

AIRPORT NOISE LIAISON COMMITTEE REPORT

1 JANUARY TO 31 DECEMBER 2025



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1 DEFINITIONS & ACRONYMS

1.1 DEFINITIONS

Aircraft Operations	Also referred to as 'Operational Noise' a) the landing and take-off of aircraft; and b) aircraft flying along any flight path associated with a landing or take-off. For the purposes of Christchurch District Plan Rule 6.1.6 'Activity specific noise rules', it excludes: a) aircraft operating in an emergency for medical or national/civil defence reasons; b) air shows; c) military operations; d) Antarctic operations; e) helicopter operations; f) aircraft using the airport as an alternative to a scheduled airport elsewhere; g) aircraft taxiing; and h) aircraft engine testing
Air Noise Compliance Contour	The 65 dB L_{dn} noise contour included in the Christchurch District Plan that cannot be exceeded. The determination of compliance or otherwise with this control is demonstrated by the preparation of the AANC for the preceding year's aircraft operations and reported annually.
Decibel (dB)	The unit of sound level. Expressed as a logarithmic ratio of sound pressure relative to a reference pressure.
L_{dn}	The day night noise level which is calculated from the 24-hour L_{Aeq} with a 10dB penalty applied to the night-time (2200-0700 hours) L_{Aeq} .
Noise Measurements	In-situ noise measurements of actual noise levels using either semi-permanent noise monitoring terminals or hand-held equipment (sound level meters).
Noise Monitoring	Monitoring of noise levels (generally with respect to assessing compliance with the Christchurch District Plan), using both noise measurements and calculated noise levels.
On-Aircraft Engine Testing	The testing of engines on aircraft.

1.2 ACRONYMS

AANC	Annual Aircraft Noise Contour
ANCC	Air Noise Compliance Contour
ANLC	Airport Noise Liaison Committee
APMW	Airport Pavement Maintenance Works
ATP	Acoustic Treatment Programme
CRPS	Canterbury Regional Policy Statement
CCC	Christchurch City Council
CIAL	Christchurch International Airport Limited
CDP	Christchurch District Plan
MDA	Marshall Day Acoustics
NMP	Noise Management Plan
NMR	Noise Monitoring Report
NMT	Noise Monitoring Terminals

2 STATUTORY REQUIREMENTS

In accordance with Rule 6.1.6.2.7.3(d) of the Christchurch District Plan (CDP), Christchurch International Airport (CIAL) is required to prepare an Airport Noise Liaison Committee Report by 6 March each year to the Christchurch City Council (CCC). This report must contain the following information:

- The composition of the Committee
- Summaries of the Committee's consideration of matters specified below:
 - Any community concerns regarding noise from aircraft operations and engine testing.
 - Liaison with, and provision of relevant information to the community.
 - The preparation, review and updating if required of the Airport Noise Management Plan (NMP).
 - The preparation, review and updating if required of the Acoustic Treatment Programme (ATP).
 - Complaints received over the previous year in respect of noise from aircraft operations and on-aircraft engine testing, and any actions taken in response to those complaints; and
 - Reviewing, and updating if required, the procedures associated with noise complaints received over the previous year.

The full rule is given in Appendix A.

3 COMMITTEE COMPOSITION

In accordance with Rule 6.1.6.2.7.3 of the CDP, CIAL established the Airport Noise Liaison Committee (ANLC), hereafter referred to as the ANLC or the Committee, in March 2017. The Committee is required to meet not less than twice annually.

In this reporting period, the Committee met on the 25th August 2025 (meeting #21) and 10th February 2026 (meeting #22)¹.

Summaries of all previous meetings are published on CIAL's website following each meeting and are available here: [ANLC meeting summaries](#).

In 2025, the ANLC included the following members:

Name	Role	Membership Status
Jane Borthwick	Chair	Appointed Jan 2025 (replaces Laurie McCallum)
Nicola McCormick	Waimāero Fendalton-Waimairi-Harewood Community Board Representative, Waimairi Ward	Continuing
Linda Chen	Waimāero Fendalton-Waimairi-Harewood Community Board Representative, Harewood Ward	Concluded Oct 2025
Lucy Keown	Waimāero Fendalton-Waimairi-Harewood Community Board Representative, Harewood Ward	Appointed Dec 2025 (replaces Linda Chen)
Kirsten Rayne	Senior Environmental Health Officer, Christchurch City Council	Continuing

¹ This meeting was to be scheduled for early December 2025 however; it was postponed to 2026 to allow for Christchurch City Council local body elections and confirmation of community representative ANLC appointments.

