

**REPORT OF THE KAPITI COAST AIRCRAFT NOISE COMMUNITY LIAISON GROUP
FOR THE YEAR ENDING 31 DECEMBER 2013**

This is the sixth Annual 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).

The CLG is 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)
 - Siobhan Mandich, representing helicopters (Helipro)
- **Ati Awa ki Whakarongotai**
 - Jack Rikihana
- **Airport Company**
 - Steve Bootten, Chief Executive Officer
- **Airport Manager**
 - Jason Russell
- **Independent Chairman, appointed jointly by Kāpiti Coast District Council and Kapiti Coast Airport Holdings Limited**
 - Murray Jensen

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

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:

[http://kapiticoastairport.co.nz/media/pdfs/Kapiti Coast Airport Noise Management Plan - Sept 2012.pdf](http://kapiticoastairport.co.nz/media/pdfs/Kapiti_Coast_Airport_Noise_Management_Plan_-_Sept_2012.pdf)

This report will describe how aircraft movements have declined at the airport and consequently noise complaints have significantly reduced. It is also apparent that the nearby residents have a much improved understanding of the airport operations and have become more tolerant of noise issues. The withdrawal of the helicopter training has certainly assisted with noise reduction issues but on the other hand the loss of the helicopter activity has been at some economic cost to the community.

Movements Data

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

Movements in the year to date have slowly decreased. This is primarily a result of lower fixed wing training activity by both Helipro and Kapiti Aero Club due to changes in government funding for student pilots and the transfer of Helipro flight training activities to Palmerston North from 31 August.

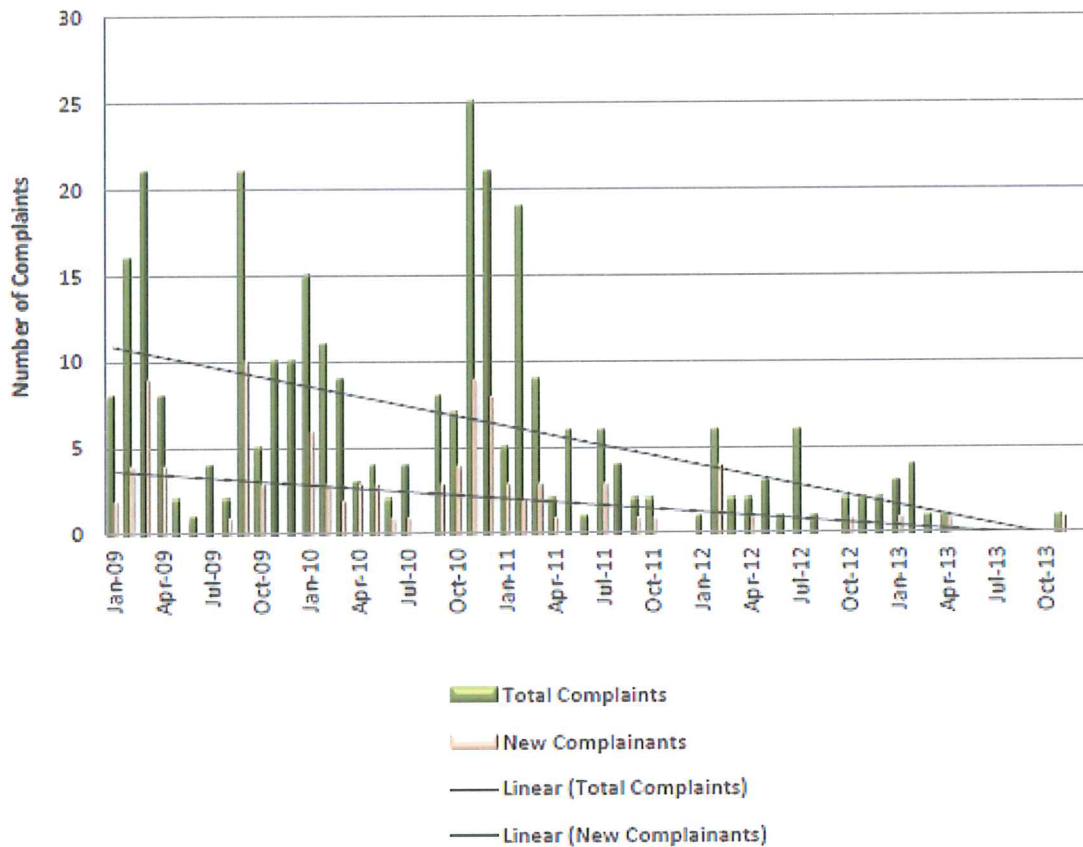
Movements Data			
		Calendar Year	
		2012	2013
Landing Full Stop			
	Aeroplane	8,250	7,179
	Helicopter	285	305
	Glider	1,031	1,046
	Microlight	71	92
	Total Full Stop Landings	9,637	8,622
Take-offs			
	Inferred from Landings <i>(approx. as no accurate data)</i>	9,637	8,622
Touch and Go Landings			
	Aeroplane	6,886	6,863
	Helicopter	23	4
	Microlight	9	5
	Total Touch and Goes	6,918	6,872
Approximate Total Movements		26,192	24,116

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 complainants¹ 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.

Fig 1

Total Complaints Trend January 2009 to December 2013



¹ 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.

Conclusion

The committee have noted the changes and improvements being made by the Airport Company adjacent to the airfield. These facilities will enhance the Airport and its relationship with local residents. The relocating of the Kapiti Districts Aero Club into a new aviation core was successfully completed. The independent noise monitoring firm Marshall Day were engaged to assess if there were any noise effects of the relocation. Their report concluded "as there is only a minor increase in noise levels as a result of the aero club relocation and that this increase is of no appreciable significance in the community, the effects of this relocation of the Aero Club are minor".

I wish to record my thanks to CLG members. Your interest and your advice is appreciated as is the support provided by KCDC staff. The courtesies and cooperation from Airport Manager Jason Russell has also been exemplary. Thank you.

This is my last report and I do wish those involved with carrying on the task my best wishes and I thank you again for the opportunity to serve and work with you.



Murray Jensen MNZM, JP (Rtd)
Independent Chairman

21 January 2014