

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

MEETING NOTES Monday 9 December 2024

Present:

Lindsay Daysh – Convenor
Patrick Whelan – BARNZ (via TEAMS)
Eric Morgan – Air New Zealand/Airline Rep (via TEAMS)
Craig Redpath – Life Flight Trust
Aaron Gilmore – Western Resident representative
Helen Salisbury – Western Resident representative
Jason Colton – Eastern Resident representative
Jeff Weir – Eastern Resident representative
Robin Boldarin - Eastern Resident representative

Jo Lester – WIAL Planning Manager
Richard Dalby – WIAL GM Commercial
Phil Rennie – WIAL External Relations Manager
Alex Stenhouse – Manager Airfield Maintenance (via TEAMS)
Nannette Dempsey – WIAL Community Liaison Officer

Apologies:

Tim Whitehead – Airways

Absent:

Wellington City Council Representative

1 Welcome:

1.1 The meeting commenced at 5.32pm.

2 Minutes of the Last Meeting:

2.1 The minutes of the last meeting (9 September 2024) were accepted as a true and accurate record.

Moved: Jason C

Seconded: Aaron G

Note: Given WCC not in attendance, they were asked post meeting if the minutes could be accepted.

Lindsay Hannah responded that he had no issues, and they could be accepted as true and correct.

ANMC Actions Update (from previous meeting):

Date Action generated	Action	By whom/Due	Update
13/03/2023	Patrick to invite Hugh Pierce (Air NZ) to ANMC meeting to provide a presentation to the committee on take-off procedures. Again, if unable to attend, can forward any questions from the committee to the representative.	PW	Ongoing
13/03/2023	DMAPs Update	WIAL/Airways Ongoing	Update from Phil Rennie below
11/03/2023	Update on seawall project with respect to noise effects	WIAL – when update needed	No further update at this stage. Expert assessment still progressing. Further community consultation early 2025
09/09/2024	Send update of Southern Seawall project slides to resident reps. (Jason and Helen).	WIAL	WIAL sent on 10/09/2024

3 DMAPS update

3.1 Phil R provided the following update on DMAPS¹:

- The airport carried out a public consultation process over potential flight path options from 20th September to 5th November. The four options consulted on were:
 - 1 The status quo (ie DMAPS flight path)
 - 2 Diverting flights between 6-7am over a less populated area around Horokiwi
 - 3 Reverting to the pre-DMAPS route over Newlands
 - 4 Any other suggestion raised.
- WIAL received over 2500 submissions, including from airlines and aviation organisations. Every submission was carefully considered in reaching decision.
- Option 1 (status quo) was the most popular, receiving just under 50% of first preferences. The next two options received around 24% and 23% respectively.
- The airport has decided (and announced on Friday 6 December) that our position is we support the status quo. We've passed that onto Airways.
- The reasons for the decision related primarily to safety and efficiency (including reduced flight times, emissions, fuel use, cost and reduced delays) as well as the fact it affects fewer people with noise overall and was the most popular option consulted on.

¹ Divergent Missed Approach Procedure

- The judicial review by Plane Sense continues and there will be a court hearing in May 2025. Plane Sense are seeking to have the December 2022 decision to implement DMAPS reversed on the grounds the flight paths are unreasonable, should have been consulted with communities, and were based on a mistake of fact relating to levels of noise.

3.2 Resident rep queried who the final decision maker is - Phil R noted that given that WIAL has confirmed support of the current flight path, then Airways NZ won't be making any changes. Resident rep also queried how close the noise monitoring was to the noise modelling, Phil answered that it was within a couple of decibels.

4 EMAS (Engineered Materials Arresting System) Update

4.1 Alex Stenhouse provided the following update an explanation of EMAS, it's safety and operational benefits and how it will be constructed and adapted to our runway.

4.2 Alex explained the timelines and the work to date with CAA, Airlines and Pilots unions over the last 12 months. Alex discussed the constraints of this work on an operational runway and the need to do this work at night.

