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- | | | |
|---|---|----------------|
| 1 | ICAO definitions | |
| 2 | ICAO International Standards and Recommended Practices:
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| 3 | Airports Council International (ACI) Policy Handbook | - 1996 Edition |
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NZS6807:1994 (only included in Master Copy) | - As stated |

Noise Management Plan

Distribution Policy

Controlled copies of the Noise Management Plan will be circulated to members of the Airnoise Management Committee.

The Master Copy of the Plan is available for inspection by interested parties at Wellington International Airport Limited (WIAL) corporate offices.

The Plan remains the property of WIAL and must be returned to WIAL when holders cease to be members of the Airnoise Management Committee.

All requests for extract or copies of the Plan must be forwarded to WIAL, which will approve or decline provision of the information requested.

Noise management plan

Distribution record

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RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Updated	Entered by (initials)
1	July 2001	July 2001	
2	September 2002	September 2002	
3	November 2003		
4	December 2003		
5	August 2004		
6	December 2008		
7	November 2009		
8			
9			
10			

3. DISTRICT PLAN GENERAL PROVISIONS

[...]

3.10 Definitions

NON-AIRPORT ACTIVITY: means an activity within the Airport and Golf Course Recreation Precinct which is not related to the primary function of the Airport area and is not related to activities and services ancillary to this primary function.

PRIMARY FUNCTION OF THE AIRPORT AREA: means the transport of people and cargo by aircraft and any activities and ancillary activities associated with this primary function any ancillary activity or service that provides essential support to that function. This includes, but is not limited to, aircraft operations, airport operational activities (such as runways, traffic control structures and terminal buildings), cargo warehouses and other storage facilities, airport travellers' accommodation and services, vehicle parking and servicing, aircraft catering and servicing, retail and commercial services that support airport activities (provided that such retail and commercial services are located within the Terminal Area), internal roading, access and service ways.

RETAIL ACTIVITY (FOR THE PURPOSE OF THE AIRPORT AND GOLF COURSE AND RECREATION PRECINCT): means any activity or activities within a building involving the sale of goods, merchandise, equipment or services to the public, but excludes:

- service stations and motor vehicle service premises
- takeaway food bars, restaurants, cafes or other eating places
- yard based supplies

10. AIRPORT AND GOLF COURSE RECREATION PRECINCT

10.1 Introduction

The Airport and Golf Course Recreation Precinct separates the activities of the Wellington Airport and the Miramar Golf Course into two distinct areas; the Airport area, and the Golf Course recreation area.

Airport area

Wellington Airport is the country's air transport hub and busiest domestic airport. As a strategic transport node it plays an important role in providing for the social and economic wellbeing of the city, region and the nation. The Airport supports regular Trans-Tasman flights and, over time, is likely to serve longer-haul flights. Emerging changes to aircraft technology and the completion of the runway end safety areas will support these developments.

The Plan provisions recognise the strategic importance of the Airport by providing for it's continued use and development. The Plan provisions also provide for activities that are ancillary to this primary function. These activities include runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance, as well as a number of support and commercial activities associated with an international airport.

The Plan also contains provisions to manage non-airport activities and developments. This recognises that certain complementary activities can add to the attractiveness and vitality of the airport as a destination and departure point, as well as providing uses which benefit local communities. These activities will however be carefully managed to safeguard the ongoing operation of the Airport, to protect the character and amenity of adjacent landuses and to ensure retail activities do not affect the ongoing vitality and viability of the Kilbirnie and Miramar town centres.

Five different sub-areas have been identified in the policies in recognition of their unique character and potential for development. These policies will help guide development and be applied when assessing applications for resource consent.

These sub-areas are:

- Terminal Area
- Rongotai Ridge
- Broadway Area
- South Coast Area
- West Side

Golf course recreation area

The provisions of the Golf Course recreation area provide for the continued use of the existing Miramar Golf Course and recreational activities. It is not intended that the land used for these recreational activities will be used for Airport purposes.

10.1 Introduction

The Airport and Golf Course Recreation Precinct separates the activities of the Wellington Airport and the Miramar Golf Course into two distinct areas with rules allowing for their respective adjoining activities. The area provisions which allow for the continued use and development of Wellington Airport are necessary to provide certainty to both Airport operators and the community. Wellington Airport is owned by Wellington International Airport Ltd (WIAL) whose shareholders comprise the Government (66 percent) and Wellington City Council (34 percent). WIAL was formed in 1990.

Wellington Airport is the country's air transport hub and its busiest domestic airport. It has regular Trans Tasman flights, which may increase in frequency. The Plan provisions recognise the function of the Airport as a major arrival and departure point for people and cargo. They recognise the need for activities that are ancillary to this.

Within the Airport area a range of uses are permitted which are essential for the safe, efficient and economic operation of the Airport. These include runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance as well as a number of support and commercial activities. Fuel storage and refuelling facilities are essential to the operation of the Airport but will be subject to the hazardous substances rules due to the nature of the product.

The area provisions have been developed in recognition of a master plan for development of the Airport prepared for WIAL and with modification to incorporate the considerable public and industry comment obtained.

The Precinct also provides for the continuation of the existing Golf Course and recreational activities by way of area provisions. It is not intended that the land used for these recreational activities will be used for Airport purposes.

10.2 Airport and Golf Course Recreation Precinct Objectives and Policies

OBJECTIVES

10.2.1 To promote the safe, effective and efficient operation of the Airport

POLICIES

To achieve these objectives, Council will:

10.2.1.1 Provide for activities which will ensure the safe, effective and efficient use of the Airport area as a strategic transport node for the city, region and nation.

10.2.1.2 Identify the Airport as an area within the precinct with a distinct character and uses.

METHOD

- Rules

An airport area has been identified within the Airport and Golf Course Recreation Precinct to recognise and provide for the ongoing use and development of the Airport and its ancillary uses.

These provisions provide certainty to both airport operators and the community, and provide for the use and maintenance of airport runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance, as well as a number of support and commercial activities associated with an international airport.

The environmental results will be the efficient and effective ongoing operation of the Airport within the Precinct.

OBJECTIVE

10.2.2 To provide for the continued use and development of the Golf Course lands for golf course and recreational purposes

POLICIES

To achieve this objective, Council will:

10.2.2.1 Identify the Golf Course and recreation lands as an area of the Precinct with a distinct character and uses.

10.2.2.2 Provide for the ongoing use of the Golf Course and recreation activities within the buffer of land to the east of the Airport area.

METHOD

- Rules

The golf course area is identified separately within the wider Airport and Golf Course Recreation Precinct, in recognition of the golfing and recreation activities occurring within this area, and the distinct open space characteristics of this area.

The existing Golf Course provides a buffer between the Residential Areas and the Airport operations. The intention is to retain as much open space as is practical for golf course and recreational use.

The environmental results will be the efficient and effective ongoing operation of the Airport within the Precinct, together with the retention and development of the Golf Course and recreation area.

OBJECTIVE

10.2.3 To provide for non-airport activities and developments within the Airport area of the Precinct.

POLICIES

To achieve this objective, Council will:

10.2.3.1 Ensure non-airport activities and developments do not compromise the ongoing and strategic transport role of the Airport to the city, region and nation.

10.2.3.2 Ensure non-airport activities and developments integrate with, and respond appropriately to the surrounding environment.

10.2.3.3 Ensure that non-airport retail activities and development in the Airport area do not detract from the viability and vitality of other town centres or the CBD and central area

10.2.3.4 Manage any potential adverse environmental effects of non-airport activities and developments on the environment.

METHOD

- Rules
- Memorandum of understanding

The policies and associated rules provide for non-airport related activities outside the terminal area as a discretionary (restricted) activity. This enables a full consideration of effects subject to appropriate standards. In the Terminal Area, non airport activities and development are a controlled activity. This recognises the reduced potential impact of this form of development on areas outside of the Airport and Golf Course Recreation Precinct.

Non-airport related activities can add to the attractiveness and vitality of the airport as a destination and departure point, as well as providing benefits for neighbouring communities. Allowing some non-airport uses also allows Wellington International Airport Limited (WIAL) to manage some of its under utilised landholdings in a more efficient and effective manner.

In this respect, some limited commercial development may be suitable on airport land at the intersection of Moa Point Road and Lyall Parade (east of Cochrane St). This could involve the relocation of the aeroclub building to this area. The merits of this development proposal would be assessed through the resource consent process.

Non-airport related activities also have the potential to have adverse effects if inappropriately managed. Some large format ('big box') retailing activities have already located in the West Side, by way of the resource consent process. Council wants to ensure that any further development is undertaken within a policy context which has regard to the potential benefits of co-location in this area, whilst protecting the amenity of neighbouring land uses.

In all cases, non-airport retail activities will require a Centre Impact Report.

For retail activities that are a discretionary activity (restricted) the Centre Impact Report will assess the impact of development on the vitality and viability of the Kilbirnie and Miramar town centres.

For retail activities that are a discretionary activity (unrestricted) the Centre Impact Report will assess the impact of development on the vitality and viability of nearby town centres including the CBD and central area.

For non-airport related retail development, applicants will be required (among other things) to submit a Centre Impact Report involving an assessment of:

- *the extent to which the retail activity impacts on the overall vitality and viability of the Kilbirnie and Miramar town centres. Any application for resource consent that contains a retail tenancy in excess of 2500m² gross floor area, or a combined total gross floor area of all retail tenancies in excess of 4000m² must also address the extent to which the retail activity impacts on the overall vitality and viability of other nearby town centres including the CBD and Central Area.*

Non airport activities up to 12 metres in height will be assessed as a discretionary activity (restricted), and non-airport activities in excess of this building height limit will be assessed as a discretionary activity (unrestricted).

For development in excess of 12 metres in height applicants will be required (among other things) to submit a Centre Impact Report involving an assessment of:

- *The extent to which the retail activity impacts on the overall vitality and viability of nearby town centres including the CBD and central area*
- *the extent to which the activity promotes the efficient use of resources and a compact urban form*
- *the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces*

- how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities

Buildings, signage and billboards have the potential to adversely impact on the character and amenities of neighbouring land uses if inappropriately designed and located. An assessment of these impacts will be required as part of any application for resource consent (Objective 10.2.4 and associated policies should be referred to for more policy guidance on these issues).

In addition, traffic impacts of all developments will be assessed to ensure traffic generated by non-airport related development does not adversely affect the safe, effective and efficient operation of the surrounding road network.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

The environmental result will be the more efficient and effective use of land for non-airport related activities which will add to the overall attractiveness and vitality of the airport as a destination and departure point, as well as providing uses which benefit local communities.

OBJECTIVE

10.2.4 **Protect the character and amenities of identified areas within the Airport area from inappropriate non-airport related uses and development**

There are a number of areas on the periphery of the Airport area of the Precinct which may be suitable for non-airport related activities. Development in these areas needs to be appropriately managed to ensure the character of these areas is enhanced, and the amenities of adjoining land uses are protected. Policy guidance has been provided to guide future development of these areas. These areas are the Terminal Area, Rongotai Ridge (also known as Wexford Hill), Broadway Area, the South Coast Area, and the West Side.

POLICIES

To achieve this objective, Council will:

10.2.4.1 **Allow for a wide range of buildings and activities in the Terminal Area to ensure the effective and efficient functioning of the airport.**

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Terminal Area encompasses most of the land on the eastern side of the runway up to the Miramar Golf Course. The area is the focal point for the whole Precinct and principally contains the terminal building and carparking building and associated luggage and freight handling facilities. Provision is made for non-airport related development to enable a range of complementary services and facilities to be made available to the travelling public. There is also the potential for other uses (such as offices) that could also be developed within the terminal area that would benefit from immediate proximity to the Airport.

This policy also recognises that the terminal area is already relatively developed and commercial in nature, and is distant from surrounding sensitive uses and buffered from them by the gold course.

Development is permitted up to a maximum height of 25 metres for airport related buildings only. This is likely to cater for most forms of development as a permitted or controlled activity.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

- (1) building form and associated works should make a positive contribution to the overall character of the Precinct and to the wider locality
- (2) buildings, structures and signage (including billboards) should be designed and located to enhance the image of the airport as a nationally significant transport hub
- (3) future development should ensure the safe and efficient movement of traffic and encourage greater use of public transport to and from the City

10.2.4.2 To maintain the visual and geomorphological importance of Rongotai Ridge.

10.2.4.3 To allow some development which results in modification of Rongotai Ridge provided it:

- demonstrates architectural and urban design excellence; and**
- makes a significant contribution to the image and character of the locality and to Wellington City.**

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

Rongotai Ridge is open space land located south of the cutting with Maupuia ridge and the entrance to Miramar. This remnant coastal ridgeline is aligned in a north/south direction and is bounded by Miramar Avenue, Cobham Drive, Calabar Road and Wexford Road, and land zoned as Suburban Centre to the East. This area is identified in Appendix 4. It is approximately four hectares in size, and has remained largely undeveloped with only a carpark and a building used as a workshop. It is part of a coastal ridgeline that used to extend to Lyall Bay, before the present airport runway was constructed.

The ridgeline is a prominent landform in this locality and it provides an important visual reference point when approaching the city, waterfront, eastern suburbs and the airport by air or by road. Given its elevation and location, it has high amenity values in terms of views, sun and aspect. It also provides an excellent close range view of planes landing and taking off.

The use of this land is however constrained by high aircraft noise levels and building height limitations imposed by Wellington airport's Obstacle Limitation Surface (OLS). The land is also physically disconnected from other areas and has

poor pedestrian and vehicular access. To the east of the land is Suburban Centre zoned land which is used for a range of heavy industrial activities. These industries, and in particular the airport jet fuel storage site, are likely to constrain the nature and form of development on Rongotai Ridge.

Policy 10.2.4.2 ensures that the form of the ridgeline remains intact when undertaking development of a general nature. Some earthworks to provide low scale development may be appropriate provided the form and visual characteristics of this coastal ridgeline remains largely intact.

Policy 10.2.4.3 recognises the unique nature of the site given it's size and location within the City, and potential for future development, notwithstanding the constraints applying to this land. Council will only consider development involving significant modification of the ridgeline where:

- it can be shown that it is unique and will make a significant contribution to the character and image of the City, and
- it demonstrates architectural and urban design excellence.

All developments involving earthworks in excess of 250m² or altering the ground level by more than 2.5 metres will be assessed as a discretionary activity (restricted).

In addition to the matters under Policy 10.2.4.3 above, Council will be guided by the following matters when assessing applications for resource consent:

(1) Development will maintain the general form and visual characteristics of Rongotai Ridge (except as referred to in Policy 10.2.4.3 above)

(2) Development must comply with Wellington airport's Obstacle Limitation Surface

(3) The land shall be developed in a manner which:

- generally avoids large scale earthworks and cut faces (except as referred to in Policy 10.2.4.3 above)
- uses soft landscaping (plantings) and other measures to integrate development into the landscape;
- provides for enhanced pedestrian, cycling and vehicular connections to the existing roading and public transport network and with adjacent residential areas;
- is of a high quality and avoids large, 'box' like buildings and structures which are out of character with the general form and scale of development in neighbouring areas;
- provides views within and through the site;
- provides for, and connects to, community and recreation facilities and services; and
- is well serviced and connected to public infrastructural services

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any RMA related proposals involving resource consents, and plan changes etc. This MOU process will help to address issues prior to the formal statutory process and will assist in ensuring better outcomes.

10.2.4.4 Strengthen the identity of the Broadway area as an important gateway to the airport and to the residential suburbs of Strathmore and Seatoun.

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Broadway Area is located at the junction of Calabar Road, Broadway and the entrance to the airport terminals. This area is identified in Appendix 4. It is the primary gateway to the airport and to the City, and is a main route to the residential suburbs of Strathmore and Seatoun. The entrance to the airport is not well defined, and would benefit from an improved gateway approach which recognises its importance as a major national transport hub.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

Airport gateway (that land located to the south of Calabar Road and Stewart Duff Drive)

- (1) gateway improvements should seek to strengthen the visual and physical connections with the airport terminal building and the carparking areas;*
- (2) future buildings and structures should be of high quality, visually appealing and memorable;*
- (3) roading, accessways and carparking layouts should be designed to complement the gateway buildings and to provide a strong 'sense of arrival';*

Calabar Road and Broadway intersection (that land located to the north of Calabar Road and Stewart Duff Drive)

- (4) improvements to the intersection of Calabar Road and Broadway should better delineate it's role as a residential gateway to Strathmore and Seatoun main access. This could include improved signage, landscaping and roading improvements.*
- (5) The retention of low scale buildings (as distinct from the airport gateway buildings) would help demarcate these areas as having different roles, and help protect the amenities of adjoining residential landowners.*

10.2.4.5 Allow non-airport activities in the South Coast Area in a manner which will protect and enhance the character of the south coast.

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The South Coast Area is located at the south-eastern end of the airport as identified in Appendix 4. It provides a secondary entrance to the airport for traffic from the southern suburbs. This entry to the airport is unattractive and the land and buildings are not of high amenity value, nor is the land used efficiently.

Land in this locality is used for a variety purposes associated with the airport. There are opportunities to improve and rationalise the use of the land. Sensitive landuses would however not be appropriate in this area given the high noise environment, the location of the runway and general activities generated by airport

operations, and the ongoing operations of the strategically important Moa Point sewage treatment plant.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

- (1) sensitive land uses such as residential use are generally inappropriate in this location given the constraints posed by the airport and sewage treatment plant;
- (2) development proposals involving the creation of an enhanced secondary gateway to the airport will be encouraged;
- (3) Low rise development may be acceptable on land fronting Moa Point Road provided:
 - compliance with Wellington airport's Obstacle Limitation Surface (OLS)
 - views within and through the site are maintained;
 - development protects and enhances the natural character of the south coast in this locality

The environmental result will be the protection and enhancement of the character of the rugged south coast within the Precinct boundaries from inappropriate development.

10.2.4.6 Encourage high quality retail and other non-airport related activities in the West Side which will improve the shopping and business environment for the public and workers.

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The Western Area is located to the south west of the Airport runway, adjacent to the Rongotai Suburban Centre, the south coast, and adjoining residential areas to the north. Within this area is the Aeroclub building, which is an important airport heritage building. This area is identified in Appendix 4.

Large scale non-airport development, such as the 'Airport Retail Park', is characteristic of the Western Area. Further large format (big box) retail developments are likely to be developed in this area. Over the long term the area may revert to aviation-related uses, hence the retention of the underlying airport zoning.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Council will be guided by the following matters when assessing applications for resource consent:

- (1) Buildings, carparks, accessways and access points and other associated developments should be designed in a way that improves the overall standard of visual amenity in the locality, and which makes it an attractive location for the public and workers. Consideration will be given to:

- the creation of active frontages to pedestrian and vehicular areas;
- the screening of large carpark areas and the use of soft (plantings) and hard landscaping;
- **the provision of sheltered and secure cycle parking and/or storage;**
- clear and well defined free standing signs and signage on buildings;
- an efficient and safe vehicular and pedestrian access and parking layout;
- ensuring views through the site and towards the airport in recognition of its history of association with the airport, and the importance of maintaining this visibility.

(2) Buildings and associated development shall manage the interface of this area with the nearby residential area to the immediate north to minimise any significant adverse effects on people and the wider environmental.

The environmental result will be non-airport activities and developments that take into account the surrounding context and create a more attractive environment for business and other activities to take place.

OBJECTIVE

10.2.25 To protect the amenities of areas surrounding, and within, the Precinct from adverse environmental effects.

POLICIES

To achieve this objective, Council will:

- 10.2.25.1 Exercise an appropriate level of control over Airport and ancillary activities for the avoidance or mitigation of adverse effects.**
- 10.2.25.2 Ensure a reasonable protection of residential and school uses from Airport activities by providing controls over bulk and location, ensuring sufficient space is available for landscape design and screening, and by retaining a buffer of land of a recreational nature to the east of the Airport.**
- ~~10.2.2.3 Ensure landscape treatment of the Airport's boundaries and approaches to produce an appropriate gateway into the City and Airport, and to help improve the appearance of the Airport and its associated activities.~~
- ~~10.2.2.4 Ensure both the continuation and the development of Golf Course and recreation activities within the buffer of land to the east of the Airport area.~~
- 10.2.25.3 Control the interrelationship between building forms and the space around buildings to ensure a high level of visual amenity.**
- ~~10.2.5.4 Provide for the ongoing use of the Golf Course and recreation activities within the buffer of land to the east of the Airport area.~~

METHODS

- Rules
- Other mechanisms (WIAL Strategic Planning including development of a Noise Management Plan)
- Memorandum of understanding
- Operational activities

- Advocacy

The Airport is a gateway into the city and New Zealand, and as such requires a high level of attention to be paid to landscape and design issues. The environmental result will be the creation and maintenance of an Airport environment that creates an attractive and welcoming impression for Airport users and the travelling public, and is a pleasing addition to the neighbourhood for local residents and users of the surrounding land.

The bulk and location provisions of the Plan are designed to protect activities on surrounding land from the impacts of structures that have a size and scale typical of the Airport environment. Within the Airport area it is also important to recognise the visual impact that development can have on users, as well as its impact when viewed from a distance. ~~The existing Golf Course provides a buffer between the Residential Areas and the Airport operations. The intention is to retain as much open space as is practical for golf course and recreational use.~~

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

Fuel storage and refuelling facilities are essential to the operation of the Airport but are subject to the hazardous substances rules due to the hazardous nature of the product. Standard provisions in the Plan, for example relating to natural and technological hazards, also apply to airport operations.

The environmental result will be that new development does not detract from amenity values within the Precinct and at the boundaries of the Precinct with adjoining landuses.

10.2.5.5.4 Manage the noise environment to maintain and where possible enhance community health and welfare.

METHODS

- Rules
- A Noise Management Plan is to be developed and implemented as set out below

The Airport provides an important service for Wellington City, the region and the nation. However, its very nature means that it has associated adverse effects, particularly where noise is concerned.

A noise management plan (NMP) has been implemented by Wellington International Airport Limited (WIAL) to assist all interested parties in complying with the objectives and rules in the District Plan.

