

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

MEETING NOTES MONDAY 12 December 2022

Present:

Lindsay Daysh – Convenor
Helen Salisbury – Western Resident representative
Aaron Gilmore – Western Resident representative
Robin Boldarin – Eastern Resident representative
Jason Colton – Eastern Resident representative
Jeff Weir – Eastern Resident representative
Eric Morgan – Air New Zealand/Airline Rep
Cath O'Brien - BARNZ
Tim Bradding – Airways
John Farron - Airways
Edward Dyer - WCC
Jenna Raeburn – WIAL Corporate Affairs General Manager
Jo Lester – WIAL Planning Manager
Nannette Dempsey – WIAL Community Liaison Officer
Janoo Patel – WIAL Quieter Homes Project Manager

Apologies:

Patrick Whelan (BARNZ)
Craig Redpath – Life Flight Trust
Lindsay Hannah – WCC Noise Officer

1 Welcome:

1.1 The meeting commenced at 5.35pm.

2 Minutes of the Last Meeting:

2.1 The minutes of the last meeting (September 2022) were accepted as a true and accurate record.

Moved: Robin Boldarin

Seconded: Jason Colton

3 Actions from Last Meeting

Date Action generated	Action	By whom	Complete?
12/09/2022	Jo to invite an Aeroclub representative to one of next few meetings	JL	Aeroclub Chief flying instructor happy to come to a meeting next year
12/09/2022	Jo L to discuss with Airways NZ to ensure that the Strikemaster operations are included in the Airways airport operations data sent to Envirosuite for correlation with noise data.	JL JF TB	Email sent to Airways on 19/09/2022. Strikemaster is now equipped with ADSB

Date Action generated	Action	By whom	Complete?
			transponder so can track properly now.
12/09/2022	Jo L to invite the Quieter Homes Project Manager to next meeting to discuss how programme works.	JL	Janoo Patel present
12/09/2022	Jo L and WIAL consultants to draft an update of the existing Noise Management Plan by November for the committee to review.	JL	NMP reviewed and publicised.
12/09/2022	Committee will require extra special meeting prior to next meeting to specifically discuss the updated NMP and process for further community input.	All	Not enough time. Email sent to Resident reps
12/09/2022	Jo L and Lindsay H to provide explanation on how airport noise is monitored and what the noise reports provided represent so easily understood by all parties	JL LH	Jo has asked Envirosuite for explanations of calibrations and correlations graphs/tables
12/09/2022	Jo L to send new committee members the T&T airport noise contours modelling report.	JL	Complete - Sent 22/09/2022
12/09/2022	WIAL to consider whether it is necessary and if so, ways to communicate District Plan provisions relating to properties within new noise boundaries (once operative).	ND JL	To be dealt with if/when District Plan provisions become operative
12/09/2022	JL to discuss construction contractor compliance in terms of noise mitigations (eg acoustic screens) with WIAL Infrastructure team.	JL	Complete. This is often checked by our Works Safety Officers. It is part of the Work Permit to use them when it is okay to do so.
12/09/2022	Draft Code of Conduct to be circulated to all ANMC members with draft minutes of 12/09 meeting and agreed upon and endorsed at the December 2022 meeting.	All	Sent with draft minutes on 21/09/2022
12/09/2022	Jo L to provide article ideas (Wildlife mgmt, curfew allowances) to WIAL Communications and Engagement team to be included in the Airport Newsletter	JL	Airport Noise Sources dealt with in draft NMP. Newsletter delivered to community first week of December
Ongoing	WIAL to add minutes of previous meeting onto website.	JL, JR	Ongoing
14/03/2022	Review Engine Test Procedures for any engine tests undertaken between 8pm and 11pm between March 2022 and March 2023.	WIAL	March Meeting 2023

4 Noise Management Plan:

4.1 Noise Enquiries Summary

Received seven noise complaints/enquiries during period 31 August – 1 December 2022. To summarise:

- Qantas Flight departed at 12:50am – Arrived late due to missed approach in wind
- Qantas Flight woke a Tawa resident at 1:15am – Flight delay due to ramp disruption in Sydney, explanation of 30 minute disruption allowance
- Airbus A320 flew over home in Roseneath just after 3pm – Confirmed that this flight was at 2000ft before commencing turn and therefore complies with noise abatement procedures
- How significant is the noise under the flight path in Newlands? – Replied the Airport does not monitor noise from Aircraft in flight, governed by CAA rules.
- Drilling noise from MSS causing vibrations noise, concerned it would affect the house – Explanation of cause of noise given and assurance of no damage to house, Time frame of work reiterated.