- Downer have been appointed as the construction partner and the team will now focus on all of the technical requirements including, trenching and cabling, ground lighting, navigational aid engineers.
- Tonkin & Taylor have assessed the noise modelling from construction works associated with EMAS installation and this will inform the final construction noise management plan for the project.

Note: Draft stakeholder plan from T&T handed out to committee members.

4.3 Resident representative queries:

- whether EMAS would have a differentiated colour scheme? *Alex Stenhouse answered that most of the EMAS related work would look identical to the current runway and the EMAS itself would be grey, looking similar to the runway.*
- what activity will make the most noise within the project? *Alex Stenhouse answered that the trenching (similar to saw cutting) and resurfacing components will make the most noise. Alex expanded that they are expecting that the noisiest part will only take 3 weeks and will generally be done over 4-5 consecutive nights and then a 2-to-3-night break.*
- how do those anticipated noise levels balance against previous runway overlay work undertaken in 2020? *Jo L noted that it is a smaller area of work this time (not the entire runway), and a much shorter timeframe, but would seek further information from T&T who have done the assessment/modelling for both projects.*

- why we have chosen to do this work now, when the technology has been around for been around for 30 years? *Alex noted that although the system has been in development over the last 30 years, it has only recently been used to provide a significant safety enhancement without impacting operational runway length. Until now it would have resulted in a reduction in the runway length so not practical.*
 - some households look like they will get the maximum decibel level, so what would WIAL be doing to mitigate this? *Jo L noted that when T&T have completed their Construction Noise Management Plan, that this would outline mitigations necessary and also noted that some of the affected houses have had acoustic treatment under the Quieter Homes Program which should also help.*
 - Would this work change the current noise contours? *Jo Lester answered that it would not (and that this has been modelled by Tonkin & Taylor).*
 - Would there be noise associated with block placement? *Alex answered that there would be limited noise with the placement of the blocks, they would be trucked to site and forklifted into place with adhesive sprayers used.*
 - Could the EMAS blocks be reused? *Alex answered that the bricks will not be useable if crushed/utilised.*
 - Is there any associated earthworks with laying the EMAS blocks? *Alex answered that there are no earthworks, there is an adhesive used to secure them.*
 - Would there be any change to the surface of the runway – *Alex answered - no, not to the surface itself.*
 - Do the EMAS blocks interconnect (earthquake related) – *Alex Stenhouse answered that they were all different sizes and placed in a ramp formation - they are independent blocks.*
 - Concern that the noise profile of the trenching machinery used appears to be based on an assumption in the Tonkin Taylor report. *Jo L to follow up and continue to update the committee on the methodology as more info comes through.*
- 4.11 AirNZ rep and BARNZ enquired about a couple of operational matters (not related to noise) answered by Alex.
- 4.15 Convenor queried if all regulatory approvals are currently in place? Alex S answered that the CAA has signed off and WIAL has consulted with Airlines and other stakeholders. Jo L noted that there are no WCC consenting requirements with respect to our Designations however Regional Consent is required.

5 Noise Management Plan

5.1 Noise Enquiries Summary

- Seven Complaints:

Three complaints from Miramar/Strathmore Park/Rongotai

- 1 complaint about a private helicopter repeatedly flying over Miramar Peninsula on one day. Wasn't in accordance with Noise Abatement Procedures therefore WIAL complained to CAA.
- 1 complaint about an Air NZ flight to Dunedin flying low over Hataitai/Roseneath. Not in compliance with Noise Abatement Procedures therefore WIAL complained to CAA
- 1 Complaint (repeat complainer) that noise monitoring is flawed and shouldn't be spending \$ on projects or rebranding

Three complaints from Kaiwhararawhara/Ngaio

- 1 complaint about loud flight over Kaiwhararawhara (compliant)
- 1 related air ambulance flights in curfew
- 1 related to a loud/low Sounds Air Flight (compliant)

One complaint from Wainuiomata

- 1 complaint about ATR's flying over eastern harbour during night hours (but within operating hours)
- Resident rep enquired about what happens with complaints are laid through CAA. Airline rep noted airline operators may undertake disciplinary action with pilots where necessary.
ACTION: Jo L to ask CAA what their process is noting that it is very infrequent that airlines breach noise abatement procedures.