The noise management plan includes:

- *a statement of noise management objectives and policies*
- *details of methods and processes for remedying and mitigating adverse effects of airport noise including but not limited to:*
 - *improvements to the Airport layout to reduce ground noise*
 - *improvements to Airport equipment (including provision of engine test shielding such as an acoustic enclosure for propeller driven aircraft) to reduce ground noise*
 - *aircraft operating procedures in the air and on the ground*
- *procedures for monitoring and ongoing review of the plan*
- *dispute resolution procedures*

- *consideration of land use measures which may mitigate adverse effects through changes to controls*
- *consideration of any need for insulation of existing houses within the ANB; the extent to which such insulation is appropriate, and the ultimate responsibility for cost*
- *details of methods and process for monitoring and reporting compliance with the District Plan rules, including but not limited to:*
 - *airnoise boundary and activity ceilings provided in the rules*
 - *engine testing*
 - *Auxiliary Power Units (APUs) Ground Power Units (GPUs)*
 - *curfew*
- *details for certification by WIAL of night curfew exempt aircraft.*

A Wellington Airnoise Management Committee has been established made up of local residents, WCC and WIAL representatives. The Committee meets regularly to address noise issues and to ensure that compliance with the district plan provisions.

~~A representative Wellington Airnoise Management Committee will as soon as practicable be established. The Committee will draw up terms of reference and a planning timeframe. Until this Committee is established, its functions will be exercised by the existing Standing Committee with the addition of a representative of the New Zealand Defence Force.~~

~~Notification of the Committee's terms of reference and planning timeframe is to be provided to the Council. The Council will use its best endeavours to support the Committee and may undertake independent audits of the parties' progress towards implementation of identified methods and processes. The Council will also ensure that it maintains direct access to any relevant data necessary for the effective operation or enforcement of these rules.~~

OBJECTIVE

- 10.2.6 To ensure signage is designed and located in a way which will not detract from the character of the locality, and will not cause a traffic hazard.**

POLICIES

To achieve this objective, Council will:

- 10.2.6.1 Manage the scale and placement of signs in order to maintain and enhance the visual amenity of the host building, site, and locality**
- 10.2.6.2 Ensure any signage located in and along State Highway 1 and the coastal roads contribute positively to the quality of these routes and the natural landscape.**
- 10.2.6.3 Ensure any signs located on Rongotai Ridge respect the important cultural and natural qualities of this landform.**

METHODS

- Rules
- Memorandum of understanding
- Operational activities
- Advocacy

The District Plan provisions recognise that signage is an important part of a major transportation hub like the Airport. This is balanced with the need to protect the amenity of nearby residential uses, important access routes to and from the Airport, and the natural and cultural landscape within and adjoining the Airport area.

Signs are permitted within the Airport area subject to conditions that reflect the sensitivity of the receiving environment. These conditions ensure that all signs are sympathetic to the design of the host building, site and surrounds, and that the obtrusive nature of signs is appropriately managed. Managing the effects on public safety, particularly in respect of traffic safety, is also important.

Within the Terminal Area a more flexible regime is provided to recognise that this area is relatively buffered and set back from residential, coastal and high speed traffic environments. As a Terminal Area, it is anticipated that a greater degree of signage can be accepted within this locality.

Billboards close to residential properties and main roads have the potential to create visual clutter, lower the amenity values of a locality, and cause traffic hazards. Signs and billboards adjacent to State Highway 1 and the coastal roads require a resource consent. Billboards in other areas of the Airport Area in excess of 8m² and 4 metres in height are also assessed as a discretionary (restricted) activity.

A memorandum of understanding (MOU) has been developed between Wellington International Airport Limited and Wellington City Council. This sets an agreed process for dialogue to occur between the parties prior to the submission of any proposals for resource consent, or plan changes. This MOU will assist in resolving issues prior to the formal statutory process and will assist in ensuring better outcomes.

In assessing applications for resource consent, the following matters will be taken into account:

- (1) Whether any signs are obtrusively visible from any residential area or public space.
- (2) Whether the area of the sign is in scale with the site or building development
- (3) Whether the sign is compatible with the visual character of the area in which it is situated.
- (4) Whether the sign detracts from the architecture of the building on which it is located.
- (5) Whether an additional sign/s will result in visual clutter.
- (6) Whether the sign/s will complement the surrounding natural landscape and, where relevant, screen unsightly sites, activities or buildings.
- (7) Whether the size, number or method of illumination of a sign or signs will compromise traffic or pedestrian safety.

Because of the diversity of sign types and the situations in which they are erected, variations from the rules may be justified in certain cases. In all instances however, Council seeks to ensure that visual amenities are maintained. The environmental result will be signage within the Airport area that is well designed and sympathetic to the visual amenities of the host building and the surrounding environment, and does not cause a traffic hazard.

OBJECTIVE

10.2.37 To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal, and from the use of contaminated sites.

POLICIES

To achieve this objective, Council will:

- 10.2.37.1 Require that the storage, use, handling and disposal of hazardous substances are subject to analysis using the Hazardous Facilities Screening Procedure and, where appropriate, the resource consent procedure in order that any potential or actual adverse effects are managed in such a way as to safeguard the environment.**

METHODS

- Rules
- Other mechanisms (Health Act, Hazardous Substances and New Organisms Act 1996 and its Transitional Provisions, Health and Safety in Employment Act, 1992)

Council is concerned that the community and environment should not be exposed to unnecessary risk from hazardous substances. The District Plan aims to control use of land in order to prevent or mitigate any potential adverse effects of hazardous substances by considering the appropriateness of the site location and other site requirements to avoid, remedy or mitigate the risk of accidental release. Although these are only two facets of hazardous substances management, others are outside the scope of the District Plan.

The hazardous substance provisions of this Plan work in conjunction with the provisions for hazardous substances under the Hazardous Substance and New Organisms Act 1996. Controls imposed on hazardous substances under the Resource Management Act cannot be less stringent than those set under the Hazardous Substance and New Organisms Act 1996. This requirement is reflected in the rules for hazardous substances in this Plan.

The Regional Council has developed rules in the Regional Plans to control discharge of hazardous substances to land, air and water. The Hazardous Facilities Screening Procedure has been incorporated into the District Plan. Uses which have unacceptable potential effects will be located and contained where their potential adverse effects can be prevented or mitigated.

The environmental result will be a safer environment as a result of the safer storage, use and disposal of hazardous substances.

- 10.2.37.2 Reduce the potential adverse effects of transporting hazardous substances.**

METHODS

- Rules (conditions on resource consents)
- Other mechanisms (advocacy and bylaws)

Because there is always a risk of an accident, the transportation of hazardous substances potentially has adverse effects on the surrounding locality. Where practicable, transport of hazardous substances to a hazardous facility will be restricted to main arterial routes and avoid peak periods of commuter traffic.

The environmental result will be safer communities.

- 10.2.37.3 Control the use of land for end point disposal of waste to ensure the environmentally safe disposal of solid and hazardous waste.**

METHODS

- Rules
- Operational activities (Waste Management Strategy)
- Designation
- Other mechanisms (Regional Plans)

Unrestricted land disposal of waste by landfilling is increasingly less environmentally acceptable as a method of dealing with the City's waste. For this reason, Council wishes to discourage the proliferation of waste disposal sites.

Council's Waste Management Strategy, which addresses waste disposal in Wellington City, includes guidelines on the environmentally acceptable management of the hazardous wastes produced in Wellington.

The environmental result will be fewer and better-managed waste disposal sites.

10.2.37.4 To require hazardous facilities to be located away from Hazard Areas.

METHOD

- Rules

The likelihood of an accidental release of a hazardous substance is increased during a natural hazard event.

For this reason, Council wishes to discourage the development of new hazardous facilities in identified Hazard Areas.

The environmental result will be the minimisation of hazards and risk to the environment and people in Hazard Areas.

10.2.37.5 Manage the bulk storage of aviation fuel.

METHODS

- Rules
- Site Management Plan for the bulk storage area
- Other mechanisms (Health Act, Hazardous Substances and New Organisms Act 1996 and its Transitional Provisions, Health and Safety in Employment Act 1992)

Council recognises that the airport requires bulk storage of aviation fuel to efficiently operate the hydrant refuelling system. However, Council is concerned that the community and environment should not be exposed to unnecessary risk arising from the bulk storage of aviation fuel and requires the airport company to ensure that and that a site management plan for bulk fuel storage, reticulation and tankering systems is in place by 1/1/99 or on the date which the Proposed District Plan becomes operative, whichever is the earlier.

The environmental result will be minimised exposure to unnecessary risk.

10.2.37.6 Control activities on any contaminated site.

METHODS

- Rules
- Other mechanisms (including Ministry for the Environment Guidelines for Contaminated Land Management)

Activities on contaminated sites are managed for two reasons. Firstly, to prevent the contamination adversely affecting occupiers of the site or processes which could take place on the site there and secondly, to ensure that such sites are cleaned up.

The whole of the Airport is identified on the Greater Wellington Regional Councils contaminated sites register as being a potentially contaminated site. Site specific investigations have been undertaken to identify locations where contamination from the past may have occurred. this contamination may occur. These locations are shown on a plan of the airport attached as Appendix 5 to the rules.

In the Airport area the extent of any contamination is often difficult to confirm prior to construction works because of the extent and thickness of concrete hardstand. Contamination discovered to date has generally not migrated laterally and has been prevented from vertical migration by the thickness of hardstand. In recognition of the Airport's generally unique characteristics in regards to contamination, and that this area is within one ownership, a less restrictive rule regime has been applied than in other areas. Any development involving the disturbance or alteration of land within the Airport Area in the locations shown on Appendix 5 to the rules will therefore be assessed as a controlled activity. A memorandum of understanding between Wellington International Airport and the Wellington City Council will also ensure that the informal cooperation that has happened to date will continue.

Council is eager to see any contaminated areas cleaned up and will facilitate this process to the best of its ability. Key issues to be considered as part of any application to use a contaminated site will be the nature and extent of the contamination, the risk of exposure to public health, safety and the environment, and finally the approach to decontamination of the site. The Ministry for the Environment has published several guidelines for the management of contaminated sites and it is expected that applicants will adhere to these guidelines (particularly guidelines 1-5 as appropriate) in completing the site analysis and preparing the approach to decontamination.

The environmental result will be the sharing of information about contaminated sites between district and regional councils and the appropriate control over the development of any contaminated sites.

OBJECTIVE

10.2.8 To avoid or mitigate the adverse effects of natural and technological hazards on people, property and the environment.

POLICIES

To achieve this objective, Council will:

10.2.8.1 Identify the hazards that pose a significant threat to Wellington and ensure that areas of high hazard risk are not occupied or developed for vulnerable uses or activities.

METHODS

- Rules
- Other mechanisms (Building Act Controls)

Hazards occur whenever people are in contact with natural or technological phenomena that pose a threat to health and safety. It is therefore necessary to identify the hazards and risks that people face by living in Wellington.

Council's hazard management involves four phases – mitigation, preparedness, response and recovery. Mitigation is addressed through a combination of land use management within the District Plan and Building Act controls. Control can be exercised over some hazards to avoid the hazard (such as technological hazards), whereas other hazards such as fault rupture and ground shaking from earthquakes are unavoidable. However, the risk to life from these unavoidable hazards can be reduced with appropriate mitigation measures.

Not everyone is able to respond to an event in the same way. Portions of the population (due to factors such as age, health and income) may be less able to cope with an emergency and are more vulnerable. Certain high-intensity land uses (such as public assembly sites, schools, high rise housing) may also increase the hazard risk.]¹

¹ District Plan Change No. 22 – Hazard (Fault Line) Area (Operative 27 July 2004)

The environmental result will be the minimisation of hazards and risk to people in high hazard risk areas.

10.2.8.2 Ensure that critical facilities and lifelines are not at risk from hazards.

METHOD

- Rules

The services people depend on to help them cope with emergencies include fire, police, ambulance and civil defence organisations as well as other volunteer services. People also rely on other services, such as communications, transport routes, electricity, gas and water, to cope after the event. These important services are known as lifelines. Council considers it essential for critical facilities and lifelines to be located as far as is reasonably practicable from Hazard Areas.

The environmental result will be the establishment of critical facilities and lifelines in locations that avoid, remedy or mitigate risks from hazards.

10.2.8.3 Ensure that the natural environment is protected from the adverse effects arising from a hazard event.

METHOD

- Rules

If a hazard event occurs, the natural environment needs to be protected from flow-on effects, such as contamination of ground water from ruptured pipelines and storage tanks. The potential for an activity to affect the natural environment under emergency conditions is also an important consideration. For these reasons relevant rules have been included in the District Plan.

The environmental result will be the better protection of the natural environment from hazard events.

Chapter 11A. Airport Precinct Rules

Guide to Rules

NOTE: The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements.

P refers to Permitted Activities, C to Controlled Activities, DR to Discretionary Activities (Restricted) and DU to Discretionary Activities (Unrestricted).

Uses/Activities	Rule	P	C	DR	DU	NC
<u>Any Activities related to the primary function of the Airport area subject to conditions</u>	11.1.1	●				
<u>Any Activities related to the primary function of the Airport not complying with conditions for Permitted Activities or not being a Controlled Activity</u>	11.3.1			●		
<u>Upgrade and maintenance of existing formed roads and accessways</u>	11.1.4	●				
<u>Use, storage or handling of aviation fuel up to a specified maximum</u>	11.2.1		●			
<u>Any activity listed in Section 3.5.2.2 (Hazardous Substances)</u>	11.2.2		●			
<u>Activities or building works which disturb or alter the ground of a contaminated site</u>	11.2.5		● —			
<u>Permitted signs subject to conditions</u>	11.1.5	●				
<u>Signs not complying with conditions for Permitted Activities</u>	11.3.4			●		
<u>Earthworks on Rongotai Ridge subject to conditions</u>	11.1.6	●				
<u>Earthworks on Rongotai Ridge exceeding permitted activity conditions</u>	11.3.5			●		
Airport Buildings	Rule	P	C	DR	DU	NC
<u>Any use, construction, removal, demolition, repair, alteration of or addition to buildings and structures subject to conditions</u> The construction, alteration of or addition to buildings and structures related to the primary function of the Airport subject to conditions	11.1.2	● —				
<u>Airport buildings and structures not being a Permitted Activity</u>	11.3.2			●		
Non-airport activities and buildings						
<u>In the Terminal Area, any non-airport activity, building or structure subject to standards</u>	11.2.3		● —			
<u>Outside the Terminal Area, any non-airport activity, building or structure subject to Discretionary Activity (Restricted) standards</u>	11.3.3			● —		
<u>Any activity that is not Permitted, Controlled or a Discretionary Activity (Restricted)</u>	11.4				● —	
Subdivision	Rule	P	C	DR	DU	NC
<u>Subdivision subject to conditions</u>	11.1.3	●				
<u>Subdivision not being a Permitted Activity</u>	11.4.1				●	
Heritage	Rule	P	C	DR	DU	NC
<u>Activities affecting listed heritage items</u>	21.0	●	●		●	
Utilities	Rule	P	C	DR	DU	NC
<u>Utilities</u>	23.0	●	●	●	●	

Schedule of Appendices

Number	Appendix
1	Noise
2	Vehicle Parking Standards
3	Site Access for Vehicles
4	<u>Sub-areas within the Airport area</u>
5	<u>Location of potentially contaminated sites within the Airport Area</u>

11A. AIRPORT AREA RULES

11.1 Permitted Activities

The following activities are permitted in the Airport area (as shown on District Plan Maps and Appendix 4).

11.1.1 Any Activities activity related to the primary function of the Airport, ~~area and activities and services ancillary to this primary function are~~ is a Permitted Activities Activity provided that they it comply with the following conditions:

11.1.1.1 Noise

Aircraft operations in general

11.1.1.1.1 Aircraft operations shall be managed so that the rolling 90 day average 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 65 dBA outside the Airnoise Boundary shown on District Plan Map 35.

Aircraft noise will be measured in accordance with NZS 6805:1992 and calculated as a 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS: 6805.

The level of noise from aircraft operations, for comparison with Ldn 65 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated in a 24 hour period.

11.1.1.1.2 The following aircraft operations are excluded from the calculation of the rolling 90 day average in rule 11.1.1.1.1:

- aircraft landing in an emergency
- the operation of emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency
- the operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 1983
- military aircraft movements which shall be managed in compliance with rule 11.1.1.1.2A.

11.1.1.1.2A3 The following conditions shall apply to New Zealand Defence Force Military aircraft:

- (a) New Zealand military transport aircraft operations shall be managed so that the following 90 day average 24 hour night-weighted sound exposure does not exceed a Day/Night Level (Ldn) of 55 dBA outside the Airnoise Boundary shown on District Plan Map 35.

Aircraft noise will be measured in accordance with NZS6805:1992 and calculated as a 90 day rolling average.

All terminology shall have the meaning that may be used or defined in the context of NZS6805. The level of noise from aircraft operations, for comparison with Ldn 55 dBA, is calculated from the total amount of noise energy produced by each aircraft event (landing or take-off) over a period of 90 days. This method of control does not directly control individual aircraft events, but does so indirectly by taking into account their contribution to the amount of noise generated a 24 hour period.

- (b) Movements of New Zealand military combat aircraft shall be limited to 80 per year.
- (c) For the purpose of this rule:
- military transport aircraft means any fixed wing transport or logistics aircraft including Andover, Boeing 727, Hercules, Orion and Airtrainer (and their replacements)
 - military combat aircraft means any fixed wing strike or training aircraft including Macchi and Skyhawk (and their replacements)
 - movements of New Zealand military combat aircraft equate to:
 - landing = 1 movement
 - takeoff = 1 movement
 - touch and go = 2 movements
 - low level pass = 2 movements.

11.1.1.1.34 No non-noise certified jet aircraft or chapter 2 jet aircraft shall be operated, except:

- in the event of unscheduled non-serviceability when substitute aircraft meeting chapter 2 may be used for the period of the non-serviceability; or
- in the event of Wellington Airport being used as an alternate airport; or
- in the event of emergencies; or
- military aircraft which shall be subject to rule 11.1.1.1.2.

Chapter 2 jet aircraft are those which are certified with noise levels defined in the International Civil Aviation Organisation Convention Annex 16. Non noise certified jet aircraft are those which have no certification within the context of the International Civil Aviation Organisation Convention Annex 16 - Environmental Protection, Volume 1 (Aircraft Noise) Chapters 2 (second edition 1988) or United States Federal Aviation Regulations Part 36, Stage 2.

Night flying operations

11.1.1.1.45 Domestic operations must not occur during the hours from midnight to 6am.

International operations must not occur during the hours:

- midnight to 6 am for departures
- 1 am to 6 am for arrivals

For the purposes of this Rule 11.1.1.1.4 'operations' means the start of a take off roll or touch down on landing.

11.1.1.1.56 The following are exceptions to rule 11.1.1.1.4:

- (a) disrupted flights where operations are permitted for an additional 30 minutes
- (b) in statutory holiday periods when operations are permitted for an additional 60 minutes
- (c) aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take off until otherwise permitted under rule 11.1.1.1.4
- (d) aircraft landing in an emergency
- (e) the operation of emergency flights required to rescue persons from life-threatening situation or to transport patients, human vital organs or medical personnel in a medical emergency
- (f) the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983
- (g) aircraft carrying heads of state and/or senior dignitaries acting in their official capacity
- (h) no more than 4 aircraft movements per night with noise levels not exceeding 65 dBA Lmax (1 sec) at or beyond the airnoise boundary.

For the purpose of (b), statutory holiday period means:

- (i) the period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire of the previous weekend. Where New Year's day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday the period includes the following weekend
- (ii) the Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend
- (iii) Good Friday to Easter Monday inclusive
- (iv) Waitangi Day
- (v) ANZAC Day
- (vi) where Waitangi Day or ANZAC Day falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period
- (vii) the hours from midnight to 6:00am immediately following the expiry of each statutory holiday period defined in (i) to (vi) above.

Engine testing

- 11.1.1.1.67 (a) Aircraft propulsion engines may be run for the purpose of engine testing:
- during the hours of 0600 to 2000
 - to carry out essential unscheduled maintenance between 2000hrs and 2300hrs
 - to operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this rule shall provide solely for short

duration engine runs by way of flight preparation while the aircraft is positioned on the apron.

- (b) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the hardstand area south and west of the Air New Zealand hanger at any time. This area is depicted by the shaded portion of Map 35.
- (c) Restrictions on engine testing from 2300hrs to 0600hrs do not apply if engine testing can be carried out in compliance with all of the following:
- (i) measured noise levels do not exceed Leq (15 mins) 60 dBA at or within the boundary of any residentially zoned site
 - (ii) measured noise levels do not exceed Lmax 75dBA dBA at or within the boundary of any residentially zoned site
 - (iii) noise levels shall be measured in accordance with NZS6801:1991 "Measurement of Environmental Sound"
 - (iv) the total number of engine test events to which rule 11.1.1.1.6(c) applies shall not exceed 18 in any consecutive 12 month period
 - (v) the total duration of engine test events to which rule 11.1.1.1.6(c) applies shall be no more than 20 minutes.

Land based activities

11.1.1.1.78 Noise emission levels, from any activity within the Airport area, other than aircraft operations, engine testing and the operation of APUs (as provided for in rule 11.1.1.1.8) when measured at any residential site shall not exceed the following limits:

Monday to Saturday 7am to 10pm	55 dBA L10
At all other times	45 dBA L10
All days 10pm to 7am	75 dBA Lmax

Ground power and auxiliary power units (GPUs/APUs)

- 11.1.1.1.89 (a) GPUs must comply with the noise limits in rule 11.1.1.1.7.
- (b) APUs must comply with the noise limits in rule 11.1.1.1.7, with the exception of:
- aircraft under tow
 - the first 90 minutes after the aircraft has stopped on the gate
 - 60 minutes prior to scheduled departure
 - the use of APUs to provide for engine testing pursuant to rule 11.1.1.1.6.

11.1.1.2 Screening of Activities and Storage

Sites with yards which abut a Residential or Open Space Area must be screened from view by a fence not less than 1.8m high.

11.1.1.3 Dust

11.1.1.3.1 Activities must not create a dust nuisance. A dust nuisance will occur if:

- there is visible evidence of suspended solids in the air beyond the site boundary; or

- there is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.

11.1.1.3.2 With regard to the above provisions where sites are contiguous and located within the Airport Boundary as defined on the Planning Maps then any dust nuisance shall be measured at the periphery of the Airport.