Patrick Whelan	Board of Airline Representatives New Zealand	Continuing
Rob Kinney	Isaac Conservation and Wildlife Trust	Continuing
Jessica Royal	Christchurch International Airport	Continuing
Felicity Hayman	Christchurch International Airport	Concluded Feb 2025
Jesse Aimer	Christchurch International Airport	Appointed Feb 2025 (replaces Felicity Hayman)

In 2025, the Airport appointed a new Chair, Jane Borthwick of Rātā Chambers. Jane is former Environment Judge and current panel convener for the Fast-track Approvals Act.

The Committee continues to include two community representatives from the Waipuna Halswell-Hornby-Riccarton area, one Community Board member and one City Council Councillor, as well as representatives from Airways. They serve in a representative capacity but are not officially appointed by the Christchurch City Council.

Name	Role	Membership Status
Mark Peters	Hornby Ward CCC Councillor	Continuing
Debbie Mora	Waipuna Halswell-Hornby-Riccarton Community Board Representative, Halswell Ward	Continuing
Geoff Hounsell	Airways	Continuing
Greg Perris	Christchurch Air Traffic Control Tower, Airways	Continuing

4 CONSIDERATIONS AND RECOMMENDATIONS

In accordance with CDP Rule 6.1.6.2.7.3(c)(ii), (iii) and (iv), the ANLC may consider and make recommendations to CIAL on:

- Liaison with, and provision of relevant information to the community.
- The preparation, review and updating if required of the Airport Noise Management Plan (NMP) as required by Rule 6.1.6.2.7.1, and
- The preparation, review and updating if required of the Acoustic Treatment Programme and its implementation as required by Rule 6.1.6.2.7.2

In accordance with Rule 6.1.6.2.5 (a)(iii)(D) and section 6.1.2 of the Airport Noise Management Plan (NMP), the location of the Noise Monitoring Terminals (NMT) used to verify noise measurements for the Annual Noise Monitoring Report was required be determined in consultation with the ANLC.

Christchurch Airport engaged Envirosuite Ltd to support aircraft noise monitoring, with four permanent Noise Monitoring Terminals (NMTs) commissioned in early 2025. (see Section 4.3). From 2025, these NMTs are used to verify the Annual Aircraft Noise Contour (AANC) every three years in accordance with the Airport Noise Management Plan and the Christchurch District Plan. As a result, the NMT locations are now fixed and no longer require consultation with the ANLC.

CIAL provides regular updates to the ANLC on airport noise-related matters through progress updates and discussion at ANLC meetings. The matters considered by the Committee are outlined below.

4.1 NOISE REPORTING AND INTERIM RISK REVIEW

4.1.1 2024 NOISE MONITORING REPORT

CIAL informed the ANLC of the findings of the 2024 Noise Monitoring Report (NMR) which was submitted to the City Council in March 2025 in accordance with Rule 6.1.6.2.6(v) B) of the Christchurch District Plan. The report is available here: [2024 Noise Monitoring Report](#).

The 2024 NMR confirms the Annual Aircraft Noise Contour (AANC) was 3.5 decibels or more below the 65 dB L_{dn} Air Noise Compliance Contour limit. AANC and engine testing verification measurements were not required in 2024. Engine tests as managed via the Engine Testing Management system (ETMS) software show compliance with noise limits detailed in the CDP. No additional dwellings became eligible for acoustic treatment.

4.1.2 2025 INTERIM AIRCRAFT NOISE COMPLIANCE RISK REVIEW

CIAL engaged Marshall Day Acoustics (MDA) to review aircraft movements for the first five months of 2025 to support monitoring and forecasting of compliance with the Annual Aircraft Noise Contour (AANC). The review focused on the identified pinch point at the south-east (city) end of Runway 11/29 (the crosswind runway).