5.2 Summary of Curfew Movements

Nothing to report/No comments.

6 System Reports:

6.1 Ldn Graph

Nothing to report/No comments.

6.2 Noise Monitoring Terminal (NMT) - Operational Analysis

- 6.2.1 Jo L noted that there have been issues with the NMT's, but they have now been stabilised - the noise recording should be better from November. Envirosuite will be replacing the NMTs in February.
- 6.2.2 Resident Rep queried why the 'unknown' figures in the report are so high in November? Jo L suggested that some of the unknown signatures may be helicopters.

ACTION: Jo L to follow up with Envirosuite why large numbers of unknown aircraft in operational analysis.

7 Quieter Homes Update

7.1 Jo L noted on behalf of the Quieter Homes Manager, that the Quieter Homes Programme is going well. Ongoing site inspections are being undertaken in Area 5 and we are hoping to have Area 4 completed early next year. Although we are still receiving late applications from homeowners in Area 4.

8 WCC Appeals on WCC Proposed District Plan Noise Provisions

8.1 Jo L noted that Environment Court Mediation occurred on Friday 22 December relating to the Councils decisions on the noise provisions of its proposed district plan. Agreement was made with all parties present on approximately half of WIAL's appeal points.

8.2 No agreement was reached in relation to WIAL's submission that there should be objectives and policies which discourage residential intensification above permitted activity levels (i.e. more than 3 dwellings per site) and subdivision within the outer noise boundary.

9 General Business

9.1 A number of not specifically noise related queries from Resident reps:

- Noted that there was a lot of dust emissions during high winds from the construction of the East Side Area carpark project – Jo L to follow up.
Post meeting: Jo L followed up with Project Manager and contractors. Responded to resident rep with ongoing dust suppression processes in place.
- Asked when the Airport takes possession of the southern part of the golf course, and what will it be used for? Jo L advised that the Airport takes possession of the golf course from 1 January 2025 - part of it will be used as a temporary carpark and that the very southern part of it is likely to be used as a laydown area for the Southern Seawall project.
- Whether the Buffer zone in the Airports designation will remain the same? Jo L explained that WIAL is further developing its Landscape Visual Management Plan for the buffer area and consultation with immediate neighbours will be undertaken in the new year.
- Whether there are indicative timeframes for when the planes would be parking in the East-side area. Jo L and Richard D answered that this will be based on demand, but likely to be outside of 15 years.

10 The meeting closed at 6.50pm.

The next meeting is Monday 10th March 2025

ANMC ACTIONS

Date Action generated	Action	By whom	Due
13/03/2023	Patrick to invite Hugh Pierce (AIRNZ) to ANMC meeting to provide a presentation to the committee on take-off procedures	PW	Ongoing
13/03/2023	DMAPS Update	WIAL/Airways	Ongoing as required
11/03/2023	Update on seawall project with respect to noise effects	WIAL	When update needed
09/12/2024	EMAS Project: <ul style="list-style-type: none">• Ask T&T for comparison of noise received between the runway overlay project in 2020 and EMAS project.• Trenching Machine noise data for noise modelling	Jo L/Alex S	March 2025
09/12/2024	Follow up on noise abatement procedure complaints laid with CAA	Jo L	March 2025
09/12/2024	Jo Lester to follow up with Envirosuite why in the Operational Analysis report shows so many 'unknown' aircraft types	Jo L	March 2025

2025 Meeting Schedule (2nd Monday of months March/June/September/December)

Monday 10th March

Monday 9th June

Monday 8th September

Monday 8th December