11.1.1.4 Vehicle parking

11.1.1.4.1 Parking must be provided at the following rates:

<i>Activity</i>	<i>Minimum Parking Requirement</i>
<i>Passenger terminals</i>	
Public areas	1 : 27m ² per gross floor area (g.f.a.)
Staff areas	1 : 100m ² g.f.a.
<i>Freight terminals</i>	1 : 220m ² g.f.a.
<i>Maintenance facilities</i>	1 : 120m ² g.f.a.
<i>Recreation activities</i>	1 : 4 people that the facility is designed to accommodate
<i>Other activities</i>	
Retail	1 : 50m ² g.f.a.
Hotel	1 : 15 people the building is designed to accommodate
Restaurant	1 : per 3 seats

11.1.1.4.2 All parking shall be provided and maintained in accordance with the standards set out in Appendix 2.

11.1.1.5 Site Access for Vehicles

These rules apply only to:

- the properties on the east side of the runway fronting Broadway, Miro Street and Calaber Road,
- the land on the west side of the runway, and
- the land subject to the access restrictions on Map 46.

11.1.1.5.1 No vehicle access is permitted to a site across any restricted road frontage identified on District Plan maps 43 to 46.

11.1.1.5.2 Site access for vehicles must be provided and maintained in accordance with the standards set out in Appendix 3.

11.1.1.5.3 There shall be a maximum of one vehicle access to any site except that sites with more than one frontage may have one access across each frontage.

11.1.1.5.4 The width of any vehicle crossing to a site shall not exceed 6 metres.

11.1.1.5.5 Where vehicular access can be provided from a service lane or right-of-way registered in favour of the site or other private road or private right-of-way, no vehicle access shall be from a street.

11.1.1.5.6 Subject to Rule 11.1.1.5.1 no vehicular access, as shown in Appendix 3.1, shall be situated closer to an intersection than the following:

Arterial and principal streets	20m
Collector streets	15m
Other streets	10m

11.1.1.5.7 All access to sites must be designed to permit a free flow of traffic so that vehicles do not queue on the street.

The standards for site access are designed to promote safety.

11.1.1.6 Lighting

11.1.1.6.1 Any non-aviation activity which requires the lighting of outdoor areas must ensure that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any nearby Residential Area.

11.1.1.6.2 Subject to rule 11.1.1.6.1 any development which includes pedestrian routes and carparks available for public use during the hours of darkness must be lit at a minimum of 10 lux measured in accordance with AS/NZS 1158.3.1 : 2005 NZS-CP22:1962 and amendments.

The lighting rules are designed to ensure that areas or sites available for public use are adequately lit to keep people safe, and that where sites on the periphery of the Airport area are illuminated, the amenities of nearby residents are reasonably protected.

In all cases the Council will seek to ensure that the adverse effects of glare from lighting sources are avoided, remedied or mitigated.

11.1.1.7 Use, Storage or Handling of Hazardous Substances

See exemptions to the Hazardous Facilities Screening Procedure contained in Section 3.5.2

11.1.1.7.1 For those activities which are not specifically exempted (see Section 3.5.2.2) the cumulative Effect Ratio calculated using the HFSP will be used to determine whether or not those other activities should be Permitted Activities according to the table below:

Location	Hazard Area	Not Hazard Area	Either Area
Effect Ratio	0.002 < [ER] ^{PC35} ≤ 0.05	0.002 < [ER] ^{PC35} ≤ 0.1	≤ 0.002
Conditions applying	11.1.1.7.2 to 11.1.1.7.11	11.1.1.7.2 to 11.1.1.7.11	11.1.1.7.8, 11.1.1.7.10 and 11.1.1.7.11 only

Activities that do not meet the above Effect Ratio criteria or do not otherwise comply with the applicable conditions will be Discretionary (Restricted) Activities.

11.1.1.7.2 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area where hazardous substances are used, stored or handled in any manner on-site shall have secondary containment (via bunding or otherwise) using materials that are resistant to the hazardous substances handled on-site. [Secondary containment systems also need to comply with any relevant provisions under the Hazardous Substances and New Organisms Act 1996.]^{PC35}

[11.1.1.7.2A] Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any secondary containment system shall be maintained to ensure that it will perform the functions for which it was designed and contain any spill or accidental release.]^{PC35}

11.1.1.7.34 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area(s) where hazardous substances are loaded, unloaded, packaged, mixed, manufactured or otherwise handled shall have a spill

containment system [that is compliant with relevant provisions under the Hazardous Substances and New Organisms Act 1996.]^{PC35}

11.1.1.7.45 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), secondary containment systems shall be designed to contain any spill or accidental release of hazardous substance, and any storm water and/or fire water that has become contaminated, and prevent any contaminant from entering the sewerage or stormwater drainage system unless expressly permitted under a resource consent or trade waste permit.

11.1.1.7.56 All stormwater grates, collection structures and inspection chamber covers on the site shall be clearly marked as such.

11.1.1.7.67 Any area where vehicles, equipment or containers that are or may have been contaminated with hazardous substances are washed down shall be designed, constructed and managed to prevent the effluent from the washdown area from discharge into or onto land, entry or discharge into the sewerage or stormwater drainage system unless expressly permitted by a rule in a regional plan, trade waste permit or resource consent.

11.1.1.7.78 Underground tanks for the storage of petroleum products shall be designed, constructed, installed, maintained, operated, managed and at the end of their life removed to prevent leakage and spills. Compliance with [any relevant provisions under the Hazardous Substances and New Organisms Act 1996 and]^{PC35} the Code of Practice for the “Design, Installation and Operation of Underground Petroleum Storage Systems” (1992) is a minimum [requirement].^{PC35}

The hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage and disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the necessity for petroleum products to be stored at and reticulated to and within the Airport. Regulations under other Acts still apply.

Signage

11.1.1.7.89 [All facilities must display signage to indicate the nature of the hazardous substances present (compliance with the provisions of the Hazardous Substances and New Organisms Act 1996 and the requirements of the Building Code (F8) or the Code of Practice “Signage for Premises Storing Hazardous Substances and Dangerous Goods” of the New Zealand Chemical Industry Council (Nov 2004) is a minimum requirement).]^{PC35}

Waste Management

11.1.1.7.910 Any process waste or waste containing hazardous substances shall be stored in a manner which complies with 11.1.1.7.1 to 11.1.1.7.89 above.

11.1.1.7.101 Any hazardous facility generating wastes containing hazardous substances shall dispose of these wastes to facilities which or waste disposal contractors who meet all the requirements of regional and district rules for discharges to the environment [and also the provisions of the Hazardous Substances and New Organisms Act 1996.]^{PC35}

Other

11.1.1.7.142 Council must be informed of the activity's location, the nature of the activity and when the activity commences and ceases.

[In addition to the provisions of the Plan, all activities which involve the use, storage, handling or transportation of hazardous substances are regulated for on-site and off-site effects by a range of other legislation and regulations, and associated standards and codes of practice which should be complied with. Key pieces of legislation include:

- *the Hazardous Substance and New Organisms Act 1996*
- *legislation, rules and standards relating to the transportation of hazardous substances (Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999)*
- *Building Act 1991*
- *Health Act 1956*
- *Fire Service Act 1975*
- *Health and Safety in Employment Act 1992*
- *Radiation Protection Act 1965*
- *Agricultural Compounds and Veterinary Medicines Act 1997]*^{PC35}

[The on-site disposal of hazardous substances will be controlled through Council's Waste Management Strategy, through obtaining the appropriate discharge consents from the Regional Council or trade waste permits, and through relevant controls on disposal of hazardous substances by the Hazardous Substances and New Organisms Act 1996]^{PC35}.

11.1.1.8 Landscape Design

Existing trees, particularly pohutukawa, must be retained where they do not affect the safe operation of the Airport.

The pohutukawa trees on Tirangi Road are to be retained. Any trees which need to be relocated are to be resited on or near this boundary.

Pohutukawa trees needing to be relocated are to be transplanted to locations for maximum visual effect on or near to Airport boundaries.

The boundary at the east end of Lyall Bay Parade is to be planted with pohutukawa trees and other appropriate coastal tree and shrub species.

Fencing and planting on common boundaries with residential properties must be undertaken so as to reduce visual and noise effects.

Fencing and replanting on common boundaries with industrial and commercial properties and the golf course must be planned to maximise screening and security considerations.

The north and south ends of the runway, and the Calabar Road and Moa Point Road boundaries of the Airport are to be maintained in grass.

As far as is practicable, the regeneration of native plants and trees is to be encouraged on the gorse-covered embankments above the Cobham Drive and Calabar Road roundabout.

11.1.1.9 Discharge of Contaminants

The discharge of contaminants to land, air or water is a Regional Council responsibility and activities causing discharges may need to obtain a relevant consent from the Regional Council. However, every person has a general duty under section 17 of the Act to avoid, remedy or mitigate the adverse effects of activities.

Where adverse effects are generated the Council will use its enforcement powers as appropriate to protect the environment.

11.1.1.10 Electromagnetic Radiation

Activities must be conducted to comply with the New Zealand Standard NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.

The Utilities chapters contain rules regarding safety from utility structure from where the highest levels of energy will be created. Council wishes to take a precautionary approach with adverse effects from other electromagnetic sources and acknowledges the provisions of section 17 of the Act regarding the duty to avoid, remedy or mitigate adverse effects.

The primary function of the Airport is the transport of people and cargo by aircraft. Permitted Activities associated with this primary function, and ancillary activities, include, but are not limited to, aircraft operations, airport operational activities (such as runways, traffic control structures and terminal buildings), warehouses and other storage facilities, travellers' accommodation and services, vehicle parking and servicing, aircraft catering and servicing, retail and commercial services and concessions, internal roading, access and service ways.

Noise provisions exist to control the general level of noise around the Airport generated by the operation of aircraft, in order to manage the effect of noise on surrounding residents, while ensuring that the continued operation of the Airport for the benefit of the region and the nation is not unreasonably compromised.

Exterior storage is required to be screened to avoid, remedy or mitigate its unsightliness from nearby properties. Because of the large distance from some residential sites, screening may serve little purpose. A rule on the generation of dust is included to avoid, remedy or mitigate problems from this source.

The standards for site access are designed to promote safety. The lighting rules are designed to ensure that areas or sites available for public use are adequately lit to keep people safe, and that where sites on the periphery of the Airport area are illuminated, the amenities of nearby residents are reasonably protected.

The hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage and disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the necessity for petroleum products to be stored at and reticulated to and within the Airport. Regulations under other Acts still apply.

The landscape rules recognise that the relatively harsh climate and poor soil at the Airport impose practical limits on what can be achieved. Added to this is the need to ensure that security boundaries are not screened by vegetation.

Signs in the Airport area provide a more direct purpose than advertising signs in the commercial area; that of giving directions to the location of buildings or activities. Without adequate signs the public may experience confusion and create traffic and parking difficulties. Because of the distance to Residential Areas, the level of control required is less than that applying to commercial areas adjacent to residences.

11.1.2 Any use, The construction, removal, demolition, repair, alteration of or addition to buildings and structures together with any excavation or other disturbance of land related to the primary function of the Airport are Permitted Activities provided that they comply with the following conditions:

11.1.2.1 Maximum Buildings-Heights

Terminal Area

- For buildings related to the primary function of the Airport (which includes aircraft maintenance) within the Terminal Area 25m

Carpark building

20m

Travellers' accommodation and services

12m

Recreation/commercial

12m

Outside the Terminal Area

- For buildings related to the primary function of the Airport 12m
- Aircraft maintenance provided that no account shall be had to those of an aircraft maintenance building necessary to accommodate the tail of 767-sized aircraft) 15m

The extent of the Terminal Area is shown in Appendix 4

Lighting poles and navigation instruments

No maximum

Several maximum building heights are provided for because the purposes which those buildings perform are very diverse. The lowest height limit of 12m applies to those parts of the area where the buildings would be closest are likely to be closer to Residential Areas and is consistent with the maximum height provided for elsewhere in the District Plan for Suburban Centres surrounded by residential properties.

The other maximum heights provide for a degree of flexibility consistent with the functional nature of the buildings. As well as the specific limits of the rules set out above, all building heights are subject to limitation imposed by airport flight controls and safety setbacks in CAA documentation.

11.1.2.2 Height Control Adjoining Residential Areas

11.1.2.2.1 No building within 5 metres of an Outer Residential Area shall be more than 3 metres high.

11.1.2.2.2 No part of any building located closer than 5 metres from a Residential Area shall be higher than 2.5 metres plus the shortest horizontal distance between that part of the building and any Residential Area boundary.

This rule provides for a transition in the height of buildings between the Airport area of the Precinct and the surrounding Outer Residential Areas, and protect residents from the impact of buildings, particularly overshadowing.

11.1.2.3 Height Control Adjoining the Golf Course Recreation Area

11.1.2.3.1 No part of any building in the Terminal Area shall be higher than 12 metres plus the shortest horizontal distance between that part of the building and the Golf Course Recreation Area, except that at a horizontal distance of 8 metres from this joint boundary buildings in the Terminal Area may be up to 25 metres in height.

This condition provides for a transition in the height of buildings between the Airport area of the Precinct and the surrounding Golf Course recreation area. The condition is to protect the Miramar Golf Course from the impact of buildings,

particularly overshadowing. This provision was agreed between Wellington International Airport Limited and the Miramar Golf Course.

11.1.3 Subdivision, including lease, company lease, cross lease and unit title subdivision, is a Permitted Activity provided that it complies with the following conditions:

- 11.1.3.1 Every allotment must have services in compliance with the City Bylaws or if applicable the Council's Code of Practice for Land Development.
- 11.1.3.2 The allotment must have practical physical and legal access directly to a legal road.
- 11.1.3.3 Every allotment must have drive-on vehicle access and parking constructed in accordance with Council's Code of Practice for Land Development.
- 11.1.3.4 All earthworks needed to complete the subdivision are completed.
- 11.1.3.5 No subdivision may occur within a heritage area or on a site associated with a heritage item unless in the latter case the subdivision involves land that is not occupied by the heritage item and is not specifically identified for preservation in the Plan as important to the setting of the item.
- 11.1.3.6 A Certificate of Compliance must be obtained for the subdivision to allow Council to assess survey plans for approval.

An applicant must supply the following:

- information to allow Council to assess compliance with conditions 11.1.3.1 to 11.1.3.5
- a certificate stating that all existing services have been located so that they are all contained entirely within the boundaries of the site being serviced and are in accordance with Council's Code of Practice for Land Development
- current copies of titles for all affected properties
- accurately drawn A4 plans at a scale of 1:500 or at a larger scale as appropriate
- a certificate stating that the land is not likely to be subject to material damage by erosion, subsidence, slippage or inundation from any source

All certificates, plans and information supplied must be signed by a registered surveyor or other suitably qualified person certifying their accuracy.

Subdivision is a Permitted Activity in the precinct, subject to meeting specified conditions. This will facilitate airport operations and associated activities with other rules of the Plan controlling building and other land use effects.

11.1.4 Any activity relating to the upgrade and maintenance of existing formed roads and accessways, except the construction of new legal road, is a Permitted Activity.

11.1.5 Any sign is a Permitted Activity provided it complies with the following conditions:

11.1.5.1 Signs

11.1.5.1.1 Any sign located on a building:

- that is affixed to the underneath of a verandah must provide at least 2.5 metres clearance directly above the footpath or ground level.
- must be displayed only on plain wall surfaces
- must not obscure windows or architectural features
- must not project above the parapet level, or the highest part of that part of the building to which it is attached (including above the verandah). This part of the standard does not apply to temporary signs.
- any illuminated sign (excluding signs below verandah level) within 50 metres and visible from a Residential Area must not flash
- within any part of the Airport area except the Terminal Area and the West Side, the total maximum area of signage permitted on each elevation is 20m²
- within the West Side, the total maximum area of signage permitted on each elevation of a tenancy is 20m²

11.1.5.1.2 In addition to 11.1.5.1.1, within the Terminal Area:

- any sign in excess of 12 metres in height above ground level must bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located
- any sign in excess of 12 metres in height above ground level must not flash

11.1.5.1.3 For any free-standing sign or sign located on a structure within any part of the Airport area, except the Terminal Area:

- the maximum area is 8m²
- the maximum height is 4m
- any illuminated sign must not flash.
- any sign that is visible from Outer Residential Area zoned land must be located a minimum of 50 metres from that area
- no sign shall front onto State Highway 1, Moa Point Road, or Lyall Parade

The limit on the area, height and number of signs shall not apply to signs for the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information.

11.1.5.1.4 For any free-standing sign or sign located on a structure within any part of the Terminal Area:

- the maximum height is 9m

Signs in the Airport area perform a range of functions. They provide directional and warning information that is required for the safe and effective operation of the airport. Signs are also used to identify buildings and activities, and for advertising purposes.

Conditions are imposed to ensure that the adverse effects of signs are appropriately managed. This includes managing the potentially obtrusive nature of signs, the effects on building design, and risks to traffic and pedestrian safety. This is particularly important for residential areas, and the main entrance routes to the Airport and along the coastline where stricter conditions apply. The Terminal Area, the golf course provides some buffering to adjacent residential areas from airport activities, and on this basis more flexibility to erect signage is provided in this area. Accordingly, no size limit has been placed on signs attached to buildings in the Terminal Area.

11.1.6 Earthworks are Permitted Activities on Rongotai Ridge (Sec 1 SO 31875) provided that they comply with the following conditions:

11.1.6.1 That existing ground level is not to be altered by more than 2.5 metres measured vertically.

11.1.6.2 That total area of ground surface disturbance is less than 250m².

11.1.6.3 That earthworks are not undertaken on slopes of more than 45°.

11.1.6.4 That no contamination, including siltation, of any waterbody or coastal water occurs.

The ridgeline is a prominent landform in the vicinity of the airport. It provides an important visual reference point when approaching the city, waterfront, eastern suburbs and the airport by air or by road. Given its elevation and location, it has high amenity values in terms of views, sun and aspect. The permitted activity conditions seek to ensure that minor earthworks are appropriately managed, and that more significant earthworks requiring a resource consent can be assessed against Policies 10.2.4.2 and 10.2.4.3.

11.2 Controlled Activities

Section 11.2 describes which activities are Controlled Activities in the Airport and Golf Course Recreation Precinct. A resource consent will be required but consent cannot be refused. Conditions may be imposed relating to the matters specified in ~~rules 11.2.1 and 11.2.2~~. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.2.1 The use, storage or handling of aviation fuel up to a maximum of 900,000 litres is a Controlled Activity in respect of:

11.2.1.1 siting

11.2.1.2 safety.

Standards and Terms

There are no standards and terms.

Assessment Criteria

In determining the conditions to be imposed, if any, Council will have regard to the following criteria:

- 11.2.1.3 Site layout and design to avoid, remedy or mitigate the adverse effects of the activity.
- 11.2.1.4 Risk analysis of potential hazards, failure modes and exposure pathways.
- 11.2.1.5 Site management and emergency planning.
- 11.2.1.6 Necessity for secondary containment of bulk storage vessels.
- 11.2.1.7 Resistance of materials for secondary containment to the substance to be contained.
- 11.2.1.8 Provisions made for the detection of leaks and the prevention of tank overflow.
- 11.2.1.9 Location of and separation distance between the hazardous facility, public spaces and residential activities.
- 11.2.1.10 Location of and separation distance between the hazardous facility and critical facilities and lifelines.
- 11.2.1.11 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- 11.2.1.12 Transport of hazardous substances to and from the site.
- 11.2.1.13 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.2.1.14 Potential cumulative hazards presented in conjunction with nearby facilities.

- 11.2.1.15 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.2.1.16 Arrangement for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.2.1.17 Emergency service access, fire safety and fire water management.
- 11.2.1.18 Site drainage and utility infrastructure.
- 11.2.1.19 Site security arrangements.
- 11.2.1.20 Additional measures are required to mitigate the potential effect of a natural hazard event.
- [11.2.1.21 Whether appropriate contingency measures and emergency plans are in place.]^{PC35}
- [11.2.1.22 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]^{DPC35}

11.2.2 Any activity listed in Section 3.5.2.2 is a Controlled Activity in respect of:

11.2.2.1 use, storage or handling of hazardous substances.

Standards and Terms

There are no standards and terms

Assessment Criteria

In determining the conditions to be imposed, if any, Council will have regard to the following criteria:

- 11.2.2.2 Site layout and design to avoid, remedy or mitigate any adverse effects of the activity.
- 11.2.2.3 Site management and emergency planning.
- 11.2.2.4 Necessity for secondary containment of bulk storage vessels.
- 11.2.2.5 Location of and separation distance between the hazardous facility and residential activities.
- 11.2.2.6 Location of and separation distance between the hazardous facility and critical facilities and lifelines.
- 11.2.2.7 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- 11.2.2.8 Transport of hazardous substances to and from the site.
- 11.2.2.9 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.2.2.10 Potential cumulative hazards presented in conjunction with nearby facilities.

- 11.2.2.11 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.2.2.12 Arrangement for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.2.2.13 Fire safety and fire water management.
- 11.2.2.14 Site drainage and utility infrastructure.
- 11.2.2.15 Identification and mitigation of exposure pathways .
- 11.2.2.16 Additional measures are required to mitigate the potential effect of a natural hazard event.
- [11.2.2.17 Whether appropriate contingency measures and emergency plans are in place.]^{PC35}
- [11.2.2.18 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]^{DPC35}

11.2.3	<u>In the Terminal Area:</u>	<u><i>The extent of the Terminal Area is shown in Appendix 4</i></u>
	<ul style="list-style-type: none"> • <u>any non-airport activity, or</u> • <u>the construction, alteration of, or addition to buildings and structures relating to a non-airport activity;</u> 	
	<u>is a Controlled Activity in respect of:</u>	
11.2.3.1	<u>the design, external appearance and siting of buildings and structures</u>	
11.2.3.2	<u>traffic generation, vehicle parking, site access and servicing</u>	
11.2.3.3	<u>ongoing connectivity and accessibility through the Terminal Area from Calabar Road to Moa Point Road</u>	
11.2.3.4	<u>landscaping</u>	

Non-notification/ service

In respect of rule 11.2.3 applications do not need to be publicly notified and do not need to be served on affected persons.

Standards and Terms

All activities must meet the conditions specified under rules 11.1.1, and 11.1.2. **except 11.1.1.4 which does not apply.**

The maximum height for buildings shall not exceed 12 metres.

A traffic report must be supplied, which addresses:

- details of the parking to be provided on the site and its use (whether it is intended for staff or customers)
- site access

- provision for servicing
- internal traffic circulation, to the extent that it is relevant to the movement of vehicular traffic to and from the site
- what effect the extra traffic will have on local streets and the surrounding road network

Safety of airport operations:

All applications must be accompanied by certification from WIAL that the proposal will not adversely impact the safety of airport operations.