- Noise and vibration construction – vibrating roller likely culprit for compaction of pavement. Work only being undertaken during the day.
- Aircraft flew over Roseneath – have followed up with Airways to check compliance with Noise abatement procedures.

4.2 Summary of Curfew Movements

Nothing to report

Comment: [REDACTED] commented that there seem to be a lot of medical flights, and asked whether it higher than usual or covid related? [REDACTED] noted that it appears to be a consistent number of medical flights and [REDACTED] noted that the curfew graph shows this consistency.

4.3 Noise Monitor Issues

Nothing to report/no comments

5 System Reports

5.1 Aircraft LDN Graphs/Tables

Nothing to report/no comments

5.2 Aircraft Operations Analysis

Nothing to report/no comments

5.3 Uncorrelated Aircraft Analysis

Nothing to report.

5.4 Calibration Reports

Nothing to report.

6 Wellington Airport Noise Treatment (WANT) Update

6.1 Janoo Patel (WIAL Quieter Homes Project Manager) updated the Committee on the Quieter Homes programme. Area 3 is fast approaching completion (currently 6 active offers remain) and building works have started in Area 4. Area 1 & 3 has seen a few people approach us for treatment after seeing the neighbours completed works.

6.2 Comments/Questions:

[REDACTED] – Do people ever reject the treatment?

Janoo responded noting that occasionally a family will reject the offer once seeing the plans for their home, or if they are looking to sell or if there is any unconsented work on a property.

[REDACTED] – Is the work registered on the WCC LIM for the property if it is sold?

Janoo noted that it is not. Helen explained that it is registered on the title, but not on a LIM as building consent not required for the works.

[REDACTED] – Is disruption a factor for people not wanting the treatment?

Janoo explained that it might be for some, but it is only for a couple of weeks.

[REDACTED] noted that the team undertook an incredible amount of work within those two weeks, the building team work long hours to get it done within the timeframe.

[REDACTED] – Is there any recompense for moving out? Janoo, noted that no, there was not.

[REDACTED] noted that there is likely to be quite an upturn as the programme moves into the outer areas. Janoo explained as the programme moves outward, it is likely to just be ventilation systems

required in order to meeting the internal noise standard required. This will be a lot less work than the full treatment for houses that has been required in the areas closer to the airport, so the programme will be able to be rolled out faster.

██████████ – As future areas are added, how far ahead does the Airport plan out?

Janoo noted that the programme currently is just within the current Air Noise Boundary which is planned for completion by 2028 at present. Jo noted that the programme will be expanded if and when the new 60 dB outer boundary becomes operative under the proposed WCC District Plan.

7 Wellington Air Noise Management Plan Review

7.1 Jo Lester explained the process undertaken so far to revise the Airport Noise Management Plan, noting that it has been a complete rewrite. The updated Air Noise Management plan is required to be submitted to Council for certification by 18 January 2023 (required by Condition 32 of the Main Site Area Designation to be submitted within 6 months of the designation being confirmed which was 18 July 2022).

14 persons/groups have provided feedback so far:

- 5 persons just wanted an update on the Quieter Homes programme with respect to their properties
- 2 wanted confirmation on particular rules (ie curfew and engine testing)
- 2 were in full support and consider that the airport manages noise very well
- BARNZ
- Strathmore Park Residents Association
- Guardians of the Bay
- ██████████
- Previous resident rep

Feedback from Air NZ is also expected.