Narrow-body jet aircraft are the primary contributors to noise at this location, and under worst-case north-west wind conditions historically recorded, the AANC could be within 0.5 dB of the 65 dB L_{dn} Air Noise Compliance Contour. The start-of-roll position during take-off has been identified as a contributing factor at this pinch point.

CIAL will investigate adjustments to the start-of-roll location and other potential operational measures to maintain compliance into the future.

4.1.3 2025 NOISE MONITORING REPORT- PRELIMINARY FINDINGS

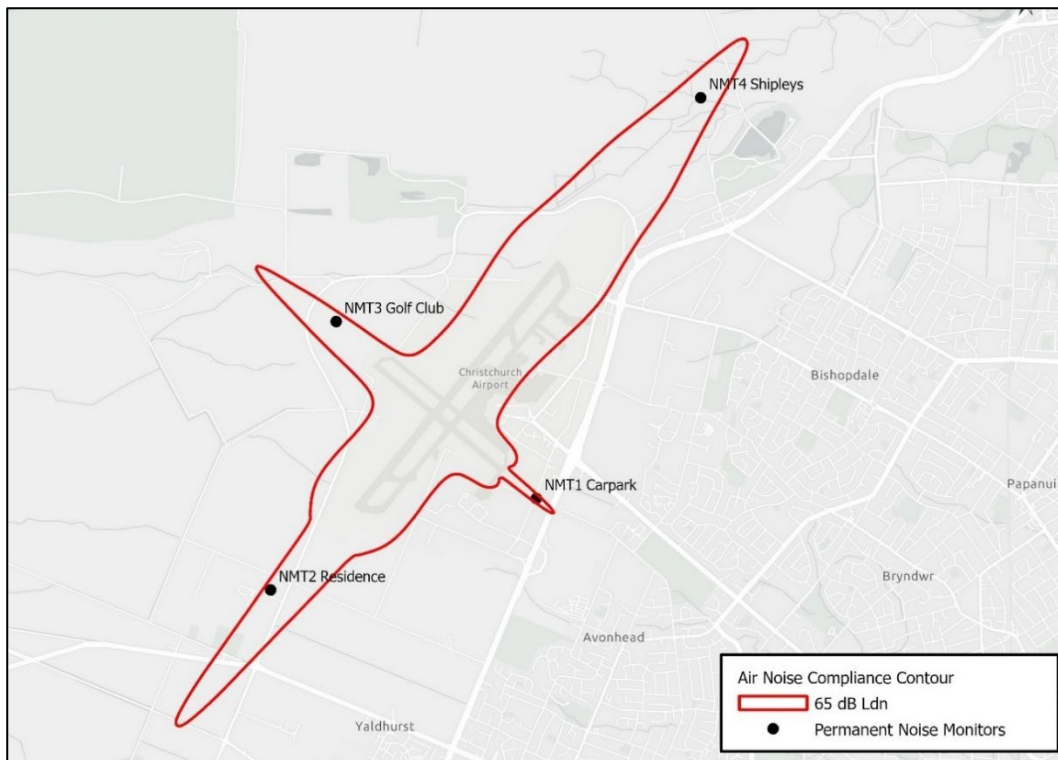
The preliminary findings of the 2025 Annual Aircraft Noise Contour (AANC), as part of the Noise Monitoring Report (NMR), were shared with the ANLC. The busiest three consecutive months for aircraft movements in 2025 were January to March, which differs from the typical peak period of October to December. The 2025 AANC demonstrates compliance with the Christchurch District Plan.

The 2025 NMR will also include the October to December period to demonstrate the busiest three consecutive months of cross runway (Runway 11/29) movements, for information sharing purposes only. The report will be sent to the CCC and published to CIAL's website in early March 2026.

4.2 NOISE MONITORING TERMINALS (NMT), WEBTRAK & NOISEDESK PLATFORMS

4.2.1 NOISE MONITORING TERMINALS

Christchurch Airport engaged Envirosuite Ltd to support aircraft noise monitoring. Four permanent Noise Monitoring Terminals (NMTs) were installed and fully commissioned in early 2025. The monitors are located near the extended runway centreline for each of the four runway vectors (02, 20, 11 and 29) and near the 65 dB L_{dn} Compliance Contour, as shown in Figure 1.

