

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

MEETING NOTES MONDAY 14 MARCH 2022

Present:

Lindsay Daysh – Convenor (via Microsoft Teams)
Craig Redpath – Life Flight Trust (via Microsoft Teams)
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)
Lindsay Hannah – WCC (via Microsoft Teams)
Robin Boldarin – Resident representative
Helen Salisbury – Resident representative (via Microsoft Teams)
Jo Lester – WIAL Planning Manager
Jenna Raeburn – WIAL GM Corporate Affairs
Matthew Palliser – WIAL Head of Operations
Jack Howarth – WIAL Wildlife Officer (via Microsoft Teams)

Apologies:

Bernard O'Shaughnessy – Resident representative
Patrick Whelan – BARNZ

1 Welcome:

1.1 The meeting commenced at 5.32pm.

2 Minutes of the Last Meeting:

2.1 Robin Boldarin noted that the Miramar Residents group is the Miramar and Maupuia Progressive Association (rather than just the Miramar Progressive Association).

2.2 The minutes of the last meeting were accepted as a true and accurate record.

Moved: Robin Boldarin

Seconded: Eric Morgan

3 Actions from Last Meeting

| Date Action generated | Action | By whom | Action Undertaken |
|-----------------------|---|---------|-----------------------------|
| 13/12/2021 | 1. Review terms of reference for resident representatives | ALL | Refer 9.3 below. |
| 13/12/2021 | 2. Send Lindsay H copy of CNMP for Taxiway Bravo reconstruction | JL | JL sent to LH on 28/01/2022 |

| | | | |
|------------|--|----|---------------------------|
| 13/12/2021 | 3. Jo L to undertaken Audit of Engine Testing forms | JL | JL completed 08/02/2022 |
| 13/12/2021 | 4. Lindsay H to discuss resident rep process with democratic team at WCC | LH | Refer 9.3 below |
| 15/06/2021 | 5. Update on Notices of Requirement at next meeting | JL | Ongoing – refer 9.1 below |
| 15/06/2021 | 6. Update on Resident Group Association communication channels | HS | Refer 9.4 below |
| 13/09/2021 | 7. Update on review of Air Noise Boundaries for District Plan review | JL | Ongoing – refer 9.2 below |

4 Noise Management Plan:

4.1 Noise Enquiries Summary

Received six noise complaints during period 1 Dec – 28 February:

- One complaint was with respect to the noise from an aircraft engine at high pitch running for 15 minutes. There were no aircraft on the apron at the time referred by the complainant. Source of noise unknown.
- Two complaints related to aircraft flying over Hataitai. Both aircraft complied with CAA Noise Abatement Procedures. One was a private aircraft and one was Jet Star. Jet Star have agreed to fly northwards of Point Jerningham before turning south when departing to the north (runway 34)
- One complaint related to gunshots from the airfield at 11:30pm. Refer para. 6 below re: Wildlife Management.
- One complaint related to a loud helicopter flying over Churton Park early in morning. This was a hospital flight.
- One complaint related to the Strikemaster (ex-Military plane now privately owned) flight which turned over Mt Crawford and scared horses and livestock. Strikemaster pilot will in future fly northwards of the Miramar Peninsula before turning eastwards towards the Wairarapa.

Received one request that the procedures in the Noise Management Plan be reworded around essential unscheduled maintenance between 8pm and 11pm to so that it cannot be reasonably carried out during the hours of 06600 and 0200 the following day. Refer to para. 7 below.

4.2 Summary of movements

Nothing to report.

4.3 Noise monitors

Nothing to report.

5 System Reports

5.1 Aircraft LDN Tables

Nothing to report. *Aircraft Operations Analysis*

Nothing to report.

5.2 *Uncorrelated Aircraft Analysis*

Nothing to report.

5.3 *Calibration Reports*

Nothing to report.

6 **Wildlife Management at Wellington Airport**

6.1 Matthew Palliser presented to the Committee an outline of Wildlife Management procedures undertaken at Wellington Airport. This presentation to the Committee is as a result of the complaint received (noted above) with respect to the use of the shotgun at 11:30pm on 16th February 2022.

6.2 Any bird concentrations on and around aerodromes constitute a real threat to aircraft safety. Aerodromes certified under CAA rules are required to have a wildlife management plan to manage bird hazard, and mitigate the risks posed by nearby bird feeding sites (such as the landfill, local schools, nearby parks and cafes, as well as natural habitats such as Moa, Point, Te Raekaihau Point, Breaker Bay, Matiu-Somes and Taputeranga Islands).

