as changes to curfew hours.

## Total Complaints Trend January 2011 to December 2011



### Noise Complaints Compared to Aircraft Movement Numbers

The graph below shows total noise complaints since January 2011 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.

*Note: The formula for noise complaints per 1,000 aircraft movements:*

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

### Total Noise Complaints per 1,000 Movements



## **Airport Operations**

During the year significant events impacted on the airport operations:

- a. Plans to introduce an Air New Zealand service, with flights commencing in late October;
- b. The name of the airport was changed to 'Kapiti Coast Airport';
- c. The Company undertook a major upgrade of the runway; to avoid disruption to users it was intended to undertake the work at night.

When the noise profile of the machinery was understood the Company chose to close the main runway for one month, and undertake the upgrade work during daylight hours.

This action again demonstrated the "good neighbour" attitude of the Airport Company.

- d. Following representations from Kapiti Coast Airport management Helipro, the helicopter training operator, transferred their helicopter operations to a new base at Palmerston North.
- e. A change of Airport Manager from Heather Woodcock to Jason Russell occurred at year end.

## **Air New Zealand Operations**

The service, using a Q300 aircraft and operated by Air Nelson, has caused little noise impact. Only one noise complaint was received during the period. However it is noted that the aircraft do fly a new approach into the airfield from the south, which some residents will find a new experience.

Complainants concerned with the new flight path or aircraft heights were referred to Civil Aviation Authority as this matter is outside the airport company and CLG jurisdiction. These incidents have not been included in the noise complaint statistics.

## **Conclusion**

This has been a significant year for the airport company and for the CLG, there have been significantly fewer complaints to review. CLG is grateful for the support provided by KCDC staff and also to the Airport Manager Heather Woodcock. We look forward to working with the new Manager Jason Russell.

Finally I wish to record appreciation to all CLG members, past and present.



**Murray Jensen MNZM, JP (Rtd)**  
Independent Chairman

30 January 2012