Figure 1: Permanent noise monitoring terminal locations

Noise monitoring data from the terminals, along with flight track information, is integrated into the WebTrak and NoiseDesk platforms.

4.2.2 WEBTRAK

WebTrak is the public facing platform able to provide near real-time and historical aircraft noise and movement data. It will allow noise complaints to be made against a specific aircraft movement. The public roll out of WebTrak will occur in 2026 and will be supported by clear communications explaining the differences between noise measurements shown in the platform (measured in dBA), and those used in the noise contours (measured in Ldn).

4.2.3 NOISEDESK

Noisedesk is CIAL's internal platform providing a dataset on aircraft noise and movements for reporting including the Annual Noise Monitoring Report, complaint responses, data analysis and planning purposes.

A demonstration of both platforms was provided to the ANLC.

4.3 COMMUNITY ENGAGEMENT

Representatives from the Waimāero Fendalton-Waimairi-Harewood and Waipuna Halswell-Hornby-Riccarton Community Board participate in the ANLC meetings. CIAL remains committed to collaborating with community board ANLC members and participants to share information about airport operations and noise-related matters with the community.

Noise information is regularly shared via Christchurch Airport Facebook page, website and specific noise events page. The Community board members are also invited to share noise-related matters via their

social media pages and through the Community Governance Team's community notices where appropriate.

4.3.1 NOISE MONITORING BROCHURE – 2023 AND 2024

CIAL publishes an annual noise monitoring brochure to explain how noise is measured at Christchurch Airport, and to improve community accessibility to the results of the Annual Noise Monitoring Report.

(1) 2023 Noise Monitoring Brochure

The [2023 Noise Monitoring brochure](#) was made available on CIAL's website in July 2025. This brochure presents the outcomes of the [2023 Noise Monitoring Report](#) and subsequent [AANC Calibration Report](#). It contains a 'Did you know section' explaining how meteorological conditions can change the way that noise is experienced.

(2) 2024 Noise Monitoring Brochure

The [2024 Noise Monitoring brochure](#) was published on CIAL's website in September 2025. This brochure presents the outcomes of [the2024 Noise Monitoring Report](#). The 'Did you know section' focused on runway usage.

4.4 CIAL PROCESS FOR REFERRAL OF RULE BREACHES TO THE CAA

CIAL provided the ANLC with an overview of its process for referring matters to the Civil Aviation Authority (CAA) where a potential CAA rule breach may have occurred, following a query raised at the ANLC meeting,. Any potential rule breach is first reviewed by CIAL's Manager of Aviation Safety and Security and, where required, is reported to the CAA as a Part 12 Occurrence (CA005).

4.5 ACOUSTIC TREATMENT PROGRAMME (ATP)

In accordance with Rule 6.1.6.2.7.2(b) Christchurch Airport is required to make offers for acoustic treatment or advice within 24 months of 6 March 2017 and each year after that date within 12 months following the Noise Monitoring Report, for any additional residential units that meet the requirements at that time.

CIAL's contribution cap is set out in the Christchurch District Plan and adjusted for inflation. Based on the CPI adjustment as at Q4 2025, the contribution cap is \$40.7k for dwellings located within the 65 dB L_{dn} Annual Aircraft Noise Contour and \$30.5k for dwellings located between the 60 dB L_{dn} and 65 dB L_{dn} Engine Testing Contours.

Christchurch Airport re-issued the offer for acoustic treatment or advice to eligible properties in May and October 2025. No new interest has been received. CIAL is continuing to work with property owner, where investigations and scoping are complete and treatment discussions are in progress.

Once the 2025 AANC is finalised, offer letters will be issued to any newly eligible dwellings, and to homeowners previously offered but have not taken up the offer.

To date, two property owners have accepted an offer of acoustic treatment under the programme and the works have been completed for those properties.

4.6 AIRPORT SAFEGUARDING THROUGH LAND USE PLANNING

CIAL participate in all the active plan review processes. New Zealand is in a significant planning reform phase. Following the close of submissions on Resource Management Reform on 13th February 2026, the focus will move to statute and district planning workstreams. CIAL's key focus remains the avoidance of noise-sensitive activities within noise contours to minimise intergenerational noise effects.