6.3 Matthew outlined ways in which WIAL needs to manage birds, not just at the airport itself, but in these areas surrounding the airport.

6.4 Matthew explained that over 60% of bird strikes in Wellington relate to Black Backed Gulls (and for near strike was 79%). Wellington Airport therefore has a specific hazard management plan in relation to Black Backed Gulls. This has included creating an advisory group (which includes councils, landfill operators, the university, surrounding landowners, CAA, Airlines and conservation groups).

6.5 In terms of managing wildlife risk, the airport has a number of standard best practice measures including:

- Bird scaring devices on roofs and buildings
- Turf management
- Regular patrols and monitoring
- Pyrotechnics
- External training to airport stakeholders
- Education of public
- Partnership with Doc/Iwi
- Shotgun for cull (last resort)

6.6 Matthew noted that WIAL has now procured a shotgun with a silencer to reduce the noise effects in relation to the use of the shot gun for any culling that is required at night.

6.7 He noted that the key issue is that the Black Backed Gulls are intelligent and become habituated. They start to know the airport vehicles meaning that they don't scare easily by them.

- 6.8 Eric Morgan reiterated the fact that wildlife management is a flight safety issue, and that it is a requirement of WIAL to manage this risk to ensure that we do not have aircraft crashing into the Newlands Ridge etc. Referred to the Hudson River crash (which was related to a bird strike issue).
- 6.9 Robin B asked if birds react to light. Matthew noted that some airports use lasers, however Black Backed Gulls and other birds become habituated to light also.
- 6.10 Helen S asked about the timing of gun use, accepting that WIAL need to mix it up but asked whether there is a time of the day when this is more of a problem. Matthew answered that birds mostly become an issue for the airport during stormy conditions and winter when the birds escape the weather and are reasonably warm and sheltered at the airport (warm asphalt etc). In addition to this, the birds are most active at dawn and dusk. In summer there appears to be less activity.
- 6.11 Helen S asked whether there would be an increase in the use of pyrotechnics and shot guns with respect to the East Side Area expansion. Jenna R noted that the focus of this sort of bird management is focussed on the runway and area adjacent to the runway. The proposed expansion into the southern part of the golf course for apron was not anticipated to increase noise from bird management activity onto the East Side area.
- 6.12 Helen S asked whether there is benefit if this presentation or something like it be available to the public so that they are aware of the safety issue and what WIAL needs to do to manage wildlife.
- 6.13 Matthew noted that WIAL could put something on our website. Lindsay D noted that the presentation was nearly at the right level for this but may be make some changes for general public consumption. Jo and Jenna to organise.

7 Engine Testing Procedures

Request to Alter Engine Testing Procedures in Noise Management Plan

- 7.1 Jo L noted that as a result of the investigations into an engine test undertaken by Air New Zealand in September 2021, WIAL updated the Engine Testing Procedures (contained in the Noise Management Plan) so that they are very clear as to responsibilities and requirements.
- 7.2 In addition to this change, the original complainant with respect to the above-mentioned engine test has requested that the ANMC consider rewording these procedures further as it relates to engine tests between 8pm and 11am to state ***“and the testing could not reasonably be carried out during the hours of 0600 to 2000 the following day”***
- 7.3 Helen S asked what engine testing is, and when it is generally undertaken. Matt P noted that all engine testing undertaken at Wellington Airport is reactive to an issue. The power level of an engine test is dependent on what the issue is. He noted that it's like when you take your car to a mechanic, and they undertake a test drive to ensure that the engine is working as it should after a part has been replaced.

- 7.4 Eric M noted that engine tests at Wellington are all unplanned. Every aircraft has a maintenance plan. If an aircraft comes in with some sort of defect and can't fly until it is dealt with, they do everything they can to keep it on schedule. In Wellington this means that they rectify quickly and try to return to service on time. An aircraft sitting in Wellington causes a massive scheduling issue for an airline.
- 7.5 Helen S asked whether the aircraft engineers have to contact WIAL operations centre when they undertake any engine test. Matt noted that they do. Helen also asked whether engine testing would be carried out on the expanded East Side Area when that becomes operational. Jo noted that there is a proffered condition on the this NOR to state that no engine testing would be undertaken in this area.
- 7.6 Eric noted that the current noise levels produced by aircraft when they are doing an engine run will substantially reduce with the introduction of hybrid/electric aircraft (ie within the next 10 year).
- 7.7 In terms of procedure, Matthew noted that the WIAL ops team undertake a due diligence process for each, and every engine run test request to ensure it complies with the engine run procedures. This is documented in the Operations log.
- 7.8 Lindsay D noted that he cannot remember any previous complaints relating to Engine Tests since he has been on the Committee, so it is not a big issue at Wellington. The Committee agreed that there is no current need to amend the procedures now, however, would like this to be monitored over the next 12 months to see if any change is required.

