

Some background on where ANCCG is starting to go – slowly - - and the issues we still have

The recent 'surprise' ANCCG meeting, called at short notice, which a number were inadvertently not invited to, was purely for the Airport's compliance needs.

That degenerated into an open forum, since the business part, such as it was, was done in no time. Still no minutes out. So this is from memory.

I challenged Airways, always the least vocal and not enjoying being dragged into the limelight to justify the existence of LOSGA [a navigation 'waypoint' which is an enormous bugbear to nearby Three Kings, Onehunga (particularly) and Greenlane...not helped by it being a highpoint topographically]. Its existence is down to the days of pilots being directed to follow the volcanic line across the suburbs in the prevailing westerly wind and turn and come back on approach on the then sparsely-developed southern Auckland/ Manukau path.

LOSGA was a radio beacon. Prominent in the landscape. Good reception etc. The new system should be flexible, since it is in the sky and satellite based. It is purely for the benefit of the airport's scheduling needs, with the pilots of the international flights.....as we know only too well.....getting to choose where and how quickly they reach 10,000 feet after take-off. The Australians – even Virgin – and Singapore fly wide and high, because that is what they are required to do at home.

So why not for our benefit, the virtually never considered ratepayers? Certainly AC permanent reps on the committee have never raised noise as an issue. Financial benefit is uber alles, with noise not even on the menu.

Well, surprise, there's no reason why ratepayers shouldn't be a major consideration now that land-based issues are no more. But this is not a very progressive industry in looking past the bottom-line.

The system is now totally satellite-bound (there is a ground-based backup for a major failure) so it can and should be flexible, with persistently low-flying planes penalised, financially, the mayor and I believe. (Small problem, the AC rep is an old Brown stooge with allegiance to the former compromised chair.)

I believe LOSGA should be moved to bring planes in over the Manukau Harbour and over the industrial areas -- which was promised in the first rather naïve Airways media release in 2012, when their new boss, Ed Simms, ex Air NZ took over. (I still have a copy).

Incidentally, Airways have still not set a briefing time for me, despite constant reminders, allegedly because they are so busy.

If they were flexible, and yes, there will be some costs, but the industry is awash with money, with oil prices so low and international tourism booming. That would make a huge difference to our quality of and length of life.

Height which equals noise – and we must constantly remind these 'green warriors/worriers about carbon', if you can hear it, it will be spraying nitrous oxide on

you, your food, your clothing, curtains etc. – still remains the perpetual issue in conflict with the Airport's need for tight scheduling. That is simply so they can delay the construction and expense of the second runway long enough for them to re-save the \$250-mil they generously gave to shareholders (23.6% to AC) and senior management 18-months ago.

A major issue over OLB territory is the low-flying (forced lower by the jets) piston and turbo-jets, which will and soon be sandwiched between the uncontrolled drones (one of these days with explosives to bring down a plane) flying higher and wider. These light aircraft are like cars, hooning around without identification. The Unitary Plan panel assured me this was in their scope and would be addressed. They fly north-south (and reverse) while the jets (on our side of town they are all international flights) fly west-east (and reverse).

Very few of these unmarked planes use the Airport, so there is no interest in them by the ANCCG. Either in terms of their anonymity and their altitude. CAA, the most useless department in all government are impervious to complaint. There is now a new Minister of Transport so that might change. But I believe OLB should lead this charge and Desley must be asked to add muscle.

In recent months, the partially identified regional turbo-props operated by Air NZ and Qantas have crept into the north south routing over OLB turf. They regard the 4,900 Airport imposed ceiling as meaningless; 2,900 is fine for their whiney engines to spray us with noise and toxins. Why? Because they can.

So that has to become an issue for 6 December or early next year.

Casspir, the delayed, erratic and virtually redundant public aircraft movement tracker is to feature in the 6 December meet. It has to be 'live' (the FlightRadar 24 app is, so no "national security" issue there). That will help complainants know what they are talking about.

I'm demanding a simple phone number 0800 PLANENOISE, or something similar and, most important for the night flights, an **email address** so you can send in complaints the next morning, or at 7 after the 5 AM wake up you got from an unnecessary flight over the suburbs at that hour, particularly.

Having given up complaining on the current line 09 256 8133, not the easiest to remember, I tested the system again recently. With the easterly winds currently there is plenty to complain about. Just a thought, fuel sales at the Airport are up 30-percent and that's pre-second runway...which I must assume will pour over lower Meadowbank, Remuera and Parnell, if the current regime is not altered.

They had no record of my calls. It took a full 30-mins to make a complaint. I got the emails promising a follow-up. It came. I was referred to the CAA website, where there is nothing like a visible complaints line!!

I proposed at the surprise meet that the AC take control of the peak noise monitoring through their noise monitoring facility. The Airport pays a fortune to Marshall Day to

monitor the 'average noise over the period the aircraft can be heard'....now regarded overseas as rubbish and worthless; something they've heard from me for four years now.

The peaks hurt – your ears, and they indicate maximum toxin spray release. The Airport will fight to the end for meaningless monitoring (they also keep the majority of the monitors away from the most used flight-paths to help the averages. Industry self-monitoring has never worked anywhere. And never will.)

But we all need to encourage all residents in OLB areas to complain and keep complaining once we have the new simplified system. Otherwise “where’s the problem”?

December 6 is due to mark a turning point. I will update you early in the new year.