4.6.1 CCC PLAN CHANGE PATHWAY

The operative Noise Contours in the Christchurch District plan were modelled in 2008. The contours have been reviewed at the request of Environment Canterbury to reflect updated flight paths, aircraft projections, and modern modelling, ensuring accurate planning and balancing airport growth with community protection. The review of Canterbury Regional Policy Statement was to be the mechanism for incorporating the remodelled contours. As this process is currently on hold, CIAL is exploring alternative pathways to insert the 2023 Updated Noise Contours into the planning framework, including the option of a private plan change with CCC.

4.6.2 PROPOSED WAIMAKARIRI DISTRICT PLAN - CIAL APPEAL

CIAL provided the ANLC with an update on its appeal to the proposed Waimakariri District Plan. A preliminary hearing was held in February 2026 to clarify the jurisdictional boundaries between the Environment Court and the High Court, noting the different appeal rights that apply.

5 NOISE COMPLAINTS SUMMARY

In accordance with Rule 6.1.6.2.5(a)(iv)(D) and Rule 6.1.6.2.6(a)(vii)(C) of the CDP, the noise complaints summary below details complaints received in 2024 in respect to aircraft operations and on-aircraft engine testing, and any actions taken in response to these complaints.

All names and specific addresses have been omitted for privacy purposes. Complaints have been grouped by the type of operation and aircraft. The actions taken for each complaint are included in the table.

In summary, 44 complaints were received from 13 individuals during the period 1 January to 31 December 2025.

One unresolved noise complaint, first raised in 2021, continued into 2025. This complaint relates to aircraft departing the southern runway in accordance with the Divergent Go-Around and Missed Approach Protection (DMAP) flight paths and remained open at the end of the 2025 reporting year.

The total number of noise complaints received in 2025 increased by 25 (132%) compared with 2024. However, the number of individual complainants decreased by 3 (19%) over the same period. It is noted that two complainants each lodged multiple complaints in 2025, submitting 21 and 11 complaints respectively. Together, these accounted for 73% of all complaints received in 2025.

Two complaints were received in relation to Police Eagle Helicopter movements near the complainants' homes. The Police Eagle Helicopter was temporarily stationed in Christchurch in December 2025. Correspondence with the complainants is included below; however, these have not been included in the overall complaints total, as Police Eagle movements are not controlled by Christchurch Airport other than during take-off and landing from the helicopter's temporary base at the airport.

Christchurch Airport continues to address community concerns through the prompt response to noise complaints, investigation and analysis to identify causes, liaison with relevant agencies, and complaint management all in accordance with the Complaints process detailed in the Christchurch Airport Noise Management Plan and with guidance from the ANLC.

Noise Concern	Type of aircraft	No of complaints	No of complainants	Actions Taken
Low Flying Aircraft	Jet	35	4	One individual lodged 21 complaints between January and August regarding low-flying jet aircraft noise near their West Melton residence. The complainant reported experiencing an increase in overhead movements since early to mid-2024. Their concerns relate to both arriving and departing aircraft, with particular sensitivity to night-time and early-morning operations. All complaints requested no contact, and no contact details were provided other than a residential address. A letter was sent to the address to acknowledge their feedback and invite further engagement should the individual wish to discuss their concerns. No response was received, and complaints continued to be lodged.
				One individual lodged two complaints between January and March, one regarding an A380 aircraft and another to a C17 aircraft and later expressed general concern regarding aircraft movements near their Yaldhurst residence. The airport provided flight details on both occasions and, following the second complaint, explained the nature of United States Antarctic Programme (USAP) operations, which generally occur during daytime hours, along with information on Divergent Go-Around and Missed Approach Protection (DMAP) flight paths. No further correspondence was received.
				One individual lodged 11 complaints between July and December regarding low-flying jet aircraft noise near their West Melton residence. The complainant reported an increase in aircraft movements compared with previous years, particularly between 6–7am and 10–11pm. Following the initial complaint, the airport provided flight details, explained aircraft operations, post-COVID-19 growth, DMAP procedures, and compliance with the 65 dB L _{dn} aircraft noise compliance contour. A location-specific review of pre- and post-DMAP flight paths was also provided by Airways, demonstrating reduced aircraft overflight time in the area following DMAP implementation due to most aircraft turning prior to the individual's location. No further response was received, and subsequent complaints were lodged with a request not to be contacted.
				One individual lodged a complaint in October regarding aircraft using the cross runway during a particular night, observed near their Richmond residence. The airport explained that cross runway operations were required due to north-westerly wind conditions and that some aircraft turned near the individual's home to align with Runway 29. Information was provided on the relationship between runway use and wind conditions, the RNP approach path near the area, variability in flight paths, and the frequency of cross runway operations. No further correspondence was received.
Noise Concern	Type of aircraft	No of complaints	No of complainants	Actions Taken

