

**REPORT OF THE KAPITI COAST AIRCRAFT NOISE COMMUNITY LIAISON GROUP
FOR THE YEAR ENDING 31 DECEMBER 2012**

This is the fifth Annual Report of the Community Liaison Group (CLG), which was established to comply with requirements in the Kapiti Coast Airport (KCA) 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 KCAHL and KCDC
 - Graeme Barrell, representing fixed wing aircraft users (Kapiti Aero Club)
 - Siobhan Mandich, representing helicopters (Helipro)
- **Ati Awa kiWhakarongotai**
 - Jack Rikihana
- **Airport Company**
 - Steve Bootten, Chief Executive Officer
- **Airport Manager**
 - Jason Russell
- **Independent Chairman, appointed jointly by Kapiti Coast District Council and Kapiti Coast Airport Ltd**
 - Murray Jensen

The Committee is assisted with advisors from Kapiti 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

This has been a year of consolidation. The airport has proven itself to be a well managed and controlled operation. New Zealand's recent decline in economic activity has affected aircraft operations. The loss of Helipro operations from Kapiti has seen a significant drop in both airport operations and indeed noise complaints.

Movements 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. Movements in the year to date have slowly decreased. This is primarily a result of helicopter training being moved to Palmerston North in the middle of 2011, and lower fixed wing training activity by both Helipro and Kapiti Aero Club mainly due to changes in government funding for student pilots.

		Calendar Year	
		2011	2012
Landing Full Stop			
	Aeroplane	7,492	8,250
	Helicopter	1,080	285
	Glider	670	788
	Microlight	72	71
Total Full Stop Landings		9,314	9,394
Take-offs			
	Inferred from Landings <i>(approx. as no accurate data)</i>	9,314	9,394
Touch and Go Landings			
	Aeroplane	* 7,798	2,431
	Helicopter	*787	9
	Microlight	*25	3
Total Touch and Goes		* 8,610	2,443
Approximate Total Movements		* 27,238	21,231

* Note: Touch & Go movements have previously been an estimate based on a ratio calculated from a 3 month survey in 2009, where airport noise contour modelling was based on annual movements of 96,000. Touch & Go movements have now been accurately recorded as actuals from October 2011. The 2012 figures are actual figures.

The absence of helicopter training and significant reduction of fixed wing student pilot training also indicates the 2009 survey is no longer appropriate.

Kapiti Coast Airport is now an integral part of the Air New Zealand network and the Air Nelson operated service to Auckland has been well received by the community.

The core function of the CLG is to monitor noise complaints. The number of complaints received has significantly decreased this year. It is disappointing to note the multiple complaints received by the same people each month. This does tend to distort the actual number of complainants and complaints lodged.

Number of Noise Complaints

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.

Total Complaints Trend January 2009 to December 2012

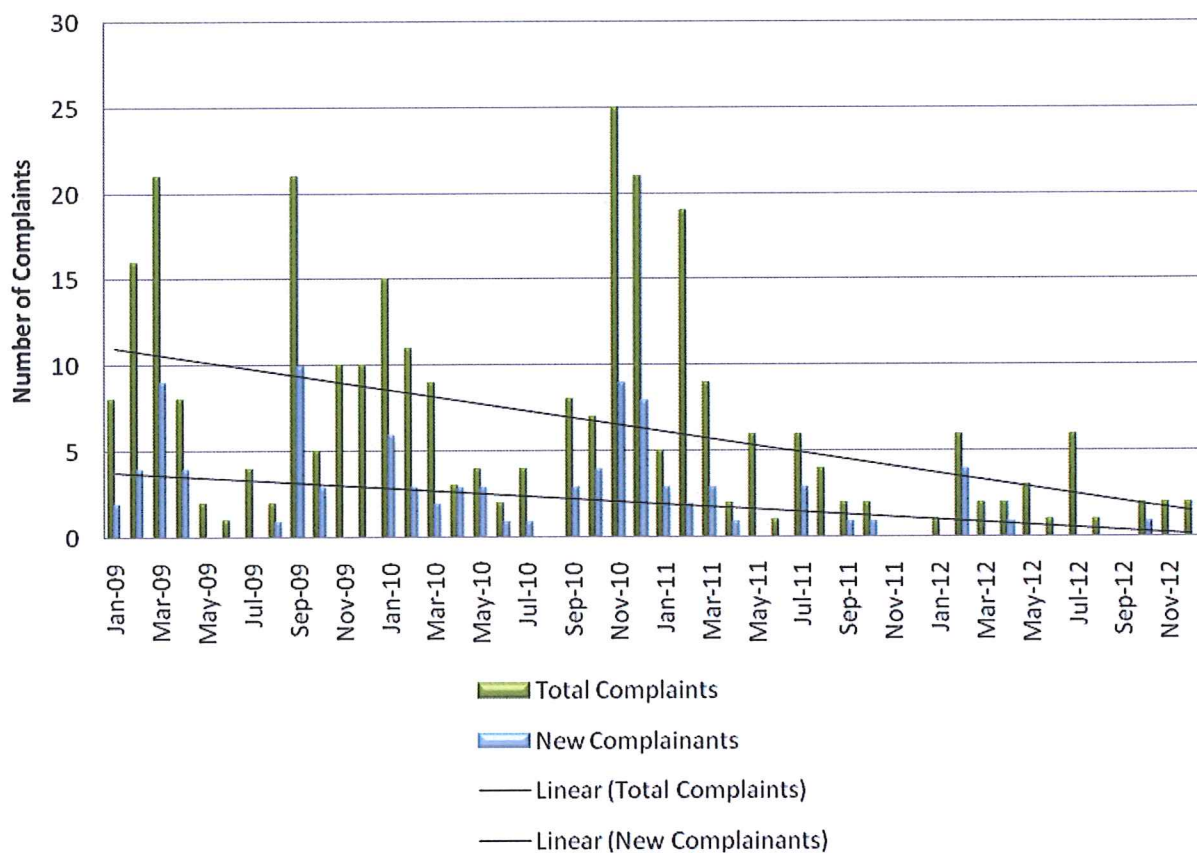


Fig 1

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

Other Noise Issues

Independent noise monitoring was undertaken at the airport by Marshall Day for a 6 week period in January and February 2012.

Results of the report found the airport continues to comply with noise regulations as per the Noise Management Plan.

The report is available to the public on the Kapiti Coast Airport and KCDC websites.

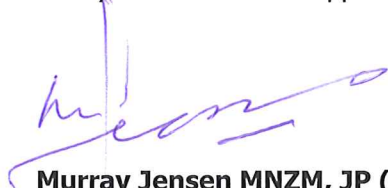
Since the last report KCDC has undertaken "Monitoring of Compliance with Airport Zone Rules and Standards in Relation to Noise, Including the Noise Management Plan" which concluded that the airport has complied with the Airport Zone Rules and Standards.

Conclusion

Whilst the work for CLG has not been busy this year, the CLG members continue to maintain a vigilant overview of noise issues. The Group are appreciative of the valuable support, advice and assistance provided by KCDC staff.

We also record our appreciation to Jason Russell, Airport Manager, for his cooperation and courtesies. His regular reports are most helpful.

Finally I wish to record appreciation to all CLG members for their interest and services.



Murray Jensen MNZM, JP (Rtd)
Independent Chairman

21 February 2013