7.2 ANMC Comments/Questions:

<i>Committee Member</i>	<i>Query/Comment</i>	<i>Jo Lester response unless otherwise stated.</i>
██████████	What is the role of the committee in the ANMP?	It would be good to have general consensus and ongoing compliance with it from the ANMC, but certification lies with Wellington City Council. Compliance is continued to be monitored by the ANMC
	Not easy to read, therefore, did not do in depth review. Should pay and get someone to review it in terms of writing language to make it easier for the community to read.	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Use less acronyms, annoying to go back to the glossary	Eric noted that extra hyperlinking within the document will help with that
	Original plan did a much better job of saying why it exists and matching up requirements	Lindsay D noted that could potentially add a purpose statement if that would be useful.
	Current plan doesn't do a good enough job referencing 'stuff' outside the plan	There are hyperlinks in footnotes.

<i>Committee Member</i>	<i>Query/Comment</i>	<i>Jo Lester response unless otherwise stated.</i>
	Not sure whether the plan is explicit in stating that the designation conditions are the obligations?	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Needs more definitions – could not even find definition of 'night'.	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Understood PCAs (pre-conditioned air units) would be used in the future?	There is still a lot of research required to ensure they will be fit for purpose for WIAL's air bridges and usable in Wellington wind.
██████████	With reference to the noise limits...Use of 24-hour clock and 12 our clock in plan – is that a typo?	The tables depicting noise limits just repeat what is in the conditions of the designation which are generally in 24-hour clock.
	Appreciated the glossary with acronyms being spelt out. Makes plan easier to understand.	
██████████	Noted that the District Plan has a set of rules and the ANMP has different rules, which makes it hard for the average person to understand both.	Lindsay Daysh – Need to keep in mind that the District plan is the 'genesis' document and the designations fall under that. Jo L - the designations apply only to WIAL for airport purposes. The District Plan rules apply to third parties or if WIAL can not comply with designation for some reason.
██████████	Thought it was a good read and better than the last plan noting that it is a complex subject.	
██████████	Plan well written, much better than the old one.	
	Should there be a statement to say that if any contradiction between designation and the noise management plan, that the designation requirements trump the plan?	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Will the website hyperlink to relevant conditions/rules?	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Definition of disrupted flight – something missing, 6 bullet points	Noted, will ensure that it the same. No intentionally left out.
	Within definitions – need to be explicit about where taxiing gets counted.	<i>Will respond as part of overall feedback summary & response (refer 7.3 below)</i>
	Designation WIAL 1 – what is it?	Obstacle limitation designation – Jo explained what this means.
	Designation WIAL 3 (RESA Designation) - what does it mean that it will be uplifted?	Jo noted that the Main Site Area Designation (WIAL 4) has replaced this area.
	If APU's don't have to be monitored for noise 60 mins prior and 60 mins after being at the gate, it would appear that a lot of noise will be generated that is not being captured. Is it monitored/captured elsewhere	Jo noted that the 60 minutes was actually reduced from 90 minutes previously. Aim is that it is reduced however APUS are a part of aircraft that are needed. Eric noted that APUS are necessary to start the aircraft at a minimum
	Proposed new Airport Fire Station consent process and bespoke noise management plan	Resource consent for new AFS granted by WCC in 2020. An operation noise management plan is required for this which will be discussed with ANMC.