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.
- 8.2 Quieter Homes installations in Area 3 are currently progressing under the COVID-19 Protection Framework Alert Level Red. WIAL has encountered longer lead times on construction materials to which we have adapted and formulated case-by-case solutions to mitigate the delays and other impacts (such as isolation requirements) caused by COVID-19.
- 8.3 Area 4 site inspections are almost complete with a handful of properties on hold due to Alert level restrictions.

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 the ICSTI appeal on the Main Site NOR was struck out because ICSTI was not initially a submitter on that NOR (it was only a submitter on the East Side area). This means that ICSTI and GOTB have appeals on the ESA, and GOTB have an appeal on the MSA conditions only.

- 9.1.2 WIAL are currently in discussions with the appellants and other parties regarding the timetable for the appeal mediation/negotiation and hearing process.

9.2 District Plan Review/Air Noise Boundary Review

- 9.2.1 Jo L noted that WIAL have contracted Marshall Day Acoustic Consultants to undertake a peer review of the contours produced by Tonkin & Taylor Limited. The final report, contours and peer review will then be presented to council for discussion on associated District Plan provisions with respect to noise sensitive activities within the proposed air noise contour boundaries.

9.3 ANMC Resident Representatives – Terms of Reference and Elections 2022

- 9.3.1 Lindsay H noted that he had met with the WCC Democracy Services team. They have said that there are two options to take with respect to voting:
- Option 1: WCC act as returning officers only – this means that WCC would act as official sworn electoral returning officers and only receive and count the votes that are mailed in. The Council would not deal with the sending out of voting slips, return envelopes or deal with communications or advertising.
- Option 2: Because WCC no longer run the election process in house for own local body elections, they are sub-contracted to a third party that runs everything. This would therefore have costs involved. This option means that voting forms could be sent out with the local body forms.
- Lindsay noted that regardless of option, there is a lead in time frame of a few months.
- 9.3.2 The Committee decided that we should call for nominations as quickly as possible. The terms of reference (TOR) would have to be slightly amended as they are out of date (for example, it refers to calling for nominations in the Cook Strait News, which is a paper that no longer exists).
- 9.3.3 The Committee discussed whether the Representation Areas need to change. The TOR notes that one resident should be from the ANB East, one from within the ANB West and two from the wider Eastern Ward (with a minimum of three resident reps appointed). Lindsay D noted that this has in the past been restrictive on the numbers of people who have been nominated. Discussions were had around whether there should be up to four from the whole of the Eastern Ward rather than restricting two of the nominees to with the ANB, however it was decided that there should be two that are within the areas most affected, therefore this representation area should be kept as per the current TOR.
- 9.3.4 Jo L to send out a track-change word version of the TOR for the committee to review, and then start the calling for nomination process.

9.4 Resident Communications channels

Helen S noted that she had reached out to the Kilbirnie Rongotai Residents group and noted that there was already direct communication between the airport and the residents group. She asked whether it would be a good idea to have an ANMC resident rep email address (so that personal email addresses were not given out). Eric asked what the purpose of this would be for, given that there are appropriate channels to deal with noise complaints etc (via WIAL or WCC if there is a breach of the District Plan).

9.5 Meeting Minutes

- 9.5.1 Jo L noted that the Strathmore Park Residents Association had asked to be sent the minutes of the ANMC meetings. In light of this, Jo asked the Committee whether WIAL should upload the minutes (once accepted as true and correct) onto the WIAL website.
- 9.5.2 The Committee agreed that this is a good idea subject to any redactions needed for reasons of commercial sensitivity and privacy reasons.

9.6 The meeting closed at 7:05pm. The next meeting is Monday 13 June 2022

Meeting Schedule 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 14/03/2022 | Jo to send out tracked version of terms of reference for ANMC with respect top resident representative elections. | ALL | June meeting |
| 14/03/2022 | WIAL to add information regarding wildlife management to website | JL, JR | June meeting |
| 14/03/2022 | WIAL to add minutes of previous meeting onto website. | JL, JR | Ongoing |
| 14/03/2022 | Call for nominations for resident representatives. | JL, JR, LH and LD | June meeting |
| 15/06/2021 | Update on Notices of Requirement at next meeting | JL | Ongoing |
| 13/09/2021 | Update on review of Air Noise Boundaries for District Plan review | JL | 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 |