Assessment Criteria

In determining the conditions to be imposed, if any, Council will have regard to the following criteria:

11.2.3.6 Design, External Appearance and Siting

11.2.3.6.1 The extent to which the proposal is consistent with the relevant objectives and policies of the Airport and Golf Course Recreation Precinct.

11.2.3.7 Vehicle Parking, Servicing and Site Access

11.2.3.7.1 Whether the proposed development will cause congestion or affect the safe or efficient movement of traffic on streets in the local or surrounding road network.

11.2.3.7.2 Whether appropriate levels of loading, servicing and parking are provided, and ongoing connectivity through the Terminal Area is maintained.

11.2.3.7.3 Whether the proposed activity provides high standard facilities for public transport, cycling, pedestrian and vehicular movements or has easy access to those facilities or promotes the use of transport modes other than private vehicles.

11.2.3.8 Landscape Design

11.2.3.8.1 The extent to which the proposal complements the surrounding natural landform and mitigates any adverse visual effects of the development.

Airport operations remain the primary function of the Airport area. However in the Terminal Area, where development concentrates around the terminal buildings, a mix of airport and non-airport activities is likely to develop.

The effects of development within the Terminal Area are relatively buffered because of the setback from adjacent residential and open space areas. However, managing building design, landscaping and transport impacts are important matters for achieving quality development within this area. Therefore, standards and conditions are imposed on these matters for non-airport developments.

- 11.2.54** Any earthworks activity that includes the erection of buildings or structures that disturb or alters the ground of a contaminated site within the Airport Area in the locations identified in Appendix 5 is a Controlled Activity in respect of:
- 11.2.54.1** the objectives and protocols for any investigations to determine the nature and extent of contamination
- 11.2.54.2** the nature and extent of the contamination
- 11.2.54.3** risk of contaminant exposure on public health, safety and the environment.
- 11.2.54.4** the approach to decontamination, remediation or management of the contaminated site and the mitigation measures, including monitoring, adopted to avoid adverse effects on public health, safety and the environment.

Rule 11.2.4 deals with issues of site contamination. Any activity considered under this rule will also be subject under Rules 11.2.3, 11.3.1 to 11.3.5, and 11.4.2 as appropriate.

Non-notification/ service

In respect of rule 11.2.54 applications do not need to be publicly notified and do not need to be served on affected persons.

To avoid risks to the public and the environment, any disturbance of a contaminated site will require appropriate remediation. The memorandum of understanding between the Wellington City Council and Wellington International Airport will ensure that constructive dialogue takes place and significant issues are resolved before applications for resource consent are submitted.

11.3 Discretionary Activities (Restricted)

Section 11.3 describes which activities are Discretionary Activities (Restricted) in the Airport area. Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rule 11.3.1. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.3.1 ~~Activities and buildings that do not meet the conditions for Permitted Activities or are not a Controlled Activity in the Airport Area are Discretionary Activity (Restricted) in respect of Any activity related to the primary function of the Airport, that is not a Permitted or Controlled Activity, is a Discretionary Activity (Restricted) in respect of:~~

11.3.1.1 screening of activities and storage

11.3.1.2 dust

11.3.1.3 vehicle parking and access

11.3.1.4 lighting

11.3.1.5 use, storage, handling or disposal of hazardous substances

11.3.1.6 landscape design

~~11.3.1.7 sign~~

~~11.3.1.8 maximum building heights~~

~~11.3.1.9 Height control adjoining Residential Areas~~

11.3.1.10 noise, except for 11.1.1.1.1, 11.1.1.1.2, 11.1.1.1.2A and 11.1.1.1.6.

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Non-notification

The written approval of affected persons will not be necessary in respect of items 11.3.1.3, 11.3.1.6 and 11.3.1.7. [Notice of applications need not be served on affected persons]² and applications need not be notified. In respect of rule 11.3.1 applications do not need to be publicly notified and do not need to be served on affected persons in respect of items 11.3.1.3 (vehicle parking and access) and 11.3.1.6 (landscape design).

Standards and Terms

Except for the matters specified in rule 11.3.1 this activity must comply with all the conditions specified for activities in rules 11.1.1. ~~and 11.1.2.~~

The conditions in rules 11.1.1 ~~and 11.1.2~~ may be waived totally, except that:

² ~~-District Plan Change No.28 – Non-notification Statements (Operative 6 July 2006)~~

- rule 11.1.1.1.7 noise emission levels shall not be exceeded by more than 5 decibels
- rule 11.1.1.6, maximum lighting levels, must not be exceeded by more than 20 percent
- ~~rule 11.1.1.9, conditions relating to any sign dimension, must not be exceeded by more than 50 percent~~
- ~~rule 11.2.1.1, maximum building heights, must not be exceeded by more than 50 percent~~
- ~~rule 11.1.2.2, height control adjoining Residential Areas must not be exceeded by more than 20 percent~~

For hazardous substances, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **greater than 0.1** or does not meet the conditions in rules 11.1.1.7, unless the site is located in a Hazard Area.

For hazardous substances, where the hazardous facility is located in a Hazard Area, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 0.5** but does not meet the conditions in rules 11.1.1.7.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:

11.3.1.11 Screening of Activities and Storage

Whether changes in topography or other measures would provide appropriate screening.

The diversity and size of the Airport area is such that there will be instances where variations from the permitted standards can be considered.

11.3.1.12 Dust

The extent to which existing amenities are protected. Council will seek to ensure that dust nuisances are avoided, remedied or mitigated as far as is practical.

There may be instances where it is impractical to prevent dust nuisance because of Wellington's variable weather and winds. Such proposals will be carefully considered to ensure that any dust nuisance is of a minor nature.

11.3.1.13 Vehicle Parking and Site Access

11.3.1.13.1 Whether the required parking will exceed the needs of the proposed activities on the site.

11.3.1.13.2 Whether adequate public transport is available or whether other means can be adopted to encourage public transport to the site.

11.3.1.13.3 The extent to which alternative parking can be provided in association with other uses or activities in the vicinity.

11.3.1.13.4 The extent to which the standards for parking and site access can be varied without jeopardising public safety or efficient traffic operations on the street.

The parking provisions have been devised to assist efficient, convenient and safe access in the Airport area. It is nevertheless recognised that the demands of particular developments may justify variations from the prescribed conditions or standards.

11.3.1.14 Lighting

11.3.1.14.1 Applications to provide more intensive lighting near Residential Areas must have regard to the present and future development in the Residential Area, the degree to which topography or other site features may avoid, remedy or mitigate the effects of lighting and the extent to which planting, screening or the orientation of the light source, will mitigate lighting effects.

11.3.1.14.2 The consideration of applications to provide less intensive lighting on site areas open to public use will take into account the nature of the activities on the site, the extent of public use and what other measures are being taken to keep the public safe.

The nature of landforms and the types of development surrounding the Airport area are so different that there will be instances where the extra lighting can be added without affecting the amenities of Residential Areas. Applications to exceed the permitted levels will therefore be considered. Similarly, within the Airport area itself, development is so diverse that there will be circumstances where the lighting of publicly used areas may not need to comply with the specified standards.

11.3.1.15 Hazardous Substances

See Exemptions to the Hazardous Facilities Screening Procedure contained in section 3.5.2

11.3.1.15.1 Site design and management to avoid, remedy or mitigate any adverse effects of the activity.

11.3.1.15.2 The adequacy of the design, construction and management of any part of a hazardous facility site where hazardous substances are used for their intended function, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled such that:

- any significant adverse effects of the intended use from occurring outside the intended use, handling or storage area is prevented
- the contamination of any land in the event of a spill or other unintentional release of hazardous substances is prevented
- the entry or discharge of the hazardous substances into surface or groundwater, the stormwater drainage system or into the sewerage system (unless permitted under a regional plan, resource consent or trade waste permit) is prevented.

11.3.1.15.3 Location of the facility in relation to the nearest waterbody or the coastal marine area.

11.3.1.15.4 Location of hazardous facility in relation to residential activities.

11.3.1.15.5 Location of hazardous facility in relation to critical facilities and lifelines.

- 11.3.1.15.6 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- 11.3.1.15.7 Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- 11.3.1.15.8 Potential cumulative hazards presented in conjunction with nearby facilities.
- 11.3.1.15.9 Transport of hazardous substances to and from the site.
- 11.3.1.15.10 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- 11.3.1.15.11 Whether the site has adequate signage to indicate the presence of hazardous substances.
- 11.3.1.15.12 Whether adequate arrangement has been made for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.
- 11.3.1.15.13 Whether the site design has been subject to risk analysis, such as Hazop (Hazard and Operability's Studies), to identify the potential hazards, failure modes and exposure pathways.
- 11.3.1.15.14 Where the hazardous facility is located within a Hazard Area, any additional requirements to mitigate the potential effect of a natural hazard event.
- 11.3.1.15.15 Type and nature of the existing facility.
- [11.3.1.15.16 Whether appropriate contingency measures and emergency plans are in place.]¹
- [11.3.1.15.17 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]²

To reduce the potential adverse effects, Council will require the production of a Site Management Plan or Environmental Management System when a resource consent application is made, this will be before hazardous substances are brought onto the hazardous facility. In addition, Council will require the design of the site to include measures which will prevent the accidental releases of any hazardous substances into the environment. Through this process, Council seeks to protect the surrounding environment from any adverse effects of the hazardous facility.

11.3.1.16 Landscape Design

The extent to which existing amenities are protected and existing trees preserved.

11.3.1.17 Noise

- 11.3.1.17.1 The degree to which noise emissions can be reduced through mitigation or management measures, changes in the location, or methods of operation of the activity.

11.3.1.17.2 Whether the proposal will have any adverse effects on the health and safety of people.

11.3.1.17.3 The effects of the type, intensity and duration of the noise emitted from any activity.

It is appropriate for noise sensitive activities locating within the Airport area to be protected from intrusive noise effects.

11.3.2 The construction or alteration of, and addition to buildings or structures related to the primary function of the Airport, that is not a Permitted or Controlled Activity, is a Discretionary Activity (Restricted) in respect of:

11.3.2.1 maximum heights

11.3.2.2 height control adjoining Residential Areas

11.3.2.3 height control adjoining the Golf Course recreation area

11.3.2.4 vehicle parking and access

In respect of rule 11.3.2, applications do not need to be publicly notified and do not need to be served on affected persons in respect of item 11.3.2.4 (vehicle parking and access).

Standards and Terms

- rule 11.1.2.1, maximum height of buildings related to the primary function of the Airport within the Terminal Area must not exceed 30 metres, and buildings outside the Terminal Area, must not exceed 25 18 metres.
- rule 11.1.2.2, height control adjoining Residential Areas must not be exceeded by more than 20 percent.
- rule 11.1.2.3, height control adjoining Golf Course recreation area must not be exceeded by more than 20 percent.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:

11.3.2.6 Vehicle Parking and Site Access

11.3.2.6.1 Whether the proposed activities on the site will not generate a demand for parking to the extent required in the conditions.

11.3.2.6.2 Whether adequate public transport is available or whether other means can be adopted to encourage public transport to the site.

11.3.2.6.3 The extent to which alternative parking can be provided in association with other uses or activities in the vicinity.

11.3.2.6.4 The extent to which the standards for parking and site access can be varied without jeopardising public safety or efficient traffic operations on the street.

The parking provisions have been devised to assist efficient, convenient and safe access in the Airport area. It is nevertheless recognised that the demands of particular developments may justify variations from the prescribed conditions or standards.

11.3.2.7 Maximum Heights

11.3.2.7.1 Whether additional height would have a material effect upon sunlight access to residential buildings in Residential Areas or public space.

The permitted building height for the Airport area provides reasonably for most development, but in some cases additional height may be necessary or desirable. Taller buildings will not generally be favoured towards the boundaries with Residential Areas or Open Spaces. Council seeks to protect any adjacent Residential or Open Space Area from the effects of additional height.

11.3.2.8 Height Control Adjoining Residential Areas and the Golf Course Recreation Area

11.3.2.8.1 Whether the topography of the site or surrounding land or the nature of the proposed building development is such that the amenities of adjacent Residential Areas and the Golf Course recreation area will be protected.

The diversity of possible building forms on sites is such that in some cases developments may occur which do not comply fully with the standards for Permitted Activities.

11.3.3 Any non-airport activity, or the construction or alteration of, or addition to any non-airport building or structure, that is not a Controlled Activity, is a Discretionary Activity (Restricted) in respect of:

11.3.3.1 design, external appearance and siting of buildings and structures

11.3.3.2 traffic generation, vehicle parking, site access and servicing

11.3.3.3 landscaping

11.3.3.4 within the Rongotai Ridge area (Sec 1 SO 31875), the effects of any earthworks and development on the form and character of the ridge

11.3.3.5 the effect of any retail activity on the vitality and viability of surrounding Town Centres (particularly Kilbirnie and Miramar) and the Central Area Kilbirnie and Miramar Town Centres

Non-notification

In respect of rule 11.3.3 applications do not need to be publicly notified and do not need to be served on affected persons in respect of items 11.3.3.1, 11.3.3.2, 11.3.3.3 and 11.3.3.4, and 11.3.3.5

Standards and Terms

The maximum height of buildings shall not exceed 12 metres.

All conditions specified for Rule 11.1.1. ~~except 11.1.1.4 (which does not apply)~~ and conditions 11.1.2.2 and 11.1.2.3 must be met.

A traffic report must be supplied, which addresses:

- details of the parking to be provided on the site and its use (whether it is intended for staff or customers)
- site access
- provision for servicing
- internal traffic circulation, to the extent that it is relevant to the movement of vehicular traffic to and from the site
- the effect extra traffic will have on local streets and the surrounding road network
- transportation impact assessments

An application for resource consent for a retail activity must supply a Centre Impact Report which addresses:

- *the extent to which the retail activity impacts on the overall vitality and viability of the Kilbirnie and Miramar town centres. Any application for resource consent that contains a retail tenancy in excess of 2500m² gross floor area, or a combined total gross floor area of all retail tenancies in excess of 4000m² must address the extent to which the retail activity impacts on the overall vitality and viability of other nearby town centres including the CBD and Central Area.*
- the extent to which the activity promotes the efficient use of resources and a compact urban form
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces
- how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities.

All applications must be accompanied by certification from WIAL confirming the proposal will not adversely impact the safety of airport operations.

Non-airport activities will be managed in a way that is both consistent with airport activities and to a standard that does not adversely impact on adjacent areas within and around the Airport area. The objectives and policies provide guidance on how Council will assess resource consent applications triggered by this rule.

11.3.4 Signs that do not meet one or more of the conditions specified in Rule 11.1.5 are a Discretionary Activity (Restricted) in respect of:

11.3.4.1 position

11.3.4.2 dimensions

11.3.4.3 flashing lights

11.3.4.4 The sign display for signs on buildings extending 12m above ground level

11.3.4.5 traffic and pedestrian safety

Non-notification

In respect of rule 11.3.4 applications do not need to be publicly notified and do not need to be served on affected persons.

Standards and Terms

Rule 11.1.5, the maximum height of any free standing sign must not exceed 9m.

All applications must be accompanied by certification from WIAL confirming the proposal will not adversely impact the safety of airport operations.

11.3.5 Earthworks on Rongotai Ridge (Sec 1 SO 31875) that do not comply with the conditions for Permitted Activities are a Discretionary Activity (Restricted) in respect of:

11.3.5.1 Visual appearance

11.3.5.2 Geomorphological impacts

11.3.5.3 Dust and sediment control

11.3.5.4 Traffic impacts caused by transporting earth and construction fill material

Non-notification

In respect of rule 11.3.5 applications do not need to be publicly notified and do not need to be served on affected persons.

11.4 Discretionary Activities (Unrestricted)

Section 11.4 describes which activities are Discretionary Activities (Unrestricted) in the Airport area of the Airport and Golf Course Recreation Precinct. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.4.1 Any subdivision that is not a Permitted Activity is a Discretionary Activity (Unrestricted).

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:

- 11.4.1.1 The requirements of section 106 of the Act.
- 11.4.1.2 Whether proposed allotments are capable of accommodating Permitted Activities in compliance with the Precinct rules.
- 11.4.1.3 The extent of compliance with the relevant parts of the Council's Code of Practice for Land Development.

Subdivisions in the Airport area that are not a Permitted Activity will be assessed as Discretionary Activities. This will enable the full effects of a subdivision to be considered with public involvement where appropriate. The resource consent process will be used to determine the extent of land considered suitable for subdivision and the most appropriate design having regard to the intended future use.

11.4.2 The construction or addition of, or alteration to a building or structure, and any activity that is not a Permitted, Controlled or a Discretionary (Restricted) Activity is a Discretionary Activity (Unrestricted).

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but not be limited to, the following criteria:

- 11.4.2.1 Whether the future use or development of the Airport area for its primary function, as defined in 3.10, will be significantly diminished.
- 11.4.2.2 Whether the safe and effective operation of the airport can be maintained.
- 11.4.2.3 The extent to which the existing amenities of adjacent or nearby Residential areas, the Golf Course recreation area, public space and Open Space areas will be lessened.

11.4.2.4 Whether vehicular traffic generated by any activity can be accommodated without a loss of amenity, safety or without causing congestion.

11.4.2.5 Whether the design of buildings is in keeping with the scale of the development in the immediate area and accords with good urban design principles.

11.4.2.6 A centre impact report involving an assessment of whether any retail activity impacts on the overall vitality and viability of nearby town centres including the CBD and central area.

11.4.2.7 the extent to which the activity promotes the efficient use of resources and a compact urban form

11.4.2.8 the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces

11.4.2.9 how the activity promotes accessibility, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities

Activities that do not meet relevant standards and terms have been included as Discretionary Activities (Unrestricted). This enables the full effects of a proposal to be evaluated.

Note, refer to 11.8 for the Non-Complying rule applying to the Chapter 11A.

CHAPTER 11B. GOLF COURSE RECREATION PRECINCT RULES

Guide to Rules

NOTE: The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements.

P refers to Permitted Activities, C to Controlled Activities, DR to Discretionary Activities (Restricted) and DU to Discretionary Activities (Unrestricted).

Uses/Activities	Rule	P	C	DR	DU
Activities related to the function of the Golf Course recreation area subject to conditions	11.5.1	●			
Activities not complying with conditions for Permitted Activities	11.6.1			●	
Upgrade and maintenance of existing formed roads and accessways	11.5.3	●			
Buildings	Rule	P	C	DR	DU
Any use, construction, removal, demolition, repair, alteration of or addition to buildings and structures subject to conditions	11.5.2	●			
Buildings not complying with conditions for Permitted Activities	11.6.1			●	
Subdivision	Rule	P	C	DR	DU
Subdivision	11.7.1				●
Heritage	Rule	P	C	DR	DU
Activities affecting listed heritage items	21.0	●	●		●
Utilities	Rule	P	C	DR	DU
Utilities	23.0	●	●	●	●

Schedule of Appendices

Number	Appendix
1	Noise
2	Vehicle Parking Standards
3	Site Access for Vehicles

11B GOLF COURSE RECREATION AREA RULES

11.5 Permitted Activities

The following activities are permitted in the Golf Course recreation area (as shown on District Plan Maps), provided that they comply with any specified conditions and payment of any financial contribution (refer to Rule 3.4).

11.5.1 Activities related to the function of the Golf Course recreation area and activities and services ancillary to this function, are Permitted Activities provided that they comply with following conditions:

11.5.1.1 Noise

11.5.1.1.1 Noise emission levels when measured at or within the boundary of any site, other than the site from which the noise is generated, shall not exceed the following:

Monday to Saturday 7am to 10pm	45 dBA L10
At all other times	40 dBA L10
All days 10pm to 7am	65 dBA Lmax

11.5.1.1.2 Any activity occurring within the Golf Course recreation area when measured from any land or premises outside the precinct shall comply with the noise limits stated in Appendix 1.

11.5.1.2 Dust

Activities must not create a dust nuisance. A dust nuisance will occur if:

- there is visible evidence of suspended solids in the air across a site boundary; or
- there is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.

11.5.1.3 Vehicle parking

11.5.1.3.1 Parking spaces must be provided at the following rates:

<i>Activity</i>	<i>Minimum Parking Requirement</i>
<i>Recreation</i>	
Golf Course	6 : per hole
Other	1 : 4 people that facility is designed to accommodate

11.5.1.3.2 All parking shall be provided and maintained in accordance with the standards set out in Appendix 2.

11.5.1.4. Site Access for Vehicles

11.5.1.4.1 Site access for vehicles must be provided and maintained in accordance with the standards set out in Appendix 3.

11.5.1.4.2 There shall be a maximum of one vehicle access to any site except that sites with more than one frontage may have one access across each frontage.

11.5.1.4.3 The width of any vehicle crossing to a site shall not exceed 6 metres.

11.5.1.4.4 No vehicular access, as shown in Appendix 3.1, shall be situated closer to an intersection than the following:

Arterial and principal streets	20m
Collector streets	15m
Other streets	10m

11.5.1.4.5 All access to sites must be designed to permit a free flow of traffic so that vehicles do not queue on the street.

11.5.1.5 Lighting

11.5.1.5.1 Any activity which requires the lighting of outdoor areas must ensure that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any nearby Residential Area.

11.5.1.5.2 Subject to rule 11.5.1.5.1 any development which includes pedestrian routes and carparks available for public use during hours of darkness must be lit at a minimum of 10 lux, measured in accordance with NZS CP22:1962 and amendments.

In all cases the Council will seek to ensure that the adverse effects of glare from lighting sources are avoided, remedied or mitigated.

11.5.1.6 Use, Storage or Handling of Hazardous Substances

See Exemptions to the Hazardous Facilities Screening Procedure in section 3.5.2

11.5.1.6.1 For those activities which are not specifically exempted (see Section 3.5.2.2) the cumulative Effect Ratio calculated using the HFSP will be used to determine whether or not those other activities should be Permitted Activities according to the table above.

Location	Hazard Area	Not Hazard Area	Either Area
Effect Ratio	$0.002 < ER^1 \leq 0.05$	$0.002 < ER^2 \leq 0.1$	≤ 0.002
Conditions applying	11.5.1.6.2 to 11.5.1.6.11	11.5.1.6.2 to 11.5.1.6.11	11.5.1.6.8, 11.5.1.6.10 and 11.6.1.6.11 only

Activities that do not meet the above Effect Ratio criteria or do not otherwise comply with the applicable conditions will be Discretionary (Restricted) Activities.

