

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

MEETING NOTES MONDAY 13 DECEMBER 2021

Present:

- Lindsay Daysh – Convenor
- Craig Redpath – Life Flight Trust
- Eric Morgan – Air New Zealand (via Microsoft Teams)
- John Farron – Airways Corporation of NZ (via Microsoft Teams)
- Tim Bradding – Airways Corporation of NZ (via Microsoft Teams)
- Patrick Whelan – BARNZ (via Microsoft Teams)
- Lindsay Hannah – WCC (via Microsoft Teams)
- Robin Boldarin – Resident representative
- Bernard O’Shaughnessy – Resident representative
- Jo Lester – WIAL Planning Manager
- Jenna Raeburn – WIAL GM Corporate Affairs
- Sophie Ivory – WIAL Project Manager

Apologies: Helen Salisbury – Resident representative

1 Welcome:

- 1.1 The meeting commenced at 5.32pm.
- 1.2 Apologies from Helen Salisbury.

2 Minutes of the Last Meeting:

- 2.1 The minutes of the last meeting were accepted as a true and accurate record.
Moved: Robin Boldarin

3 Actions from Last Meeting

- 3.1 Jo L to provide update on Notices of Requirement (refer 9.1 below)
- 3.2 Jo L to provide update on District Plan review and Air Noise Boundary Review (refer 9.2 below)
- 3.3 Given that Helen S is away, the Resident Representatives will provide update on Resident Group Association communication channels at March 2022 meeting. Robin B noted that the Miramar residents’ group is called the Miramar Progressive Association, not the Miramar Residents Association.

4 Taxiway Bravo Reconstruction

- 4.1 Sophie Ivory, Project Manager for WIAL updated the Committee with respect to construction work starting on Taxiway Bravo (location shown below). This major reconstruction is required

as it has reached the end of its design life. Sophie noted that although this reconstruction will generate some noise, the location and the construction methodology allows the majority of the works to occur during the day (although some works will be required at night). Sophie also noted that a pugmill is to be established on the western apron (to the north of the retail park) during December to manufacture the cement treated base-course required. In addition to replacing the taxiway pavement, the airport is installing new airfield ground lighting and a new stormwater system.

4.2 Jo L noted that WIAL had contracted Darran Humpheson of Tonkin & Taylor to prepare a Construction Noise Management Plan (CNMP) for the project, and that WIAL would be informing any residents that may be affected by the noise (as indicated in the CNMP) prior to any noisy works being undertaken. Jo L noted that she would send the CNMP to Lindsay H (WCC) once this has been finalised. Note: Darran H prepared the CNMP for the successful runway reconstruction undertaken last summer period.



5 Noise Management Plan:

5.1 Noise Enquiries Summary

Received five noise complaints:

- Three of these complaints were in relation to an Air New Zealand undertaking engine testing of an ATR that had engine issues at various times on the western apron.
- One complaint was related to loud engine runs during the curfew time.
- One complaint related to whether the Falcon using reverse thrust breaches the noise rules.

5.2 Summary of movements

Nothing to report.

5.3 Noise monitors

Nothing to report.

6 System Reports

6.1 Aircraft LDN Tables

Nothing to report. Lindsay Daysh asked about the total number of operations. Jenna replied that Wellington was currently at about 40% of pre-covid domestic operations (without Auckland) and hoping to be back up to 90% of pre-covid domestic operations again once Auckland borders reopen (15 December).

6.2 Aircraft Operations Analysis

Nothing to report.

6.3 Uncorrelated Aircraft Analysis

Nothing to report.

6.4 Calibration Reports

Nothing to report.

7 Engine Testing Noise 'Breach'.

7.1 Jo L reported to the Committee the outcome of an investigation relating to a noise complaint from [REDACTED] Raukawa Street on Wednesday 29th September WIAL relating to some engine testing that was carried out at the airport between 8:30pm and 10pm on the 28th September. Jo noted that upon investigation it was found that Air New Zealand carried out some engine testing on the western apron with high powered engine runs during this time frame, which also coincided with the warming up of a Life Flight Trust aircraft prior to its flight. The noise rules of the District Plan require that any engine testing undertaken at this time are to be 'unscheduled' and 'essential'. Given that it was unclear whether the testing was essential to be undertaken at this time of the day, Jo L informed WCC noise team of the potential breach of the District Plan. WCC undertook an investigation and Jo L and the WIAL operations team worked with Air New Zealand in order to discuss procedures.

7.2 Jo L noted that she informed [REDACTED] that an investigation of a potential breach was underway, and [REDACTED] went straight to the media, with the outcome of a story on Stuff and in the Dominion Post on 5 October: : [Wellington Airport noise breach a worrying sign for neighbours | Stuff.co.nz](https://www.stuff.co.nz/wellington/news/122222222)

7.3 The outcome of the WCC investigation, alongside the work undertaken by both WIAL and Air NZ found that:

7.3.1 The aircraft in question was an ATR that had been out of service due to an engineering fault since Saturday 25 September.