Committee Member	Query/Comment	Jo Lester response unless otherwise stated.
	Asked whether the Engine testing locations shown are the current or whether they are new locations?	Current (no change)
	In relation to the engine testing requirements, is the restriction of 18 just for nights?	After 8pm, only unplanned, unscheduled engine testing can be undertaken. After allowance of 18 is only between 11pm and 6am (which generally does not happen). Eric further noted that this condition is even further restrictive in that engine testing can only happen if the aircraft has been diverted to Wellington, and that would only ever happen in an emergency as aircraft with engine problems are more likely to be diverted to an aerodrome with an aircraft maintenance facility located there.
	With respect to the location of the noise monitoring terminal proposed near Bunker Way, when is this required to happen	When this area is developed for apron (ie for aircraft operations)
	Miramar South site – how will noise be measured?	Noise modelling was major assessment as part of the designation process for this site. At each stage of development, a noise assessment must be provided to council. Acoustic measures such as the acoustic fence are in place.
	What are building services mentioned in the Miramar South conditions	These are things like air conditioning units etc. Can add explanation/definition to ANMP.
	If a complainant is unhappy to a noise complaint answer – if they are unhappy, can we say they can talk to a ANMC rep.	Yes – we can set up an email address. Could be RepANMC@XXXXX . Jo to sort with WIAL IT team
<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div>	Can you give us a report on the ANMC feedback timeline?	Submissions closed on the 9 th December, because of the error in the newsletter, we will allow community members to submit until Jan 9 2023, but the bulk of the submissions are in and people we knew that were making submissions were all told the correct date for submission. The report will be put into the council on 18 January 2023. <div style="background-color: black; width: 100px; height: 15px; margin-top: 5px;"></div> – from here assume that the council will either accept it or have questions – it will be certified when they are happy.
	How does the site wide Construction Noise plan sit within it?	It will be in the appendix and forms part of the Airport Noise Management Plan.
	Webtrak is useless – anyone can go on other external website and get more up to date and live information about a particular aircraft, and not have to wait for 15 minutes.	Data has to go from airways to Envirosuite and correlate. Not all planes are on public interface. Can ask Envirosuite cause of delay and whether it can be reduced further. <div style="background-color: black; width: 100px; height: 15px; margin-top: 5px;"></div> – Webtrak enables you to identify aircraft, flight number, follow flight track when you want to report. There are a number of reasons why it might have a delay (ie is not live) - can find out from

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		service operator but it is likely to relate to security issues, people using lasers etc, potential for things to be shot down when in real time (In the aviation world, you have to allow for the lowest common denominator).

7.3 Jo noted that she is compiling a summary of all feedback received and any updates to the draft plan made as a result. This summary will be sent to the Committee and those who provided feedback in due course.

8 Code of Conduct

8.1 ██████████ noted that as per action points from previous meeting, we are seeking to finalise the document.

8.2 ██████████ asked about point 6 where it says "Members will not talk publicly (including to the press) about any information received..." noting that this appears to be a change in policy ie that there is nothing talked about in here that is not public. Committee agreed that the word "confidential" could be added before "information" to recognise that it is only confidential information that is not discussed publicly, and that this will be flagged if there is anything that is mentioned that is confidential. Jo to update Code of Conduct accordingly.

9 General Business

9.2 Lindsay Daysh ██████ has been appointed as an Independent Commissioner to Wellington City Council (WCC) Proposed District Plan hearings. He noted that he will not be dealing with residential or airport parts of the proposed plan and that he has declared his role on the ANMC to WCC.

9.3 Jo noted that due to the new medium density rules which allow people to build three dwellings on a residential site to a height of 11 metres as of right (ie without resource consent) is causing increased requests to intensify residential development within the air noise boundary. Those that have asked are not particularly happy with WIAL's policy of not providing written approval for such development.

9.4 ██████████ asked about what the restrictions around development within the new outer boundary. Jo noted that under the notified version of the proposed District Plan, all that is required is that any new houses or additions to existing houses need appropriate acoustic insulation and ventilation. WIAL has submitted that this needs to be strengthened to be more in line with the New Zealand Standard for Airport Noise Management and Land use planning (NZS 6805:1992). This will be an interesting topic in the District Plan hearings scheduled for 2023.

10 The meeting closed at 7.10pm

The next meeting is **Monday 13 March 2023**

Meeting Schedule 2023:

Monday 13 March

Monday 12 June

Monday 11 September

Monday 11 December

ANMC ACTIONS

Date Action generated	Action	By whom	Due
12/09/2022	Jo to invite an Aeroclub representative to one of next few meetings	JL	March or June Meeting 2023
12/09/2022	Jo L and Lindsay H to provide explanation on how airport noise is monitored and what the noise reports provided represent so easily understood by all parties	JL LH	March Meeting 2023
Ongoing	WIAL to add minutes of previous meeting onto website.	JL, JR	Ongoing
14/03/2022	Review Engine Test Procedures for any engine tests undertaken between 8pm and 11pm between March 2022 and March 2023.	WIAL	March Meeting 2023
12/12/2022	Code of conduct (Pt. 6) Add 'confidential' in second sentence.	JL	ASAP. To send out with draft minutes of December Meeting
12/12/2022	Jo to send summary of all feedback to ANMP received to committee (including above)	JL	March Meeting 2023