11.5.1.6.2 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area where hazardous substances are used, stored or handled in any manner on-site shall have secondary containment (via bunding or otherwise) using materials that are resistant to the hazardous substances handled on-site. [Secondary containment systems also need to comply with any relevant provisions under the Hazardous Substances and New Organisms Act 1996.]³

[11.5.1.6.2A Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any secondary containment system shall be maintained to ensure that it will perform the functions for which it was designed and contain any spill or accidental release.]⁴

11.5.1.6.3 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), any area(s) where hazardous substances are loaded, unloaded, packaged, mixed, manufactured or otherwise handled shall have a spill containment system [that is compliant with relevant provisions under the Hazardous Substances and New Organisms Act 1996.]⁵

11.5.1.6.4 Except for the storage, use or handling of Liquid Petroleum Gas (LPG), secondary containment systems shall be designed to contain any spill or accidental release of hazardous substance, and any storm water and/or fire water that has become contaminated, and prevent any contaminant from entering the sewerage or stormwater drainage system unless expressly permitted under a resource consent or trade waste permit.

11.5.1.6.5 All stormwater grates, collection structures and inspection chamber covers on the site shall be clearly marked as such.

11.5.1.6.6 Any area where vehicles, equipment or containers that are or may have been contaminated with hazardous substances are washed down shall be designed, constructed and managed to prevent the effluent from the washdown area from discharge into or onto land, entry or discharge into the sewerage or stormwater drainage system unless expressly permitted by a rule in a regional plan, trade waste permit or resource consent.

11.5.1.6.7 Underground tanks for the storage of petroleum products shall be designed, constructed, installed, maintained, operated, managed and at the end of their life removed to prevent leakage and spills. Compliance with the Code of Practice for the “Design, Installation and Operation of Underground Petroleum Storage Systems” (1992) is a minimum.

Signage

- 11.5.1.6.8 All facilities must display signage to indicate the nature of the hazardous substances present (meeting the requirements of the Building Code (F8), or meeting the requirements of the Code of Practice “Warning Signs for Premises Storing Hazardous Substances” of the New Zealand Chemical Industry Council (October 1988) as a means of complying).

Waste Management

- 11.5.1.6.9 Any process waste or waste containing hazardous substances shall be stored in a manner which complies with 11.5.1.6.1 to 11.5.1.6.8 above.

- 11.5.1.6.10 Any hazardous facility generating wastes containing hazardous substances shall dispose of these wastes to facilities which or waste disposal contractors who meet all the requirements of regional and district rules for discharges to the environment.

The disposal of hazardous substances will be controlled through the Council Waste Management Strategy and through obtaining the appropriate discharge consents from the Regional Council or Trade Waste permits.

Other

- 11.5.1.6.11 Council must be informed of the activity’s location, the nature of the activity and when the activity commences and ceases.

[In addition to the provisions of the Plan, all activities which involve the use, storage, handling or transportation of hazardous substances are regulated for on-site and off-site effects by a range of other legislation and regulations, and associated standards and codes of practice which should be complied with. Key pieces of legislation include:

- *the Hazardous Substance and New Organisms Act 1996*
- *legislation, rules and standards relating to the transportation of hazardous substances (Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999)*
- *Building Act 1991*
- *Health Act 1956*
- *Fire Service Act 1975*
- *Health and Safety in Employment Act 1992*
- *Radiation Protection Act 1965*
- *Agricultural Compounds and Veterinary Medicines Act 1997*^{DPC35}

11.5.1.7 Landscaping

Fencing and planting on common boundaries with residential properties must maximise screening where possible.

11.5.1.8 Signs

- 11.5.1.8.1 For signs on buildings:

- the maximum size of any one sign is 10m²
- no more than one sign may be displayed on a building
- signs must denote only the name, character or purpose of any permitted activity on the site
- illuminated signs must not flash.

- 11.5.1.8.2 Subject to rule 11.5.2.2, for free-standing signs not attached to any building:

- the maximum size is 5m²
- the maximum height is 4m

- only two signs shall be permitted on any site frontage
- signs must denote only the name, character or purpose of any permitted activity on site
- illuminated signs must not flash.

The function of the Golf Course recreation area is to allow people to enjoy this recreational activity. Activities associated with this function include the operations of the golf course itself, and all associated activities (such as clubhouse buildings, storage facilities, catering and entertainment facilities, Pro-shop, accommodation and vehicle parking).

A rule about generating dust is included to avoid, remedy or mitigate problems from this source.

The lighting rules are designed to ensure that areas available for public use are adequately lit to ensure people's safety, and that where sites on the edge of the Golf Course recreation area are lit, that the amenities of nearby residents are reasonably protected.

The standards to site access are designed to promote safety.

The hazards rule relates only to the elements of the activity that involve hazardous substances. A threshold has been set to ensure that the use, storage or disposal of significant amounts of hazardous substances are managed to protect the human and natural environment. The threshold that has been set reflects the level of activity expected in the area. Regulations under other Acts still apply.

The rules recognise that the relatively harsh climate and poor soil of the Golf Course recreation area imposes practical limits on what can be achieved in terms of landscape design.

The rules relating to signs are generally consistent with those for signs in Suburban Centre Areas.

11.5.2 Any use, construction, removal, demolition, repair, alteration of or addition to buildings and structures together with any excavation or other disturbance of land are Permitted Activities, provided that they comply with the following conditions:

11.5.2.1 Maximum building height

The maximum building height is 12m, except for lighting poles which may be up to 20m high.

This height limit is consistent with the maximum height provided for elsewhere in the District Plan in suburban commercial centres surrounded by residences.

11.5.2.2 Height Control Adjoining Residential Areas

11.5.2.2.1 No building within 5 metres of a Residential Area shall be more than 3 metres high.

11.5.2.2.2 No part of any building located closer than 5 metres from a Residential Area shall be higher than 2.5 metres plus the shortest horizontal distance between that part of the building and any residential boundary.

This rule provides for a transition in the height of buildings on the Golf Course and surrounding Residential Areas, and protects residents from overshadowing.

11.5.3 Any activity relating to the upgrade and maintenance of existing formed roads and accessways, except the construction of new legal road, is a Permitted Activity.

11.6 Discretionary Activities (Restricted)

Section 11.6 describes which activities are Discretionary Activities (Restricted) in the Golf Course recreation area. Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rule 11.6.1. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.6.1 Activities and buildings that do not meet the conditions for Permitted Activities in the Golf Course recreation area are Discretionary Activities (Restricted) in respect of:

11.6.1.1 noise

11.6.1.2 dust

11.6.1.3 vehicle parking and access

11.6.1.4 lighting

11.6.1.5 use, storage, handling or disposal of hazardous substances

11.6.1.6 landscaping

11.6.1.7 signs

11.6.1.8 maximum building heights

11.6.1.9 height control adjoining Residential Areas.

Non-notification

The written approval of affected persons will not be necessary in respect of items 11.6.1.3, 11.6.1.5 and 11.6.1.7. [Notice of applications need not be served on affected persons]¹ and applications need not be notified.

Standards and Terms

Except for the matters specified in rule 11.6.1 this activity must comply with all the conditions specified for activities in rules 11.5.1 and 11.5.2.

The conditions in rule 11.5.1 and 11.5.2 may be waived totally, except that:

- rule 11.5.1.5, maximum lighting levels, must not be exceeded by more than 20 percent
- rule 11.5.1.8, conditions relating to any sign dimension, must not be exceeded by more than 50 percent

¹District Plan Change No.28 – Non-notification Statements (Operative 6 July 2006)

- noise emission levels under Rule 11.5.1.1, shall not be exceeded by more than 5 decibels
- rule 11.5.2.1, maximum building heights, must not be exceeded by more than 50 percent
- rule 11.5.2.2, height control adjoining Residential Areas, must not be exceeded by more than 20 percent.

For hazardous substances, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 1** but does not meet the conditions in rules 11.5.1.6 unless the site is located in a Hazard Area.

For hazardous substances, where the hazardous facility is located in a Hazard Area, the cumulative Effect Ratio as assessed under the Hazardous Facilities Screening Procedure for the site where the activity is to occur is **less than or equal to 0.5** but does not meet the conditions in rules 11.5.1.6.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose Council will have regard to the following criteria:

11.6.1.10 Noise

The extent to which noise emissions will be intrusive. Council will seek to ensure that the best practicable option is used to mitigate noise and that adverse effects are minor.

11.6.1.11 Dust

Council seeks to ensure that existing amenities are protected and generally requires that dust nuisances are mitigated as far as practical.

There may be instances where it is impractical to prevent dust nuisance, because of Wellington's variable weather and winds. Such proposals are carefully considered to ensure that any dust nuisance is minor.

11.6.1.12 Vehicle Parking and Access

11.6.1.12.1 Whether the proposed activities on the site will generate a demand for the required parking.

11.6.1.12.2 The extent to which parking might be shared with other uses or activities in the vicinity.

11.6.1.12.3 The extent to which the standards for parking and access can be varied without jeopardising public safety or efficient traffic operations on the street.

The parking provisions have been established to assist efficient, convenient and safe access in the Golf Course recreation area. It is nevertheless recognised that the variability and demands of particular developments may justify variations from the prescribed conditions or standards.

11.6.1.13 Lighting

11.6.1.13.1 Applications to provide more intensive lighting near Residential Areas will be considered with regard to present and future development in the Residential Area, the degree to which topography or other site features

may avoid, remedy or mitigate the effects of lighting, and the extent to which planting, screening or the orientation of the light source will mitigate lighting effects.

11.6.1.13.2 The consideration of applications to provide less intensive lighting on site areas open to public use will take into account the nature of the activities on the site, the extent of public use and whether other measures will be taken to keep the public safe.

The nature of landforms and the types of development on the edge of the Airport and Golf Course recreation area are so different that there will be instances where extra lighting can be added without affecting the amenities of Residential Areas. For this reason, applications to exceed the permitted levels will therefore be considered.

11.6.1.14 Hazardous Substances

11.6.1.14.1 Site design and management to avoid, remedy or mitigate any adverse effects of the activity.

11.6.1.14.2 The adequacy of the design, construction and management of any part of a hazardous facility site where hazardous substances are used for their intended function, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled such that:

- any significant adverse effects of the intended use from occurring outside the intended use, handling or storage area is prevented
- the contamination of any land in the event of a spill or other unintentional release of hazardous substances is prevented
- the entry or discharge of the hazardous substances into surface or groundwater, the stormwater drainage system or into the sewerage system (unless permitted under a regional plan, resource consent or trade waste permit) is prevented.

11.6.1.14.3 Location of the facility in relation to the nearest waterbody or the coastal marine area.

11.6.1.14.4 Location of hazardous facility in relation to residential activities.

11.6.1.14.5 Location of hazardous facility in relation to critical facilities and lifelines.

11.6.1.14.6 Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.

11.6.1.14.7 Existing and proposed (if any currently under consideration by Council) neighbouring uses.

11.6.1.14.8 Potential cumulative hazards presented in conjunction with nearby facilities.

11.6.1.14.9 Transport of hazardous substances to and from the site.

11.6.1.14.10 Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.

11.6.1.14.11 Whether the site has adequate signage to indicate the presence of hazardous substances.

11.6.1.14.12 Whether adequate arrangement has been made for the environmentally safe disposal of any hazardous substance or hazardous wastes generated.

11.6.1.14.13 Whether the site design has been subject to risk analysis, such as Hazop (Hazard and Operabilities Studies), to identify the potential hazards, failure modes and exposure pathways.

11.6.1.14.14 Where the hazardous facility is located within a Hazard Area, any additional requirements to mitigate the potential effect of a natural hazard event.

11.6.1.14.15 Type and nature of the existing facility.

[11.6.1.14.16 Whether appropriate contingency measures and emergency plans are in place.]^{PC35}

[11.6.1.14.17 Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.]^{PC35}

To reduce the potential adverse effects, Council will require the production of a Site Management Plan or Environmental Management System when a resource consent application is made, this will be before hazardous substances are brought onto the hazardous facility. In addition, Council will require the design of the site to include the measures which will prevent the accidental releases of any hazardous substances into the environment. Through this process, Council seeks to protect the surrounding environment from any adverse effects of the hazardous facility.

11.6.1.15 Landscape Design

The extent to which existing amenities are protected and existing trees preserved.

11.6.1.16 Signs

11.6.1.16.1 Whether any signs are obtrusively visible from any residential or public space.

11.6.1.16.2 Whether the area of the sign is in scale with associated activities or building development and is compatible with the visual character of the area in which it is situated.

11.6.1.16.3 Whether signs detract from the architecture of the building to which they are attached.

11.6.1.16.4 Whether additional signs will result in clutter.

11.6.1.16.5 Whether free-standing signs form part of a landscape plan for an area or are designed to screen unsightly sites, activities or buildings.

Because of the diversity of sign types and the situations in which they are erected, variations from the rules may be justified in certain cases. In all instances, however, Council seeks to ensure that visual amenities are maintained.

11.6.1.17 Maximum Building Height

Whether additional height will have a material effect upon sunlight access to residential buildings in Residential Areas or public space.

The permitted building height for the Golf Course recreation area provides reasonably for most development, but in some cases additional height may be

necessary or desirable. Taller buildings will not generally be favoured towards the boundaries with Residential Areas or public spaces. Council seeks to protect any adjacent Residential or Open Space area from the effects of additional height.

11.6.1.18 Height Control Adjoining Residential Areas

Whether the topography of the site or surrounding land or the nature of the proposed building development is such that the amenities of adjacent Residential Areas will be protected.

The diversity of possible building forms on sites is such that there will be instances where developments may occur which do not comply fully with the standards for Permitted Activities.

11.7 Discretionary Activities (Unrestricted)

Section 11.7 describes which activities are Discretionary Activities (Unrestricted) in the Golf Course area of the Airport and Golf Course Recreation Precinct. The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

11.7.1 Any subdivision is a Discretionary Activity (Unrestricted).

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:

- 11.7.1.1 The requirements of section 106 of the Act.
- 11.7.1.2 Whether proposed allotments are capable of accommodating Permitted Activities in compliance with the Precinct Area rules.
- 11.7.1.3 The extent of compliance with the relevant parts of the Council's Code of Practice for Land Development.

Subdivisions in the Golf Course area will be assessed as Discretionary Activities. This will enable the full effects of a subdivision to be considered with public involvement where appropriate. The resource consent process will be used to determine the extent of land considered suitable for subdivision and the most appropriate design having regard to the intended future use.

11.8 Non-Complying Activities

Activities that contravene a rule in the Plan, and which have not been provided for as Discretionary Activities (Restricted) or Discretionary Activities (Unrestricted) are Non-Complying Activities. Resource consents will be assessed in terms of section 105(2A)(b) of the Act.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

Appendix 1. Noise

Activities must comply with the following noise limits.

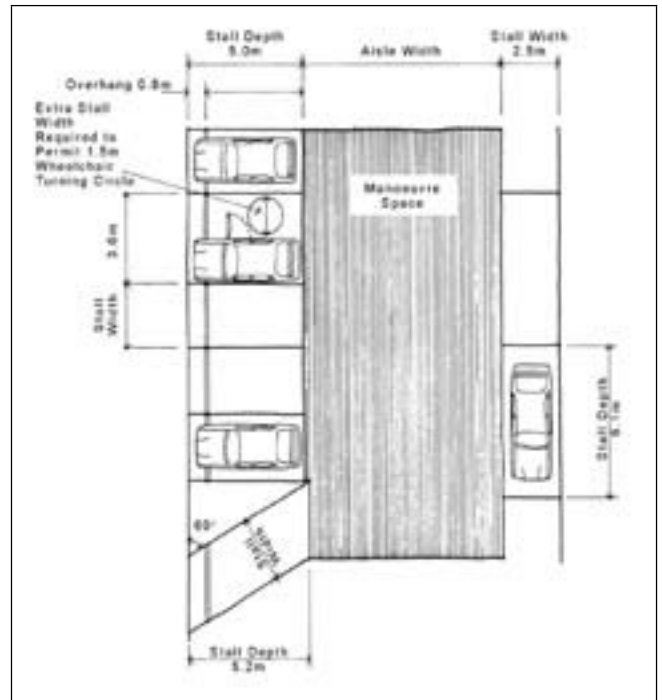
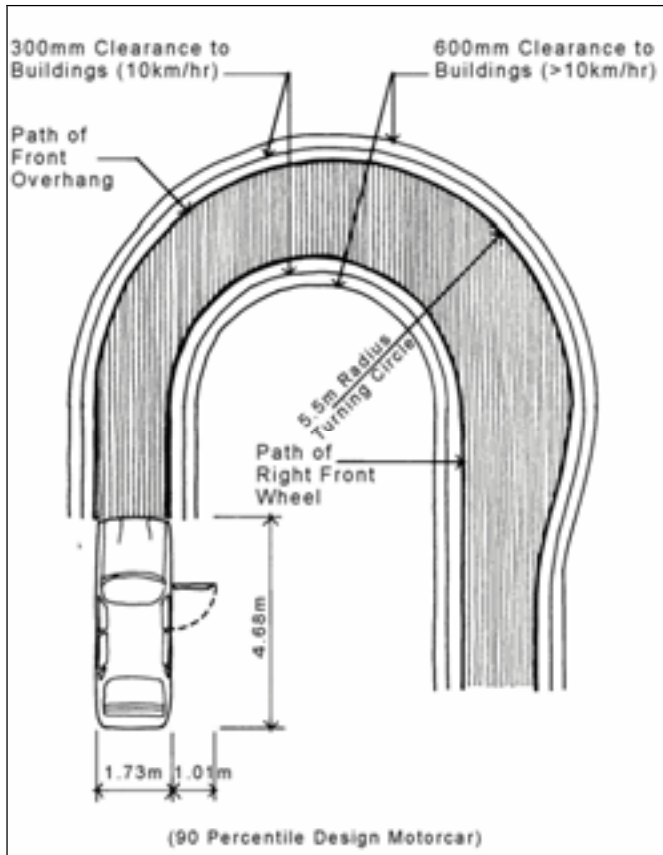
Residential (Outer)

Noise emission levels when measured on any residential site in the Outer Residential Area must not exceed:

<i>Monday to Saturday 7am to 7pm</i>	<i>50dBA(L10)</i>
<i>Monday to Saturday 7pm to 10pm</i>	<i>45dBA(L10)</i>
<i>At all other times</i>	<i>40dBA(L10)</i>
<i>All days 10pm to 7am</i>	<i>65dBA(Lmax)</i>

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dBA.

Appendix 2. Vehicle Parking Standards



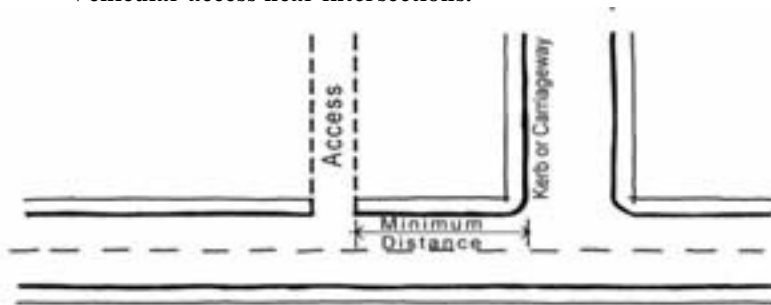
Type of User	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)
Regular	90	2.4	7.0	5.0	60	2.4	4.5	5.2
		2.5	6.6	5.0		2.5	4.1	5.2
		2.6	6.2	5.0		2.6	3.5	5.2
Casual	90	2.5	8.0	5.0	60	2.5	4.8	5.2
		2.6	7.0	5.0		2.6	4.4	5.2
		2.7	6.6	5.0		2.7	3.3	5.2
People with Disabilities	90	3.6	8.0	5.0				
All	0 (Parallel)	2.5	3.5 (one-way) 5.5 (two-way)	6.1				

Notes:

- Regular users are people whose regular use gives them a familiarity with the carpark that permits smaller but safe clearances.
- Casual users are people (usually short-term visitors) who would not be familiar with the parking layout.
- Stall widths shall be increased 300mm where they abut obstructions such as columns or walls.
- All parking and manoeuvring dimensions assume the use of a 90 percentile design motor car. Compliance with the above requirements will be assessed using this standard of vehicle.