7.3.2 The Air NZ ATR engineering team (not Wellington based) were using a very old version of the Noise Management Plans Engine Testing Procedures form, which had invalid communication lines (ie an old fax number) and therefore the WIAL Operations Team were not sufficiently informed of the testing being undertaken.

7.3.3 The newer (2018) version of the Engine Testing Form was also found to be a little unclear in terms of the reporting (to the WIAL operations team) requirements.

7.4 As a result of the investigations, WIAL has updated the engine testing forms so that they are very clear as to responsibilities and requirements. The new form has been uploaded to the Airside user's website, meaning that all aircraft engineers know exactly what their requirements are and when they need to get approval from WIAL operations to undertake engine testing. WCC has also subsequently closed their investigation citing that there was no breach as the engine maintenance was proven to be unscheduled and essential.

7.5 Request for an Audit of Engine Testing Forms

7.5.1 Jo L also discussed with the committee [REDACTED] subsequent request for an audit of all engine testing occurrences within the last 12 months to ascertain whether there have been breaches of Rule 11.1.1.1.7 (as it relates to engine testing) of the District Plan.

7.5.2 The Committee subsequently requested WIAL to assemble the relevant data and report to [REDACTED], the Strathmore Park Residents Association and the Committee as soon as practicable after the Christmas break.

7.5.3 Lindsay D noted that in the last 10 years he could not recall any noise complaint regarding engine testing at the airport. Robin B agreed. Jo L noted that it is only ever undertaken when it is absolutely essential to do so and is never scheduled.

7.5.4 Lindsay noted that he would inform [REDACTED] of this decision.

Action since meeting: Lindsay D emailed [REDACTED] on 17/12/2021.

8 Wellington Airport Noise Treatment (WANT) Update

8.1 Jo L updated the Committee on the Quieter Homes programme on behalf of the Project Manager. We are currently progressing Quieter Homes installations in Area 3. There has been an exceptional take up of Area 4 Quieter Homes offers with over 65% of homeowners applying for the programme. Area 4 Site Inspections commenced in the first week of October and are due for completion early December.

8.2 Jo L noted that WIAL had received some wonderful feedback about the Quieter Homes Team from the owner of 5 Kedah Street.

9 General business

9.1 Notice of Requirements for Designation

9.1.1 Jo L updated the Committee on the two Notices of Requirement (NoR) noting that WIAL issued its decision to Wellington City Council on 23 September to accept the hearing panel's recommendation to confirm both the Main Site and the East Side Area NoR's. On 24 September the Council notified WIAL's decision to all submitters.

9.1.2 Two appeals to the decision have been lodged with the Environment Court, one from the Guardians of the Bay (GOTB) group and one from the International Climate Safe Travel Institute (ICSTI):

- GOTB initially appealed just the decision on the ESA NOR, however subsequently appealed the MSA NOR requesting a waiver for the filing of a late appeal.
 - ICSTI, appealed on both the East Side and the Main Site.
- 9.1.3 Jo noted that WIAL has moved to strike out the ICSTI appeal on the Main Site NOR because ICSTI was not initially a submitter on that NOR (it was only a submitter on the East Side area). On the basis that this appeal is struck out, WIAL will not oppose the waiver of the late filing of the GOTB appeal on the Main Site NOR.
- 9.1.4 WIAL are currently awaiting a decision on these from the Environment Court along with a timetable for the appeal mediation/negotiation and hearing process.

9.2 District Plan Review/Air Noise Boundary Review

- 9.2.1 Jo L outlined that submissions/Feedback on the WCC Draft District Plan are due Tuesday 14th December and that WIAL had made a substantial submission on various parts of the draft plan.
- 9.2.2 In addition to this. WIAL's noise consultants have now updated the contours in relation to new growth projections which take into consideration the impact of COVID and also policies/requirements around Climate Change. These contours will be sent to Council once accompanying report is finalised noting that there is very little difference to those that we previously sent to them. In relation to these contours:
- A new 65 dB Ldn ANB has been generated which represents the future aircraft noise environment in 2050.
 - A new 60 dB Ldn contour has also been generated – this is a level sometimes used for establishing additional land use controls such as the provision of ventilation to negate need to open windows for ventilation and cooling.
- 9.2.3 These need to be cadastralised (ie their position may need to vary slightly to capture groups of dwellings or provide natural break such as the presence of a road following cadastral boundaries).
- 9.2.4 Jo L noted that it was expected that there will be ongoing discussions with Council in the new year and that a proposed statutory District Plan will be notified mid-2022.

9.3 ANMC Resident Representatives – Elections 2022

- 9.3.1 Lindsay D noted that in 2022, the elected Resident Representatives will be at the end of their tenure and that the normal process for election is via the local government election cycle. To ensure that these positions are put on the Councils democratic services radar, Lindsay D asked Lindsay Hannah whether he could find out the process needed to be undertaken with respect to this.
- 9.3.2 Lindsay D asked the committee to review the current terms of reference for the ANMC to be discussed at the next meeting.