Low Flying Aircraft (cont.)	Jet & Light Aircraft	1	1	One individual lodged a complaint raising concerns about low-flying jet aircraft in the evening near their Hei Hei residence, noting disturbance to their child's sleep. The airport explained that the flights were associated with flight training activity and a scheduled Air New Zealand service and provided context on operations in the area. No further correspondence was received.
	Light Aircraft	1	1	One individual lodged a complaint via the airport IOC team in February regarding an Airways Corporation calibration flight, describing the noise as high-pitched, constant, and intrusive. The IOC team explained that calibration flights occur once or twice per year to ensure the accuracy and reliability of navigational aids and radar systems. The complainant did not wish to discuss the matter further but requested that the complaint be recorded.
	Helicopter	1	1	One individual lodged a complaint regarding a low-flying helicopter, they requested no contact and provided no contact details. The airport investigated and confirmed the aircraft was a helicopter operated by Christchurch Helicopters. The pilot attempted to avoid the densest part of the urban area; however, some homes were overflown at approximately 800 feet. Christchurch Helicopters discussed the event with the pilot, shared the learnings internally, and ensured the pilot undertook additional noise-abatement training. Christchurch Airport submitted the matter to the Civil Aviation Authority (CAA) as a Part 12 occurrence. The investigation and any resulting actions were managed by the CAA.
Flight Path Change	Multiple	2	2	One individual raised concerns about increased aircraft noise over their Yaldhurst residence, noting a change in flight paths affecting both themselves and their spouse. The individual later followed up by email with examples of flights and questions regarding airport noise contours. The airport responded by explaining Divergent Go-Around and Missed Approach Protection (DMAP) procedures, outlining both operative and updated noise contours and the potential processes of integration into planning documents, investigating the flights identified, and confirming compliance with applicable noise limits. No further correspondence was received.

Noise Concern	Type of aircraft	No of complaints	No of complainants	Actions Taken
Flight Path Change (cont.)	Multiple (cont.)			One individual raised concerns regarding flight path changes associated with DMAP procedures from Runway 20. The complainant expressed concern about aircraft noise, enquired about potential compensation through property purchase or acoustic treatment, and suggested that flight path changes may reflect commercial interests. They also noted that neighbours in the area had raised similar concerns. The airport explained eligibility for the Acoustic Treatment Programme under the Christchurch District Plan and advised that DMAP procedures were implemented for safety, capacity, and operational efficiency, and are consistent with other New Zealand airports. The complainant was encouraged to advise neighbours that they could raise concerns directly with the airport or confirm whether they were comfortable sharing contact details to enable follow-up. The airport and Airways offered to meet to discuss the concerns further, and meeting times were proposed. No meeting had occurred at the time of reporting, with the complainant advising they would make contact after returning from holiday.
Engine Noise	Jet	3	3	The airport received three complaints from three individuals in relation to the same event involving RNZAF Super Hercules C-130 aircraft operations at night. The airport investigated the event and responded to each complaint individually, explaining that the noise was associated with a planned Antarctic flight to McMurdo Station. The aircraft commenced engine start and taxi at approximately 9:40pm; however, a subsequent deterioration in Antarctic weather conditions required the crew to await an updated forecast, which later indicated conditions below safe operating limits, resulting in the flight being cancelled. The aircraft remained on the taxiway with engines running to safely burn off fuel prior to overnight parking, as the aircraft cannot be defuelled due to fuel additives and excess fuel may vent or spill if levels remain too high. Once fuel levels were reduced, the aircraft returned to the Antarctic apron at approximately 11:20pm. This was an unusual circumstance, as Antarctic flights typically depart during daylight hours. Two complainants expressed appreciation for the explanations provided, while no response was received from the third complainant.
Unknown	Unknown	1	1	One individual lodged a complaint regarding what sounded like a light aircraft circling at approximately 3:00am. The airport investigated and confirmed there were no aircraft movements between 12:17am and 5:53am, no engine tests, and no other known operations or known potential causes during that period. The airport also explained the curfew for night-time flight training, which applies from 10:00pm in winter and 11:00pm in summer. The complainant expressed appreciation for the investigation.