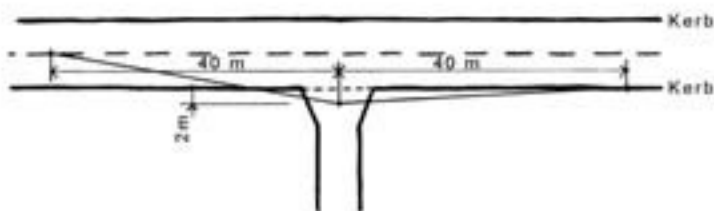
Appendix 3. Site Access for Vehicles

1. Vehicular access near intersections.



2. Access sight lines.

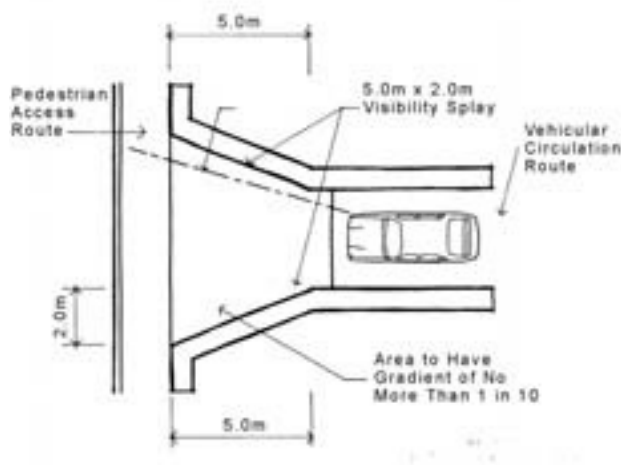
2.1



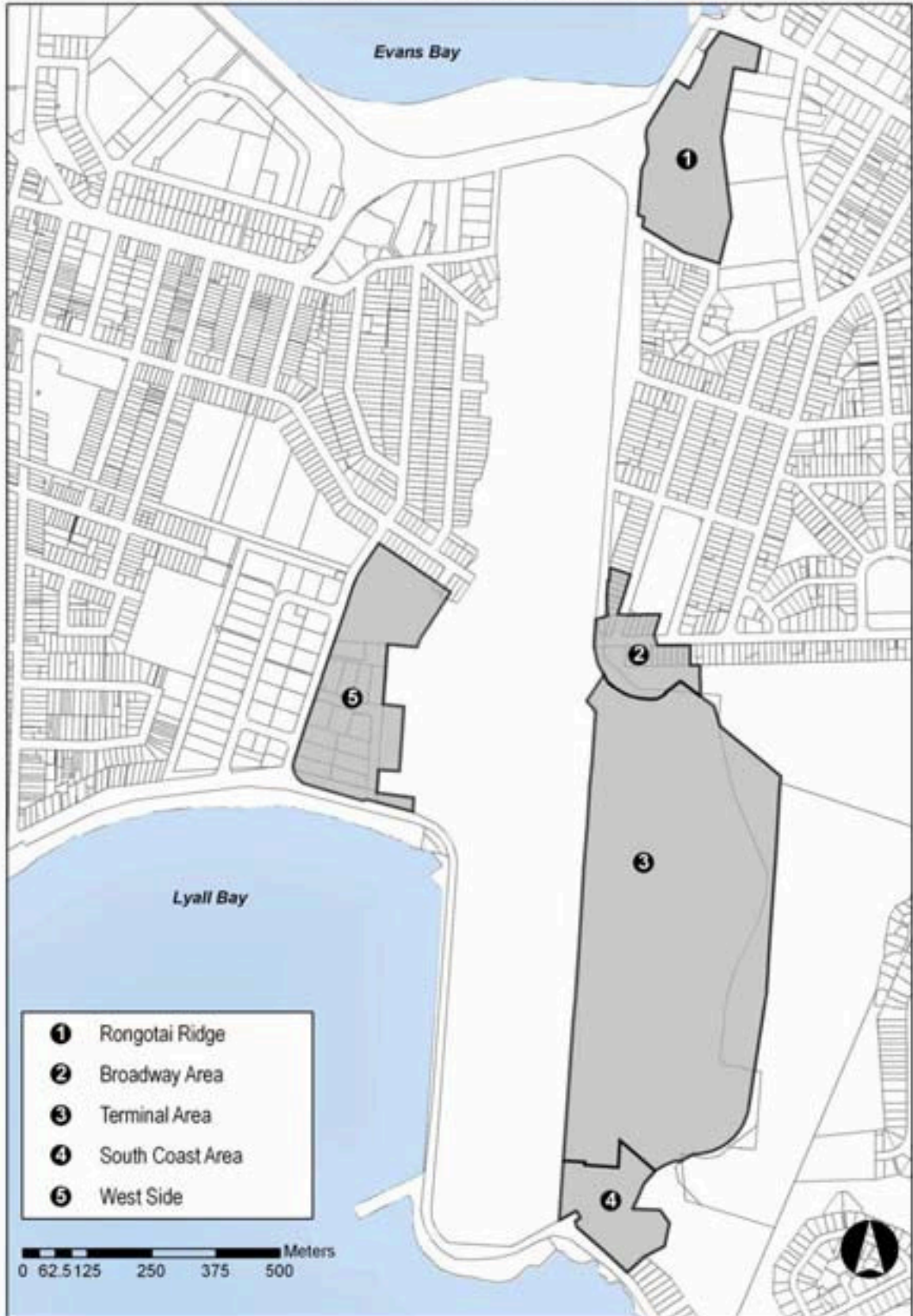
Within the area represented by the visibility splay, full visibility is required above a level of one metre above the level of the adjacent carriageway.

For one-way streets and dual carriageway visibility will only be required in the direction of approaching traffic.

2.2 Access sight lines for access drives which cross a pedestrian access route.



Appendix 4 - Development Areas



Appendix 5 - Potentially Contaminated Sites within the Airport Area



Part 91 - General Operating and Flight Rules

This compilation of the above Civil Aviation Rule was made by the Civil Aviation Authority as a reference document to provide details of the current rule requirements. It is not the official version of the Rule and should only be used as a reference document. It does not contain the statement specifying the Rule Objective, the Extent of Consultation, and the Commencement Date.

Rules index

 [View Rule](#)

[Amendments](#)

[Consultation](#)

[Query?](#)

Rule brief

Part 91 is an important rule as it forms the basis of general operating and flight rules for the New Zealand aviation environment. The requirements ensure that the safe operation of aircraft is possible with the minimum endangerment to persons and property.

Part 91 applies to all operators of aircraft. Subsequent operating rule Parts, such as Part 121, Part 135, or Part 104, prescribe additions or exceptions to Part 91 requirements. In all cases an operator will require information from Part 91.

The objective is to standardise the rules for all operators of aircraft by establishing rules applicable to—

- each person operating an aircraft—
 - generally
 - under VFR
 - under IFR
 - in special circumstances such as displays, aerobatics, parachuting, gliding, and towing
 - any aircraft equipment, instrument, and certificate requirements and specifications
 - aircraft maintenance, preventative maintenance, and alteration requirements
-



This page was last updated September 03, 2003.

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working day before the air transport or commercial air transport operation is intended to commence.

(h) Before the commencement of an air operation where a firearm will be carried in an aircraft by a person under paragraph (e)(1), the operator must inform the pilot-in-command of the number of persons carrying firearms and their position in the aircraft.

91.11 Prohibition against interference with crew members, aircraft and aviation facilities

No person shall—

- (1) interfere with a crew member in the performance of the crew member's duties aboard an aircraft; or
- (2) tamper or interfere with any aircraft or its equipment, or with fixed or mobile equipment used for the operation or navigation of any aircraft.

91.13 Aircraft noise and vibration

A person shall be barred by section 97 of the Act from bringing an action for nuisance in respect of the noise or vibration caused by an aircraft or aircraft engine on an aerodrome if—

- (1) the aircraft is taking off or landing; or
- (2) the aircraft is manoeuvring on the ground or water; or
- (3) any person is operating any engine in the aircraft, prior to take-off for the purpose of ensuring—
 - (i) satisfactory engine performance; or
 - (ii) that the instruments, accessories, or other components are in a satisfactory condition.

- (i) radio equipment allowing two-way radio communications with ATS when the aircraft is being operated in controlled airspace; and
 - (ii) a navigation system which will enable the aircraft to proceed in accordance with its flight plan; and
- (2) each person piloting the aircraft—
- (i) holds a current New Zealand instrument rating, or holds a current instrument rating issued by the country of that aircraft's registry; and
 - (ii) is familiar with the New Zealand IFR en route, holding, and approach procedures prescribed in Part 97; and
- (3) at least one flight crew member of that aircraft is able to conduct two-way radio telephone communications in the English language and that flight crew member is on duty while the aircraft is operating under IFR.

[Until Part 97 comes into force, IFR en route, holding, and approach procedures are designated under Part 19]

Subpart J — Operating Noise Limits

91.801 Purpose

This Subpart prescribes limitations on the operation of civil aircraft in New Zealand in respect to aircraft noise and engine emission.

91.803 Aircraft noise level compliance

- (a) No person may operate an aircraft to or from an aerodrome within New Zealand after 28 July 2003, unless —
- (1) for New Zealand registered aircraft, the Director is satisfied that the aircraft complies with the applicable aircraft noise standards specified in Appendix C to Part 21; and
 - (2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that

are equivalent to the applicable aircraft noise standards specified in ICAO Annex 16, Volume I.

(b) Notwithstanding paragraph (a), a person may not operate a subsonic turbojet or turbofan powered aeroplane to or from an aerodrome within New Zealand unless that aeroplane is certificated to comply with noise standards that are at least equal to the aircraft noise standards specified in ICAO Annex 16, Volume I, Chapter 3.

91.805 Aircraft sonic boom

(a) No person may operate an aircraft at a Mach number greater than 0.92 unless approved by the Director and in compliance with any conditions and limitations specified in the approval.

(b) No person may operate an aircraft that has a maximum operating speed in excess of a Mach number of 0.92 within the territorial limits of New Zealand unless the information that is available to the pilot-in-command includes flight limitations to ensure that flights entering or leaving New Zealand do not cause a sonic boom to reach the surface within New Zealand.

(c) A pilot-in-command of an aircraft that has a maximum operating speed in excess of a Mach number of 0.92 must comply with the flight limitations required under paragraph (b).

91.807 Engine emission compliance

No person may operate a turbojet or turbofan powered aircraft to or from an aerodrome within New Zealand after 28 July 2003, unless —

- (1) for New Zealand registered aircraft, the Director is satisfied that the aircraft complies with the applicable aircraft engine emission standards specified in Appendix C to Part 21; and
- (2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that are equivalent to the applicable aircraft engine emission standards specified in ICAO Annex 16, Volume II.

Part 93 - Special Aerodrome Traffic Rules and Noise Abatement Procedures

Rule Brief

Part 93 establishes the special operating traffic rules and noise abatement procedures in the vicinity of certain aerodromes. The Part includes additional requirements to, and exceptions from, the relevant requirements of Part 91 relating to aerodrome traffic.

Aerodromes specifically detailed include—

- Auckland International Airport
- Wellington International Airport
- Christchurch International Airport
- Paraparaumu Aerodrome
- Matamata Aerodrome
- Ardmore Aerodrome

- (1) the tailwind component is more than 5 knots; or
- (2) compliance with the aeroplane performance operating limitations requires the use of the other runway direction; or
- (3) otherwise instructed by ATC.

Subpart C — Wellington International Airport

93.101 Applicability

This Subpart prescribes—

- (1) special rules for aircraft operating in the control zone designated under Part 71 for Wellington International Airport; and
- (2) noise abatement procedures for aircraft operating in the vicinity of Wellington International Airport.

93.103 General rules – Wellington control zone

(a) Each pilot-in-command of a powered aircraft with an airworthiness certificate operating under VFR in the control zone shall be—

- (1) the holder of a current pilot licence; or
- (2) authorised by the chief flying instructor of a pilot-training organisation based on the aerodrome.

93.105 Aerodrome traffic circuit – Wellington International Airport

Notwithstanding 91.223, each pilot-in-command of an aircraft shall conduct a right-hand aerodrome traffic circuit when approaching for a landing at or after take-off from runway 34, unless—

- (1) otherwise authorised by ATC; or
- (2) a turn in the opposite direction for an IFR procedure has been prescribed under Part 97.

[Until Part 97 comes into force, IFR procedures are prescribed under Part 19]

93.107 Noise abatement procedures

(a) Except as provided in paragraph (b), a pilot-in-command of an aircraft shall—

- (1) not operate over the Wellington noise abatement area specified in Appendix B at an altitude lower than the minimum altitudes for VFR flight prescribed in 91.311 or 1500 feet QNH, whichever is the higher; and
- (2) except when climbing after take-off from runway 34, not operate at an altitude lower than 1500 feet QNH within a distance of 0.50 nm of the Miramar peninsula or Point Jerningham.

(b) A pilot-in-command of an aircraft may operate over the Wellington noise abatement area below the height prescribed in paragraph (a) in any of the following circumstances:

- (1) when descending north of a line joining Point Gordon and Shelley Bay to land on runway 16:
- (2) when descending from the VFR airport holding pattern indicated in Appendix B to land:
- (3) when conducting an IFR procedure prescribed under Part 97:
- (4) when operating a helicopter—
 - (i) conducting an operation under Part 133; or
 - (ii) conducting an operation under 137.205; or
 - (iii) engaged on a police operation that is authorised by the Commissioner of Police; or

- (iv) performing a take-off or landing at a heliport within the abatement area.

[Until Part 97 comes into force, IFR procedures are prescribed under Part 19]

93.109 Departure noise abatement

Each pilot-in-command of an aircraft on departure from runway 34 shall climb between the centre and eastern side of Evans Bay to—

- (1) 1000 feet QNH prior to turning by visual reference to the right; or
- (2) 1500 feet QNH prior to turning by visual reference to the left; or
- (3) a height for commencing a turn in accordance with an ATC IFR clearance; or
- (4) a height for commencing a turn in accordance with a prescribed standard IFR departure procedure.

Subpart D — Christchurch International Airport

93.151 Applicability

This Subpart prescribes special rules for aircraft operating in the control zone designated under Part 71 for Christchurch International Airport.

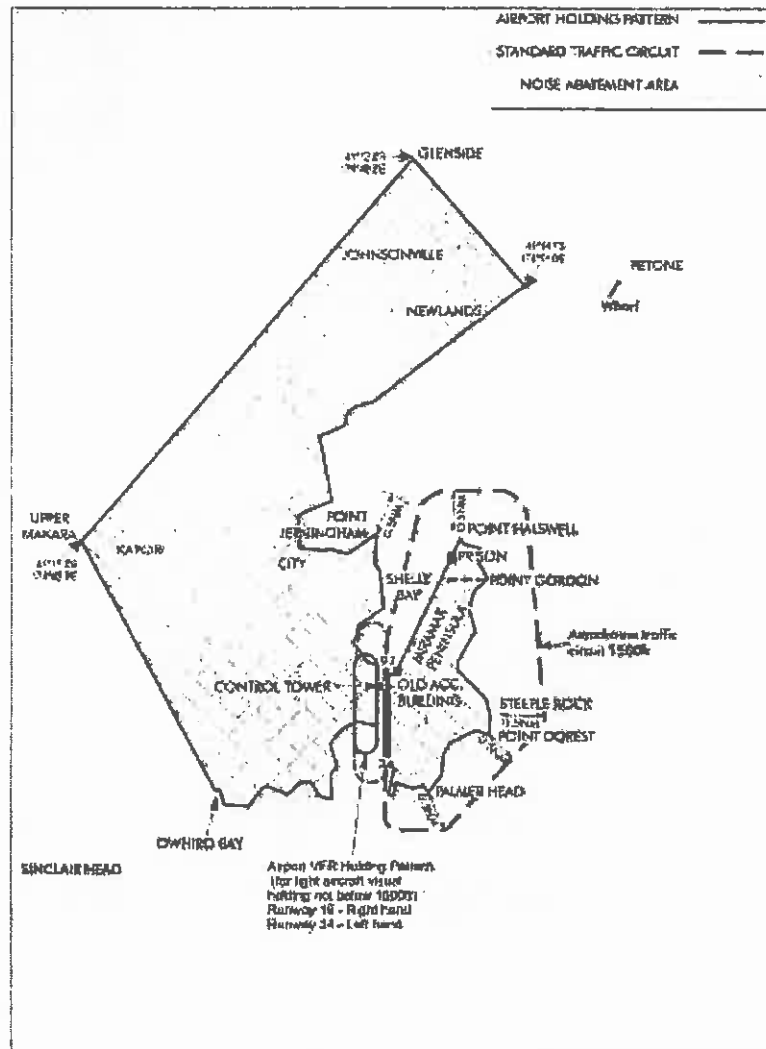
93.153 General rules – Christchurch control zone

(a) Each pilot-in-command of a powered aircraft with an airworthiness certificate operating under VFR in the control zone shall be—

- (1) the holder of a current pilot licence; or
- (2) authorised by the holder of an instructor rating issued under Part 61.

Appendix B — Wellington Aerodrome Traffic Circuit and Noise Abatement Area

APPENDIX B



Definitions

Alternate	Aircraft using the airport as planned alternative to landing at a scheduled airport. Note any aircraft landing at Wellington as an alternate during curfew hours cannot depart till 0600 hrs.
Arrival	Touchdown on landing
Departure	Start of take-off roll
Director	The Director of Civil Aviation
Disrupted flight	<p>A flight which is delayed on arrival or departure at Wellington through unforeseen circumstances that could not reasonably be catered for by prudent timetabling, such delay having originated at Wellington or within the previous 4 sectors as, a result of:</p> <ul style="list-style-type: none"> • weather (at origin, en-route or destination causing cancellations, diversions, delays, missed approaches or holding), or • Air Traffic Control (congestion, start delays, en-route holding or approach delays), or • closure of a departure or destination aerodrome, or • diversion for in-flight medical condition or flight safety reason to another aerodrome other than the flight planned aerodrome, or • aircraft unserviceability (e.g. mechanical breakdown), or • the aircraft being required to wait for crew from a flight delayed as a result of any of the above. <p>Note:</p> <ul style="list-style-type: none"> • An aircraft which has been substituted for an aircraft delayed as a result of any of the above also comes within the definition of a disrupted flight • An aircraft may not depart Wellington after midnight and before 0600hrs to act as a substitute aircraft for another that has become unserviceable at a location other than Wellington
Emergency	<ol style="list-style-type: none"> 1 Aircraft landing in an emergency 2 The operation of emergency flights required to rescue persons from life-threatening situation or to transport patients, human vital organs or medical personnel in a medical emergency 3 The operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 1983

**Statutory
holiday
period** – see
calendar
attached

- (i) The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire or previous weekend. Where New Year's day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.
- (ii) The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend.
- (iii) Good Friday to Easter Monday inclusive.
- (iv) Waitangi Day.
- (v) Anzac Day.
- (vi) Where Waitangi Day or Anzac Day falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.
- (vii) The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined in (i) to (vi) above.

2009 statutory holiday periods for purposes of compliance with curfew in Wellington City Council proposed district plan rules 11.1.1.1.5 and 11.1.1.1.6

Jan 09						
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Feb 09						
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Mar 09						
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Apr 09						
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Jun 09						
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Aug 09						
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Nov 09						
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Key: Red text: Statutory holiday period curfew

- No domestic operations between 01:00hrs and 06:00hrs local time
- No international departures between 01:00hrs and 06:00hrs local time
- No international arrivals between 02:00 and 06:00hrs local time

Black text: Non statutory holiday period curfew

- No domestic operations between midnight and 06:00hrs local time
- No international departures between midnight and 06:00hrs local time
- No international arrivals between 01:00hrs and 06:00hrs local time

2010 statutory holiday periods for purposes of compliance with curfew in Wellington City Council proposed district plan rules 11.1.1.1.5 and 11.1.1.1.6

Jan 10						
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Feb 10						
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Mar 10						
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Apr 10						
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Jun 10						
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Aug 10						
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Sep 10						
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Nov 10						
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Dec 10						
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27	28	29	30	31		

<p>Key: Red text: Statutory holiday period curfew</p> <ul style="list-style-type: none"> • No domestic operations between 01:00hrs and 06:00hrs local time • No international departures between 01:00hrs and 06:00hrs local time • No international arrivals between 02:00 and 06:00hrs local time 	<p>Black text: Non statutory holiday period curfew</p> <ul style="list-style-type: none"> • No domestic operations between midnight and 06:00hrs local time • No international departures between midnight and 06:00hrs local time • No international arrivals between 01:00hrs and 06:00hrs local time
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2011 statutory holiday periods for purposes of compliance with curfew in Wellington City Council proposed district plan rules 11.1.1.1.5 and 11.1.1.1.6

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Feb 11						
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Jul 11						
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Aug 11						
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31						

Nov 11						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Dec 11						
M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Key: Red text: Statutory holiday period curfew

- No domestic operations between 01:00hrs and 06:00hrs local time
- No international departures between 01:00hrs and 06:00hrs local time
- No international arrivals between 02:00 and 06:00hrs local time

Black text: Non statutory holiday period curfew

- No domestic operations between midnight and 06:00hrs local time
- No international departures between midnight and 06:00hrs local time
- No international arrivals between 01:00hrs and 06:00hrs local time

Noise management plan

Noise monitoring system

Objective/policy	To have a system of monitoring noise levels at and around the air-noise boundary which reliably and consistently <ul style="list-style-type: none">• identifies source of the noise• measures the noise level in accordance with NZS6805:1992• times duration of noise• provides a cumulative record of noise events/levels so that reliable and consistent data is available to all affected parties.
QA and management procedure	Develop and implement procedures which ensure that data from the noise monitoring terminals is collected, checked, analysed and reported to the committee.
Reporting	Identify frequency and form of presenting data collected by the noise monitoring system to the committee.
Consultation	Ongoing via committee - issues to be identified.

Air-noise boundary compliance

Objective/policy	Develop and implement method for monitoring compliance with air-noise boundary rules.
Rules	District plan
Reporting/enforcement	Develop and implement methods of ensuring compliance, including <ul style="list-style-type: none">• procedures to warn airlines of potential non-compliance• reporting of enforcement authority decisions to committee.
Complaints	See Complaint handling section
Consultation	Methods developed in consultation with affected parties via committee.

Curfew

Objective/policy	<ul style="list-style-type: none">• To minimise disturbance to residents at night by means of a curfew• To promote education of airport users in curfew rules• To manage applications for exemptions from curfew
Rules	District plan
Procedures (local)	Develop and implement procedures <ul style="list-style-type: none">• to ensure correct advice is given to operators - in conjunction with Air Traffic Control and airport users• to deal with breaches of curfew rules• to deal with residents' complaints (see Complaint handling section).
Reporting/enforcement	Develop and implement procedures for reporting breaches, complaints (see Complaint handling section) and enforcement decisions/outcomes to committee
Consultation	Procedures developed in consultation with affected parties via committee

Engine testing

Objective/policy	To minimise and mitigate effects of noise from engine testing.
Rules	District plan
Procedures (local)	Develop and implement <ul style="list-style-type: none">• procedures and guidelines to educate and assist airport users to comply with rules• procedures for operators to report engine tests.
Capital works	Investigate options (shielding/enclosure) to mitigate effects of scheduled maintenance run-ups.
Reporting/enforcement	<ul style="list-style-type: none">• Develop and implement reporting procedures for operators to report engine tests• Develop and implement procedures for reporting breaches, complaints (see Complaint handling section) and enforcement decisions/outcomes to committee.
Consultation	Procedures developed in consultation with affected parties via committee.

Ground power (APU/GPU)

Objective/policy	To minimise and mitigate effects of noise from APUs and GPUs
Rules	District plan
Procedures (local)	Develop <ul style="list-style-type: none">• ground handling procedures consistent with the rules• reporting procedures for operators
Capital works	Continue implementation of ground power reticulation
Reporting/enforcement	Develop and implement procedures for reporting breaches, complaints (see Complaint handling section) and enforcement decisions/outcomes to committee
Consultation	Procedures developed in consultation with affected parties via committee

Airside maintenance

Objective/policy	To minimise the amount of work carried out at night and mitigate the effects on residents of noise from work which can only be done at night
Rules	District plan
Situations where night-time work is appropriate	WIAL to consult on criteria which must be fulfilled to justify work performed at night
Procedures/methods of work	Develop and implement procedures and work methods to reduce disturbance to residents.
Reporting/enforcement	Develop and implement procedures for recording, monitoring and enforcement, including reporting at all stages to committee.
Complaints	See Complaint handling section
Consultation	Procedures to be developed in consultation via committee.