Note: The current terms of reference are attached to these minutes

9.4 Meeting Minutes

9.4.1 Jo L asked the Committee whether they would prefer if the meeting minutes were sent to them as soon as practicable after the meeting rather than with the papers a few days prior to the next meeting. The Committee agreed that this would be the best approach.

9.5 The meeting closed at 6:10pm. The next meeting is Monday 14 March 2021.

Meeting Schedule 2022:

Monday 14 March 2022

Monday 13 June 2022

Monday 12 September 2022

Monday 12 December 2022

ANMC ACTIONS

Date Action generated	Action	By whom	Due
13/12/2021	1. Review terms of reference for resident representatives	ALL	March meeting
13/12/2021	2. Send Lindsay H copy of CNMP for Taxiway Bravo reconstruction	JL	ASAP
13/12/2021	3. Jo L to undertake Audit of Engine Testing forms	JL	Prior to March meeting
13/12/2021	4. Lindsay H to discuss resident rep process with democratic team at WCC	LH	March meeting
15/06/2021	5. Update on Notices of Requirement at next meeting	JL	Ongoing
15/06/2021	6. Update on Resident Group Association communication channels	HS	Deferred to March meeting
13/09/2021	7. Update on review of Air Noise Boundaries for District Plan review	JL	Ongoing

2. Wellington ANMC Terms of Reference

Mission

As a partnership between airport, operators, and the local community, provide assistance and advice to WIAL in its preparation and implementation of a noise management plan for Wellington Airport that will assist the relevant parties in complying with the objectives and rules of the District Plan.

Principal Roles

Monitor the aviation industry's compliance with the rules as contained within the Wellington City District Plan, and other regulatory instruments.

Monitor WIALs compliance with the rules of the District Plan and the regulatory agencies' enforcement regime.

Provide an open and consultative forum for:

- Exchange of information between parties
- Discussion and recommendations on requests for exemptions/waivers

WIAL will consult the Committee on:

- Acceptable protocols for measuring and reporting noise impact, including complaints procedure
- Mechanisms for reducing or mitigating the adverse effects of airport noise
- Specifications, selection and location of noise monitoring equipment
- Best practice from overseas jurisdictions

In support of these roles -

WIAL will provide:

- Secretarial and support services
- Updated activity reports on aircraft movements, curfew etc
- Updated reports on system quality checks
- Technical reports on system development
- List of complaints and correspondence

WCC/WIAL:

Updated noise exposure reports from the noise monitoring system in a manner which is readily understood by outside observers

Aircraft operators will provide:

Updated activity reports on engine testing

PART D Review and Consultation Procedures

Residents' representatives will provide:

- List of related correspondence and complaints which arise through their networks
- Communication of Committee decisions through their networks as required.

Airways Corporation New Zealand will provide:

Information and advice on the Air Traffic Services, and aircraft operations

All parties will provide:

Information gathered through networks on relevant best practice in overseas airports

A technical working group/subcommittee ~~is~~ may be established to work on and report to the main committee on technical issues.

Membership

- Residents' representatives [FOUR]
- BARNZ
- Local non-BARNZ operators
- ACNZ
- WIAL
- WCC
- Technical advisor
- NZ Defence

Residents' representatives

Length of term: Three years*

* Term to align with Local Government election cycle

Representation areas (refer Figure 1)

- Air Noise Boundary east – ONE Residents' representative
- Air Noise Boundary west – ONE Residents' representative
- Wider airport community (WCC Eastern Ward) – TWO Residents' representatives

Call for nominations for representative(s) from each of the above areas:

- Advertise for nominations
 - Public notice in Cook Strait News and Dominion Post
- Letter to all current Community Associations
- Nomination form and election procedure made available on WIAL website

Election procedure (where more than FOUR nominations are received):

- Postal vote to WCC Eastern Ward residents
- WCC Returning Officer appointed in accordance with WCC electoral policy

PART D Review and Consultation Procedures

Representative attendance policy:

- The Representatives are required to attend scheduled meetings of the committee
- After three consecutive absences a Representative is considered to have resigned from the Committee, unless the Committee finds extenuating circumstances.
- Where there are fewer than THREE Representatives on the Committee, the next highest polling nominee will be appointed to the Committee.

Quorum

Representatives from:

- Residents
- WIAL
- BARNZ
- WCC

Method of conducting business




The Committee has an objective to reach consensus on issues, but dissenting views will be recorded.

Where issues fall within the jurisdiction of a particular organisation with the responsibility to make the final decision, it shall do so. For other matters where no particular organisation has the mandate to make the final decision the Chairperson shall determine whether consensus has been reached and any dissenting views shall be recorded.

PART D Review and Consultation Procedures

Figure 1: ANMC Residents' Representation areas



-  Air Noise Boundary east
-  Air Noise Boundary west
-  Wider airport community (WCC Eastern Ward)