5.1 POLICE HELICOPTER COMPLAINTS

No of complaints	No of complainants	Actions Taken
2	2	One individual lodged a complaint via a call to the airport IOC team regarding police helicopter activity over their residence at night. The airport attempted to return the call the following day but was unable to make contact despite multiple attempts. A message was left; however, no response was received.
		One individual lodged a complaint regarding police helicopter movements at night and requested no contact. As the individual had previously provided contact details, the airport shared relevant Police contact information should they wish to make further enquiries. No response was received.

A summary of noise complaints and follow up actions are provided to the members, a week prior to the next ANLC meeting. Committee members are encouraged provide feedback raising any questions or concerns regarding the nature of the complaint or CIAL's approach to addressing it at their discretion.

6 COMPLAINTS PROCESS AND REVIEW

In accordance with Rule 6.1.6.2.7.3 c (vi) of the CDP the ANLC may consider and make recommendations to CIAL on the current noise complaints process and procedures.

Section 7 of the Christchurch Airport Noise Management Plan details the noise compliant process and complaints register.

The ANLC is satisfied with the Airport's handling of noise complaints and considers that complaints are being managed in accordance with the procedures outlined in the Noise Management Plan (NMP).

The ANLC continues to support the approach of arranging meetings with complainants, where practicable, when issues cannot be resolved through other forms of communication. Where necessary, the ANLC also supports the involvement of the CIAL legal team in the management of ongoing complaints.

The ANLC continues to provide feedback and recommendations to CIAL to support the ongoing enhancement and improvement of the noise complaints process.

7 APPENDIX A: CHRISTCHURCH DISTRICT PLAN RULE 6.1.6.2.7.3

6.1.6.2.7.3 Airport Noise Liaison Committee

- a. *Within 6 months of 6 March 2017, an Airport Noise Liaison Committee (the Committee) shall be established and operated by the [airport operator](#).*
- b. *The [airport operator](#) shall:*
 - i. *invite the following parties to appoint members of the Committee:*
 - A. *two representatives appointed by the [airport operator](#);*
 - B. *at least two members of Christchurch City Community Boards (as representatives of the community) appointed by the [Council](#);*
 - C. *one Environmental Health Officer appointed by [Council](#) (non-voting);*
 - D. *two representatives appointed by the Board of Airline Representatives of New Zealand; and*
 - E. *one representative appointed by the Isaac Conservation and Wildlife Trust.*
 - ii. *provide facilities and administrative support for the Committee in order that it can meet not less than twice annually.*
- c. *The Committee may consider and make recommendations to the [airport operator](#) on:*
 - i. *Any community concerns regarding noise from [aircraft operations](#) and [engine testing](#);*
 - ii. *Liaison with, and provision of relevant information to the community;*
 - iii. *the preparation, review and updating if required of the Airport Noise Management Plan as required by [Rule 6.1.6.2.7.1](#);*
 - iv. *the preparation, review and updating if required of the Acoustic Treatment Programme and its implementation as required by [Rule 6.1.6.2.7.2](#);*
 - v. *complaints received over the previous year in respect of noise from [aircraft operations](#) and on-aircraft [engine testing](#), and any actions taken in response to those complaints; and*
 - vi. *Reviewing, and updating if required, the procedures associated with noise complaints received over the previous year.*
- d. *The [airport operator](#) shall provide by 6 March 2018, and annually thereafter, a report to the [Council](#) regarding the following:*
 - i. *the composition of the Committee; and*
 - ii. *summaries of the Committee's consideration of the matters specified in [Rule 6.1.6.2.7.3 c](#).*

Link to: [Christchurch District Plan Rule 6.1.6.2.7.3](#).