Complaint handling

Objective/policy	To receive, identify, respond to and record all complaints about airport noise
Procedure	Develop and implement procedures to <ul style="list-style-type: none">• centralise complaint recording/receipt point• identify source/respond to complainant/follow up if appropriate• report to committee• analyse trends and correlations between complaints and noise events
Education	Promote community awareness of complaint/contact point
Consultation	Procedures and methods to be developed in consultation via committee

Operating procedures/flight tracks

Objective/policy	Promote best practices for mitigating noise effects during takeoff and arrival of aircraft, including <ul style="list-style-type: none">• use of preferential runway• future development of approach and departure tracks/performance criteria• adherence to flight paths consistent with the safe, orderly and expeditious flow of aircraft traffic
Rules (CAA/ACNZ)	<ul style="list-style-type: none">• CAR part 93• ICAO Annex 16, Annex 11 and Doc 444
Reporting/enforcement	Develop and implement procedures for recording, monitoring and enforcement
Consultation	Best practices and procedures developed in consultation with airlines and ACNZ via committee

Education

Policy/objective	To improve awareness of affected parties of Wellington airport noise rules, current issues and noise management, and to advocate the use of quieter aircraft
Noise management plan	Identify organisations/companies/ people who would benefit from education about the NMP, formulate education ideas and plans and promote their adoption by interested parties.
Consultation	Committee to identify organisations/companies/people who would benefit from education about the noise management plan, and consult with them regarding education initiatives

Wellington Air Noise Management Committee

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

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

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.

Figure 1: ANMC Residents' Representation areas



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

Noise Management Plan

Implementation Programme (Revised as at April 2007)

	Calendar year																			
	2007				2008				2009				2010				2011			
Element of decision - outside WIAL boundaries																				
(a) Refinement of ANB position																				
• confirmation of scope																				
• confirmation of contribution																				
• measurement programme																				
• decision on district plan																				
(b) Consideration of any need for insulation of existing house within the ANB																				
• LUMINS Stage I																				
• LUMINS Stage II																				
(c) Review of land use controls																				
• LUMINS Stage I																				
• LUMINS Stage II & Overall conclusion																				
• monitoring																				
(d) Change to district plan land use controls if appropriate																				

		Calendar year																			
		2007				2008				2009				2010				2011			
Element of decision - system and processes																					
(a)	Noise monitoring system(s)																				
	• confirm system objectives																				
	• confirm operational protocols																				
	• confirm contributions																				
	• develop tender TORs																				
	• tender and evaluation																				
	• capital budget																				
	• implementation																				
	• monitoring																				
<hr style="border-top: 1px dotted black;"/>																					
(b)	Compliance data capture																				
	• military aircraft																				
	• curfew and exemptions																				
	• engine testing																				
	• APU/GPU monitoring																				
<hr style="border-top: 1px dotted black;"/>																					
(c)	Complaints procedure																				
<hr style="border-top: 1px dotted black;"/>																					
Element of decision - Noise Management Plan structure and business processes																					
(a)	Plan structure																				
	• options (eg ISO, etc)																				
	• consultation																				
	• re-write (if needed and all future documentation)																				
<hr style="border-top: 1px dotted black;"/>																					
(b)	Monitoring & Review process																				
(c)	Dispute resolution process defined																				

CHAPTER 2 BAN COMPLIANCE

Effective Date: 6 Nov 2003

All Non Chapter 3 jet aircraft operations are prohibited except for military jet aircraft.

Any civil non Chapter 3 jet operation would firstly require an exemption from the Director of Civil Aviation (Section 37 Civil Aviation Act) from the provisions of Rule Part 91.803.

Secondly, if the above requirement was met, the operator would require a Resource Consent. Civil non Chapter 3 jet aircraft would not comply with Wellington District Plan Rule 11.1.1.1.3. Activities that do not comply with this activity noise standard are a Discretionary Activity (Restricted) under Rule 11.3.1 in respect of noise.

Night flying operations

11.1.1.1.4 Domestic operations must not occur during the hours from midnight to 6am.

International operations must not occur during the hours:

- midnight to 6 am for departures
- 1 am to 6 am for arrivals

For the purposes of this Rule 'operations' means the start of a take off roll or touch down on landing.

11.1.1.1.5 The following are exceptions to rule 11.1.1.1.4:

- (a) disrupted flights where operations are permitted for an additional 30 minutes
- (b) in statutory holiday periods when operations are permitted for an additional 60 minutes
- (c) aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take off until otherwise permitted under rule 11.1.1.1.4
- (d) aircraft landing in an emergency
- (e) the operation of emergency flights required to rescue persons from life-threatening situation or to transport patients, human vital organs or medical personnel in a medical emergency
- (f) the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983
- (g) aircraft carrying heads of state and/or senior dignitaries acting in their official capacity
- (h) no more than 4 aircraft movements per night with noise levels not exceeding 65 dBA Lmax (1 sec) at or beyond the airnoise boundary.

For the purpose of (b), statutory holiday period means:

- (i) the period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire of the previous weekend. Where New Year's day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday the period includes the following weekend
- (ii) the Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend
- (iii) Good Friday to Easter Monday inclusive
- (iv) Waitangi Day
- (v) ANZAC Day

- (vi) where Waitangi Day or ANZAC Day falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period
- (vii) the hours from midnight to 6:00am immediately following the expiry of each statutory holiday period defined in (i) to (vi) above.

The purpose of (h) is to allow certain quiet aircraft to operate at Wellington Airport during the curfew. The 65 L max (1sec) dBA noise limit has been based on noise levels from aircraft that have been found to be acceptable for operating at night at Wellington. The level does not purport to be the upper limit necessary to avoid sleep disturbance.

Engine testing

- 11.1.1.1.6 (a) Aircraft propulsion engines may be run for the purpose of engine testing:
- during the hours of 0600 to 2000
 - to carry out essential unscheduled maintenance between 2000hrs and 2300hrs
 - to operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this rule shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron.
- (b) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the hardstand area south and west of the Air New Zealand hanger at any time. This area is depicted by the shaded portion of Map 35.
- (c) Restrictions on engine testing from 2300hrs to 0600hrs do not apply if engine testing can be carried out in compliance with all of the following:
- (i) measured noise levels do not exceed Leq (15 mins) 60 dBA at or within the boundary of any residentially zoned site
 - (ii) measured noise levels do not exceed Lmax 75dBA dBA at or within the boundary of any residentially zoned site
 - (iii) noise levels shall be measured in accordance with NZS6801:1991 "Measurement of Environmental Sound"
 - (iv) the total number of engine test events to which rule 11.1.1.1.6(c) applies shall not exceed 18 in any consecutive 12 month period
 - (v) the total duration of engine test events to which rule 11.1.1.1.6(c) applies shall be no more than 20 minutes.

Land based activities

- 11.1.1.1.7 Noise emission levels, from any activity within the Airport area, other than aircraft operations, engine testing and the operation of APUs (as provided for in rule 11.1.1.1.8) when measured at any residential site shall not exceed the following limits:

NOISE RULES - WELLINGTON INTERNATIONAL AIRPORT

Derived from an Environment Court decision dated 19 November 1997

All times are local

Terms in blue are defined in section 6

1 Curfew – see attached bar chart

1.1 Aircraft operations at Wellington International Airport shall normally be prohibited between midnight and 0600 with the exception that international arrivals may be permitted until 0100.

1.2 The above restriction on hours of operation shall not apply:

- to aircraft landing in an emergency;
- to aircraft using Wellington International Airport as a planned alternate, but which shall not take off until 0600;
- to emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;
- in the case of disrupted flights where operations may be permitted for an additional 30 minutes after midnight for domestic operations and international departures, and an additional 30 minutes after 0100 for international arrivals;
- to the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;
- aircraft carrying heads of state and/or senior dignitaries acting in their official capacity;
- in statutory holiday periods when operations may be permitted for an additional 60 minutes beyond the disrupted schedule allowance;

The definition of statutory holiday period was the subject of an Environment Court ruling.

1.3 **Requests for exemptions from curfew**

The authority to grant any exemptions rests with the Wellington City Council pursuant to the Resource Management Act 1991.

As a general rule, exemptions would only be contemplated when

- circumstances are unusual, compelling, and are unlikely to be repeated
- the environmental effect is minor
- there are broad social or environmental benefits
- where possible there has been a process of consultation.

Enquiries in the first instance should be directed to Planning & Development Manager or Airside Services Manager, Wellington International Airport Limited, tel (04) 385 5100.

6 Definitions

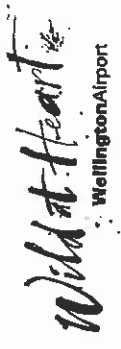
Alternate	Aircraft using the airport as planned alternative to landing at a scheduled airport. Note any aircraft landing at Wellington as an alternate during curfew hours cannot depart till 0600 hrs.
Arrival	Touchdown on landing
Departure	Start of take-off roll
Director	The Director of Civil Aviation
Disrupted flight	<p>A flight which is delayed on arrival or departure at Wellington through unforeseen circumstances that could not reasonably be catered for by prudent timetabling, such delay having originated at Wellington or within the previous 4 sectors as, a result of:</p> <ul style="list-style-type: none"> • weather (at origin, en-route or destination causing cancellations, diversions, delays, missed approaches or holding), or • Air Traffic Control (congestion, start delays, en-route holding or approach delays), or • closure of a departure or destination aerodrome, or • diversion for in-flight medical condition or flight safety reason to another aerodrome other than the flight planned aerodrome, or • aircraft unserviceability (e.g. mechanical breakdown), or • the aircraft being required to wait for crew from a flight delayed as a result of any of the above. <p>Note:</p> <ul style="list-style-type: none"> • An aircraft which has been substituted for an aircraft delayed as a result of any of the above also comes within the definition of a disrupted flight • An aircraft may not depart Wellington after midnight and before 0600hrs to act as a substitute aircraft for another that has become unserviceable at a location other than Wellington
Emergency	<ol style="list-style-type: none"> 1 Aircraft landing in an emergency 2 The operation of emergency flights required to rescue persons from life-threatening situation or to transport patients, human vital organs or medical personnel in a medical emergency 3 The operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 1983

...

**Statutory
holiday
period** — see
calendar
attached

- (i) The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire or previous weekend. Where New Year's day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.
- (ii) The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend.
- (iii) Good Friday to Easter Monday inclusive.
- (iv) Waitangi Day.
- (v) Anzac Day.
- (vi) Where Waitangi Day or Anzac Day falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.
- (vii) The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined in (i) to (vi) above.

2009 statutory holiday periods for purposes of compliance with curfew in Wellington City Council proposed district plan rules 11.1.1.1.5 and 11.1.1.1.6



Jan 09						
M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Feb 09						
M	T	W	T	F	S	S
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

Mar 09						
M	T	W	T	F	S	S
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Apr 09						
M	T	W	T	F	S	S
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May 09						
M	T	W	T	F	S	S
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Jun 09						
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18	19	20	21	22	23	24
25	26	27	28	29	30	

Jul 09						
M	T	W	T	F	S	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Aug 09						
M	T	W	T	F	S	S
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Sep 09						
M	T	W	T	F	S	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Oct 09						
M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Nov 09						
M	T	W	T	F	S	S
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Dec 09						
M	T	W	T	F	S	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Key: Red text: Statutory holiday period curfew
 • No domestic operations between 01:00hrs and 06:00hrs local time
 • No international departures between 01:00hrs and 06:00hrs local time
 • No international arrivals between 02:00 and 06:00hrs local time

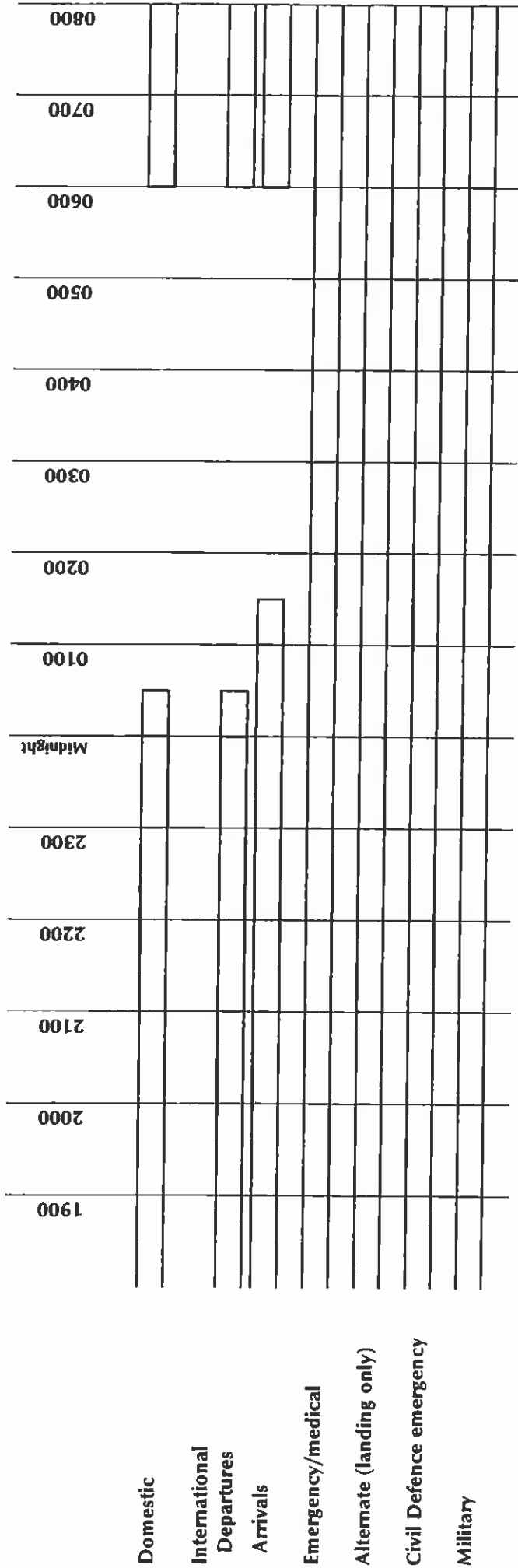
Black text: Non statutory holiday period curfew
 • No domestic operations between midnight and 06:00hrs local time
 • No international departures between midnight and 06:00hrs local time
 • No international arrivals between 01:00hrs and 06:00hrs local time

Wellington airport curfew - other than statutory holiday periods

Note - Attached calendar identifies statutory holiday periods

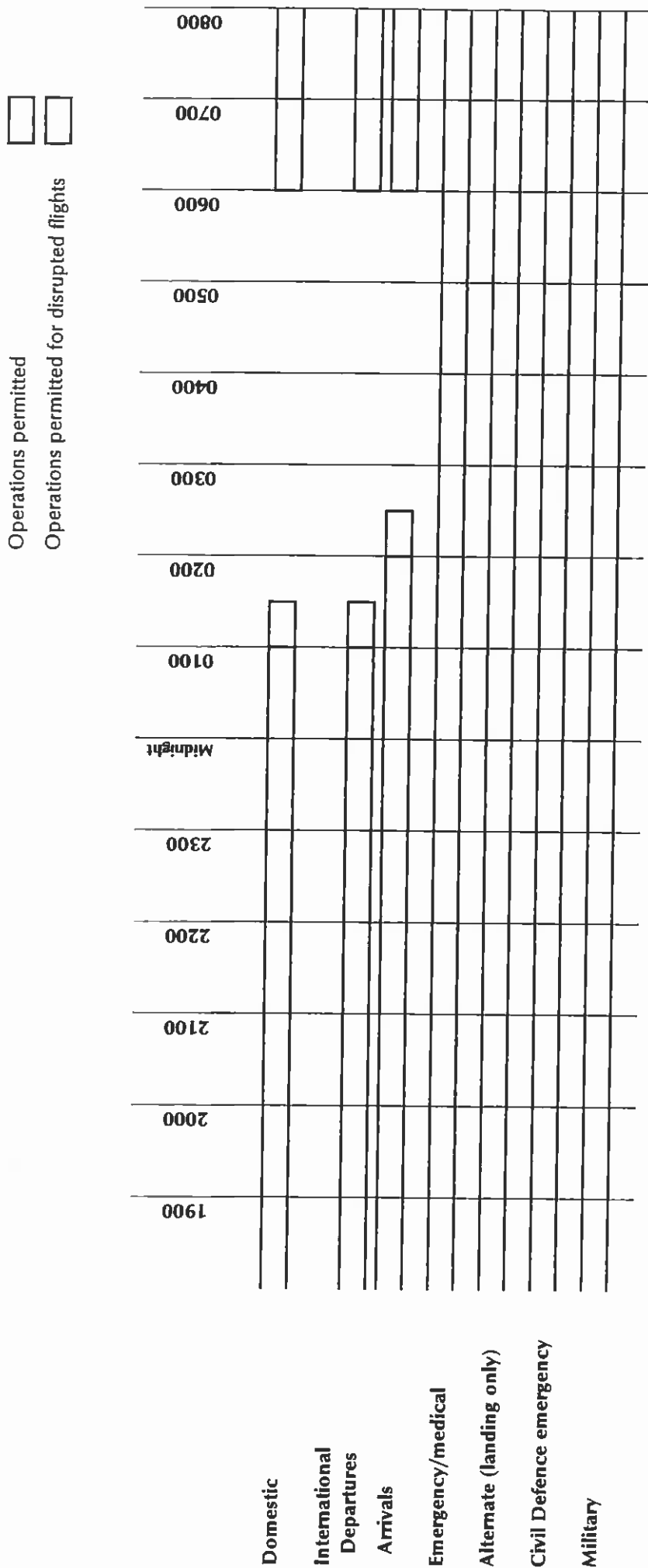
Operations permitted

Operations permitted for disrupted flights



Wellington airport curfew - statutory holiday periods

Note - Attached calendar identifies statutory holiday periods



Issued 21 Dec 1998

Part C

4.1

WIAL curfew monitoring procedure

Contents

- 1 Curfew flight observation procedure, with attachments
 - sample curfew observation form
 - sample operator follow-up
- 2 Statutory holidays 60 minute extension – legal opinion on whether this is cumulative with the 30 minute disruption allowance
- 3 Curfew monitoring reports procedure

Title:	CURFEW FLIGHT OBSERVATIONS		
Issue date:	5 August 1999	Effective date:	9 August 1999
Expiry date (if any)			
Purpose:	<p>WIAL is responsible for managing the airnoise management plan at Wellington. This includes monitoring flights during the curfew period , investigating all flights for compliance and advising the Wellington City Council of those which are technically considered to breach the curfew provisions.</p> <p>The ACNZ Tower fax to WIAL every day, details of flights that were conducted between the hours of 2400L to 0600L.</p> <p>The purpose of this procedure is to explain how this information is to be processed.</p>		

Method:	<ol style="list-style-type: none"> 1 The ACNZ Tower will fax through a Curfew Observation Form each morning prior to 0800hrs local. This should be uplifted from the fax machine at some stage during the morning for processing. 2 Each flight should be reviewed to ensure that it strictly complied with the curfew provisions of the WCC District Plan ie. all flights complied without utilising the disrupt provisions. 3 The next stage is to segregate those flights that operated legally. Some flights are exempt because they are (a)medical/rescue flights or (b) they have an approved noise exemption which is operator/aircraft combination and landing only specific. The current exempt operators are shown as examples on appendix 2. Beside each corresponding line write down whether the flight is exempt by being an ambulance flight "med" or noise exempt "exempt". 4 Diverted flights are also exempt. In these circumstances write down next to each corresponding line applicable "Divert due" and the reason why it diverted here, eg fog in CHC. 5 Next identify the International flights to ensure that they complied. If they did write down next to each applicable corresponding line "Int" 6 For flights that have operated using the disrupt provisions, these must be clarified to ascertain whether the explanations are acceptable. Refer Annex 1 for definition of disrupted flight. Disrupt provisions are mostly used by the International flights. The contact for these is the Air NZ DM. They can be
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contacted by email at "WLG DutyManagers@airnz.co.nz". Seek an explanation of the delay which must include details of the time delays and reasons for each, over the previous four flight sectors that contributed to the final total delay time. Attached is a copy of a request for information shown as appendix 3

- 7 Once an explanation is received ensure that each of the time delays is acceptable under the disrupt definition. If necessary deduct those delay times that are considered acceptable from the arrival or departure time. If at the end of this process the flight still flew within the disrupt provision period it is considered a "breach"
- 8 The same process applies to other operators except that explanations will need to be sought directly from those operators. Email is the best method.
- 9 If a flight is considered to have breached the curfew either because of exceeding the time or their explanation does not meet the definition of a disrupt, they must be brought to the attention of the Airside Services Manager. The Airside Services Manager will review the data and if confirmed will advise Mathew Borich of the WCC
- 10 Any matters that you are uncertain of should be raised with the Airside Services Manager in the first instance or Liz Sajewicz.
- 11 Once this procedure is complete - the forms are to be forwarded each day to Liz Sajewicz at Wexford Road for statistical reporting purposes and correlation with other noise data monthly from ACNZ.
- 12 If the process cannot be completed within one day - the form should be sent to Liz anyway with an explanation next to the corresponding line "being investigated"
- 13 A copy of the form and any data collected pending completion of an investigation should be kept in the noise management folder. If you started an investigation, it is your responsibility to ensure that it is completed and Liz advised of the outcomes.

Person issuing: Lachlan Thurston

Title: Airside Services Manager

APPENDIX 2 – WIAL CURFEW FLIGHT OBSERVATION FORM
includes Arrivals, Departures and Missed Approaches

To be completed each night by ATS for flights between 0001 and 0600 local time
 Local Day Date / /

Time (Local)	A D M			Aircraft Registration If Known	Aircraft Type	Callsign	Aircraft Operator	Runway in Use	Wind	Hospital Flight if Known
	A	D	M							
0005	✓				PAT4	POST 1040	POST	34	340/15	EXEMPT
0015	✓			ZK-VAB	C402		VINCENT	16	180/20	EXEMPT
0025	✓			ZK-PRM	C208		SOUNDSEA R	34	340/20	EXEMPT
0035	✓			ZK-NGA	B733			16	160/15	INT
0104	✓			ZK-NGB	B733			34	290/05	INT(DISRUPT)
0134		✓		ZK-HHI	BK117		AIRWORK	16	240/10	✓ MEDICAL
0144	✓			VH-BVH	B733		QANTAS	34	035/15	INT(BREAC)
0415	✓			VH-BVI	B733		QANTAS	16	120/30	INT(DIVER)

Notes: All Dates / Times are in Local Time
 A/D: Tick arrival (A), or Departure (D), or Missed Approach (M)
 Fax completed form each day before 0800 local to:
 Airside Services Manager
 WIAL Terminal Office Fax: 385 5136
 Forward to Team Leader for filing

Faxed at Time(L)

DISRUPT 0104 AS PER ATTACHED EMAIL.
 DIVERT 0415 DUE FOG AT CHRISTCHURCH.

Lochie Thurston
From: Duty Managers - WLG Airport [WLG DutyManagers@airnz.co.nz]
Sent: Friday, 6 August 1999 05:00 pm
To: 'Lochie Thurston'
Cc: Jull, Bob
Subject: RE: NZ164 arrival 6 August 1999

Lochie

Delay in NZ164 arrival caused ^{SECTOR 4} ~~thru~~ late departure from WLG of ^{SECTOR 3} NZ163.
NZ163 delayed 47mins. ^{SECTOR 2}
10 Mins late arrival ex NZ142. This A/C had left SYD on time but lost 10mins on crossing. ^{ACCEPTABLE DISRUPT} WX ENROUTE
10 Mins A/C cleaner shortage due late running of a QF service. NOT ACCEPTABLE - COMMERCIAL
27 Mins A/C Instrument defect. ^{ACCEPTABLE DISRUPT}
^{"TECHNICAL"}

Rgds
Kevin Williams

—Original Message—

From: **Lochie Thurston** [mailto:thurstonl@wlg-airport.co.nz]
Sent: Friday, 6 August 1999 14:04
To: 'WLG DutyManagers@airnz.co.nz'
Subject: NZ164 arrival 6 August 1999

Good morning gents

EXAMPLE OF HOW TO WORD
QUESTION

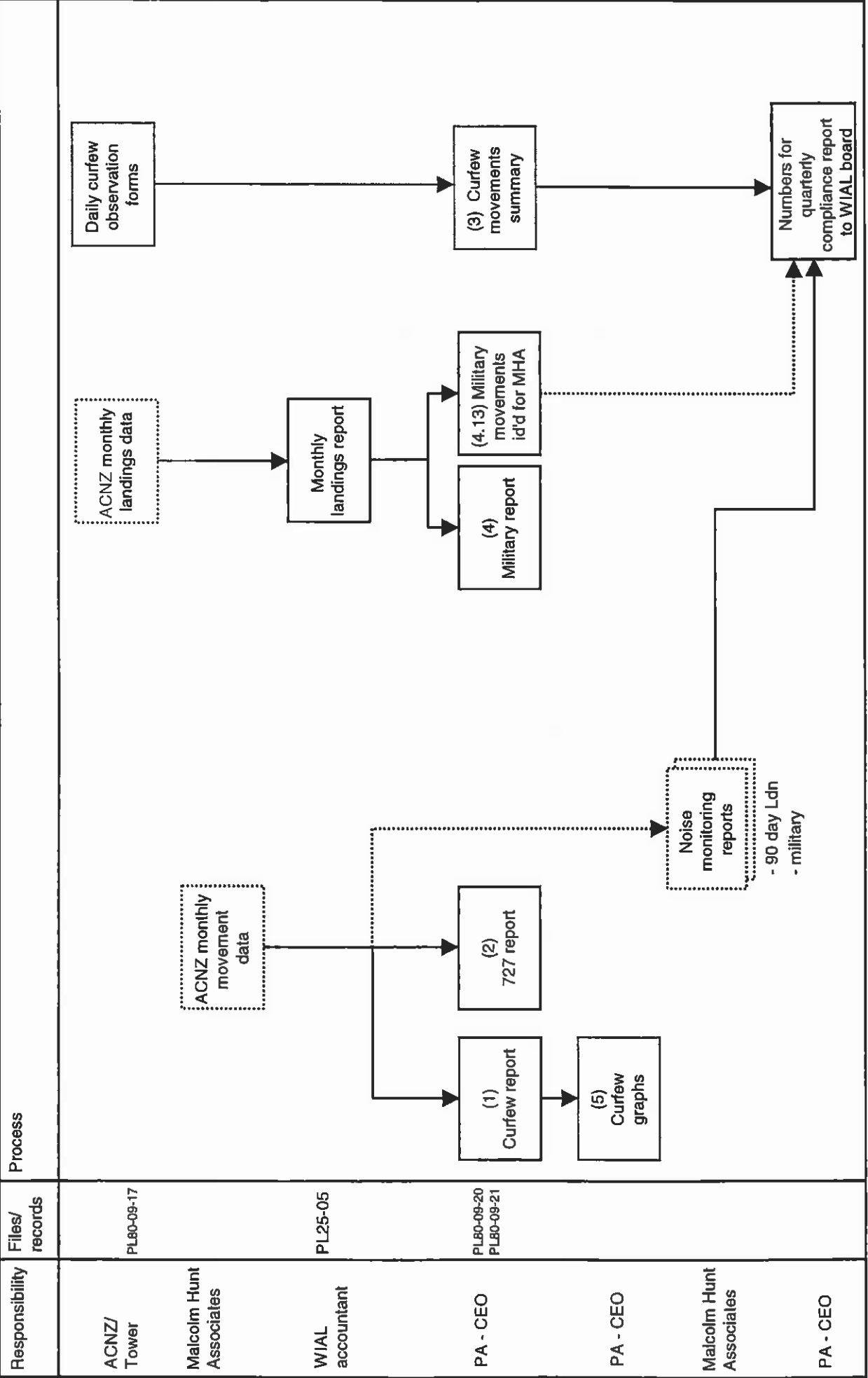
NZ164 arrived in Wellington at 0104 this morning. It is the policy of the Air Noise Committee that all flights that fall within the disrupt provision time are investigated as to the reasons why.

I would be grateful if you could explain why this flight was delayed giving detail of the delays over the pervious four flight sectors that might have contributed to its late arrival eg ATC, weather, mechanical, pax issues etc

best regards

Lachlan Thurston
Airside Services Manager
Email: thurstonl@wlg-airport.co.nz <<mailto:thurstonl@wlg-airport.co.nz>>
Phone: (04) 385-5155
Fax: (04) 385-5136
Mobile: 025 575 873

CURFEW MONITORING



1A Curfew report procedure

Part 1 Creating report

- 1 Open Excel document **h:\excel\1999\curfew reports\99curfew**
- 2 Create a new sheet by copying and renaming the previous month's sheet
- 3 Update the heading for current month
- 4 Open **h:\excel\1999\curfew reports\XXall** for the new data (where XX = current month)
- 5 Select all data
- 6 Copy and paste it into the new sheet in **99curfew**
- 7 Select all data
- 8 Sort by column B (to get it into time order)
- 9 Delete rows for 00:00 if any
- 10 Delete all rows 06:00 and over
- 11 Sort remaining data by column A and then column B
- 12 Insert blank rows to separate the days
- 13 Copy box of aircraft types from end of previous month's sheet and paste it into current month's
- 14 Make a note of the aircraft types appearing in this month's data, and check that they all appear in the box
- 15 If not, add in - abbreviations and explanations are listed in my Noise Reports - Working folder under Aircraft Info tab
- 16 Mark all helicopters listed in the data with a *
- 17 Check headings, headers and footers are correct
- 18 Print out
- 19 Next step is procedure 1.2

1B Curfew report procedure

Part 2 Filling in Notes column and comparing ACNZ/tower data

- 1 Write a heading on the document printed out at end of procedure 2.2 "ACNZ/Tower comparison"
- 2 Have file PL80-09-17 open on current month's forms
- 3 Have **99curfew** open on screen for current month
- 4 Go through each day
 - comparing movements on daily form with movements listed for that day on the printout, and
 - typing the information from last column of the daily form into the Notes column of the document on screen
 - for disruptions, include brief reason for disruption followed by the number of sectors it was within
 - interim Feb-Aug 1999: tag the disruptions - need them later for the detailed disruptions report
 - if times are within 5 or within 30 minutes of start of curfew, note this in Notes columns as well and any other information (to save space I don't put "within 30" for a disrupt as it is implied - but remember to count the disrupts as well when counting the "within 30s" for the graphs in procedure 6)
- 5 Any discrepancies - note each one on form and on document printout
 - Discrepancies to be checked out via LRT or direct with Tower (Geoff Carle - Geoff.Carle@airways.co.nz)
- 6 Helicopters - ACNZ list (**99curfew**) will include non-WIA operations. Where this is apparent, note on printout and delete the appropriate line from the document on screen
- 7 File the marked up printout on my Noise Reports - Workings file under ACNZ/AFS comparisons.
- 8 Once any queries are resolved and the notes column in **99curfew** is completed
 - print out 2 copies of **99curfew** for the month
 - file one on PL80-09-21 under "ACNZ"
 - one is for next meeting agenda papers - place (unfiled) on PL80-09-7 marked for next meeting

2 Producing 727 report

- 1 Open Excel document **h:\excel\1999\curfew reports\99 727**
- 2 Copy the previous month's sheet to create one for this month
- 3 Rename the sheet
- 4 Update the month in top right corner (there is a space before the month to prevent it being reformatted)
- 5 Open **99(this month)all**
- 6 Select all data
- 7 Copy and paste/insert it into new sheet in **99 727**
- 8 Sort the data by columns C, A and B (type, date and time)
- 9 Delete all non-B727 lines
- 10 Insert blank lines to separate days
- 11 Print out 2 copies
 - file one on PL80-09-21 (curfew compliance) under 727s tag
 - put one (unfiled) on PL80-09-7 - mark it for next agenda papers.

3 Producing the Curfew Movements Summary sheet

- 1 Open document **h:\excel\1999\curfew reports\tower count**
- 2 Print out the blank sheet for the month
- 3 Get file PL80-09-17 and go through daily forms for the month, recording numbers in appropriate parts of the blank sheet
 - Record days with no flights in the last box
 - If doing this before doing the comparison (procedure 2.2), remember that there might be changes to the movements recorded on the daily forms, and these need to be reflected in the **tower count sheet**.
- 4 Type numbers into the document on screen (except for the two next-to-last boxes which fill themselves in)
- 5 Print one copy of the sheet for the month
- 6 File it on curfew compliance file PL80-09-21

4 Producing military report

- 1 Get file PL25-05 (current financial year) - lives with Sara
- 2 Find report "Landing Dues Schedule by Aircraft Operator for Period (Current Month)" - see my Noise Report - Workings file under Military tab to help identify it
- 3 Look through it for military movements
 - Category A - RNZAF/Chief of staff/similar
 - Category I - foreign military (if any)
- 4 Photocopy the relevant pages
- 5 Highlight the militaries
- 6 Return file to Sara
- 7 Open Excel document **h:\excel\1999\curfew reports\99military**
- 8 Copy the previous month's sheet to create one for this month
- 9 Rename sheet and update month at top right
- 10 Update excel document with new movement details
- 11 Refer to RNZAF weekly movements schedule - kept at front of Noise Report Workings file - for the period concerned to identify any foreign military aircraft. If any are foreign, list them separately, to make two lists - NZ military with total, and foreign military with total.
- 12 If any of the foreign aircraft types on the RNZAF schedule don't match any of the aircraft types sourced from Sara's report, ask Lochie for a translation (RNZAF and ACNZ don't use the same aircraft abbreviations).
- 13 Type up an email message or fax to Grant Humm (or Malcolm Hunt) listing the military movements (for example, see my Noise Report Workings file under Military tab)
- 14 File
 - printout of message to Grant/Malcolm
 - photocopy of Sara's report
 - RNZAF sheets for that monthstapled together on the Noise Report Workings file under Military
- 15 Print out 2 copies of excel document
 - file one on PL80-09-21 (curfew compliance) under Military tag
 - put one (unfiled) on PL80-09-7 - mark it for next agenda papers

5 Producing Curfew graphs

- 1 Open Excel document **h:\excel\1999\curfew reports\curfew graphs** – this contains graphs and data on separate sheets
- 2 Add numbers to data sheet for the month, by counting from printout of the 99curfew report
- 3 Print to colour printer - 22 copies if time permits, otherwise one + 21 photocopies (will be legible in b&w) - for committee agenda papers

PROCEDURE

Title:	CURFEW FLIGHT OBSERVATIONS		
Issue date:	5 August 1999	Effective date:	9 August 1999 Revised Apr 2007
Expiry date (if any)			
Purpose:	<p>WIAL is responsible for managing the airnoise management plan at Wellington. This includes monitoring flights during the curfew period , investigating all flights for compliance and advising the Wellington City Council of those which are technically considered to breach the curfew provisions.</p> <p>The ACNZ Tower fax to WIAL every day, details of flights that were conducted between the hours of 2400L to 0600L.</p> <p>The purpose of this procedure is to explain how this information is to be processed.</p>		

Method:

- 1 The ACNZ Tower will email/fax a Curfew Observation Form each morning prior to 0800hrs local. This should be uplifted from the fax machine at some stage during the morning for processing.
- 2 Each flight should be reviewed to ensure that it strictly complied with the curfew provisions of the WCC District Plan ie. all flights complied without utilising the disrupt provisions.
- 3 The next stage is to segregate those flights that operated legally. Some flights are exempt because they are (a)medical/rescue flights or (b) they have an approved noise exemption which is operator/aircraft combination and landing only specific. The current exempt operators are shown as examples on appendix 2. Beside each corresponding line write down whether the flight is exempt by being an ambulance flight "med" or noise exempt "exempt".
- 4 Diverted flights are also exempt. In these circumstances write down next to each corresponding line applicable "Divert due" and the reason why it diverted here, eg fog in CHC.
- 5 Next identify the International flights to ensure that they complied. If they did write down next to each applicable corresponding line "Int"
- 6 For flights that have operated using the disrupt provisions, these must be clarified to ascertain whether the explanations are acceptable. Refer Annex 1 for definition of disrupted flight. Disrupt provisions are mostly used by the

International flights. The contact for these is the Air NZ DM. They can be contacted by email at "WLGDutyManagers@airnz.co.nz". Seek an explanation of the delay which must include details of the time delays and reasons for each, over the previous four flight sectors that contributed to the final total delay time. Attached is a copy of a request for information shown as appendix 3

- 7 Once an explanation is received ensure that each of the time delays is acceptable under the disrupt definition. If necessary deduct those delay times that are considered acceptable from the arrival or departure time. If at the end of this process the flight still flew within the disrupt provision period it is considered a "breach"
- 8 The same process applies to other operators except that explanations will need to be sought directly from those operators. Email is the best method.
- 9 If a flight is considered to have breached the curfew either because of exceeding the time or there explanation does not meet the definition of a disrupt, they must be brought to the attention of the Airside Services Manager. The Airside Services Manager will review the data and if confirmed will advise Mathew Borich of the WCC
- 10 Any matters that you are uncertain of should be raised with the Airside Services Manager or the Airport Planner.
- 11 Once this procedure is complete - the forms are to be forwarded each day to the Airside Operations Administrator for statistical reporting purposes and correlation with other noise data monthly from ACNZ.
- 12 If the process cannot be completed within one day - the form should be sent to the Airside Operations Administrator anyway with an explanation next to the corresponding line "being investigated"
- 13 A copy of the form and any data collected pending completion of an investigation should be kept in the noise management folder. If you started an investigation, it is your responsibility to ensure that it is completed and the Airside Operations Administrator and the Airport Planner advised of the outcomes.

Person issuing: Chris Dillon

Title: Airport Planner

Distribution

Standard:

- Airside Services Manager
- Airside Operations Coordinator
- Duty Managers
- Airport Service Officers
- Terminal Services Manager
- Terminal Services Coordinator
- Maintenance Manager
- Chief Fire Officer
- Crew Chief
- Quality Assurance Manager

Others:

- Airside Operations Administrator
- Airport Planner

CRITERIA FOR CURFEW EXEMPT OPERATIONS

The rules below assume the aircraft has measured compliance with the rules.

*Technical committee needs to codify testing and revalidating standards.
Copies of Noise Investigation Reports for exempted aircraft are held on the Master Copy of the NMP.*

- 1** Must be aircraft and operator specific, e.g., C208 operated by SoundsAir.
- 2** Purpose of activity is not relevant.
- 3** In assessing priority if demand exceeds available slots the following rules apply:
 - 3.1** priority will be given to aircraft/operator combination with best acoustic performance.
 - 3.2** parties with existing complying operations have precedence over new applicants
 - 3.3** local operator or operator with other infrastructure at WIA has priority over non-local
- 4** Exemption certificate will lapse in the event of:
 - 4.1** operator ceasing trading
 - 4.2** operator failing compliance check on 3 separate occasions.

CRITERIA FOR CURFEW EXEMPT OPERATIONS

OPERATORS EXEMPT AS AT APRIL 2007

4 slots allocated. As at April 2007 those 4 slots were allocated to:

- Vincent Aviation (**2 slots**), for 2 landings per night, specific to the C402, Beech 1900C and F406 aircraft only.
- Soundsair (**1 slot**), for 1 landing per night, specific to the C208 aircraft only.
- Airwork (**1 slot**), for 1 landing per night, specific to the T1040 aircraft only

Corporate Office
111 Wexford Road
PO Box 14175
Wellington New Zealand
Telephone 04 385 5100
Facsimile 04 385 5139

27 July 1999

Mr Peter Vincent
Vincent Aviation
P O Box 21022
WELLINGTON

COPY

Dear Peter

Re: Request for Curfew Exempt Operations

Reference your letter dated 8 July 1999.

The Wellington Air Noise Committee has approved your request for curfew exempt operations effective 27 July 1999. Four slots are allowed under the district plan for movements by aircraft that met certain noise criteria. The study undertaken of your aircraft by Malcolm Hunt and Associates has confirmed that the C402 aircraft comply with the noise criteria on landing only. You have been allocated two of the four slots permitted. Two other operators hold the remaining two slots.

Conditions of the approval are:

1. The approval is operator and aircraft combination specific; ie it only applies to Vincent Aviation operating only C402 aircraft.
2. The approval is for up to two landings per night
3. The approval will lapse if Vincent Aviation cease trading or if Vincent Aviation fails a compliance check on three separate occasions. WIAL will undertake occasional checks on noise levels.
4. That Vincent Aviation acknowledges that the Air Noise Committee has set criteria for curfew operations (attached.) Given that Vincent Aviation has two of the four slots a request from another operator with equivalent or better noise performance will mean that one of the slots will be reassigned.
5. If more than four operators apply for slots the criteria for assignment of those slots will be in accordance with the criteria agreed.

Please also note that concern was expressed at potential taxiing noise to your hangar on the western apron during curfew. Keeping the aircraft at idle preferably or minimising any use of power whilst taxiing would be expected.

If you have any further questions or require clarification, please do not hesitate to contact the writer. It would be appreciated if you could keep me informed of any decisions taken to utilise the exemption on a more regular basis. This assists WIAL amongst other things with managing nighttime maintenance tasks on the manoeuvring area.

Your sincerely

Lachlan Thurston
Airside Services Manager

Email: thurstonl@wlg-airport.co.nz
Phone: (04) 385-5155
Fax: (04) 385-5137
Mobile: 025 575 873

 **Corporate Office**
111 Wexford Road
PO Box 14175
Wellington New Zealand
Telephone 04 385 5100
Facsimile 04 385 5139

27 July 1999

COPY

Mr Willy Sage
Soundsair
P O Box 21006
WELLINGTON

Dear Willy

Re: Curfew Exempt Operations

The Wellington Air Noise Committee last night approved a request from Vincent Aviation for curfew exempt operations effective 27 July 1999.

Four slots are allowed under the District Plan for movements by aircraft that meet certain noise criteria. The study undertaken of their aircraft by Malcolm Hunt and Associates confirmed that the C402 aircraft comply with the noise criteria on landing only. Vincent Aviation has been allocated two of the four slots permitted.

This letter is to inform you that the four slots permitted for curfew exempt operations have now been allocated. You hold one of the slots with the C208 and the other remaining slot by Airwork with the T1040. Both of these approvals are for landings only. A request from another operator with equivalent or better noise performance will mean a reassessment of the allocation by WIAL in accordance with the criteria set by the Air Noise Committee.

Conditions of the approvals are:

1. The approval is operator and aircraft combination specific; ie it only applies to Soundsair operating only C208 aircraft.
2. The approval is for a specified number of slots per night
3. The approval will lapse if the operator ceases trading or if the operator fails a compliance check on three separate occasions. WIAL will undertake occasional checks on noise levels.
4. That the operator acknowledges that the Air Noise Committee has set criteria for curfew operations (attached.) If more than four operators apply for slots the criteria for assignment of those slots will be in accordance with the criteria agreed.

If you have any questions or require clarification, please contact the writer in the first instance.

Your sincerely

Lachlan Thurston
Airside Services Manager

Email: thurstonl@wlg-airport.co.nz

Phone: (04) 385-5155

Fax: (04) 385-5137

Mobile: 025 575 873

 **Corporate Office**
111 Wexford Road
PO Box 14175
Wellington New Zealand
Telephone 04 385 5100
Facsimile 04 385 5139

27 July 1999

COPY

Mr Steve Oliver
Airwork (NZ) Ltd
P O Box 14 625
WELLINGTON

Dear Steve

Re: Curfew Exempt Operations

The Wellington Air Noise Committee last night approved a request from Vincent Aviation for curfew exempt operations effective 27 July 1999.

Four slots are allowed under the District Plan for movements by aircraft that meet certain noise criteria. The study undertaken of their aircraft by Malcolm Hunt and Associates confirmed that the C402 aircraft comply with the noise criteria on landing only. Vincent Aviation has been allocated two of the four slots permitted.

This letter is to inform you that the four slots permitted for curfew exempt operations have now been allocated. You hold one of the slots with the T1040 and the other remaining slot by Soundsair with the C208. Both of these approvals are for landings only. A request from another operator with equivalent or better noise performance will mean a reassessment of the allocation by WIAL in accordance with the criteria set by the Air Noise Committee.

Conditions of the approvals are:

1. The approval is operator and aircraft combination specific; ie it only applies to Airwork operating only T1040 aircraft.
2. The approval is for a specified number of slots per night
3. The approval will lapse if the operator ceases trading or if the operator fails a compliance check on three separate occasions. WIAL will undertake occasional checks on noise levels.
4. That the operator acknowledges that the Air Noise Committee has set criteria for curfew operations (attached.) If more than four operators apply for slots the criteria for assignment of those slots will be in accordance with the criteria agreed.

If you have any questions or require clarification, please contact the writer in the first instance.

Your sincerely

Lachlan Thurston
Airside Services Manager

Email: thurstonl@wlg-airport.co.nz
Phone: (04) 385-5155
Fax: (04) 385-5137
Mobile: 025 575 873



ENGINE TESTING POLICY

Following strong concerns expressed by residents regarding jet engine testing at Taxiway 1, all engine testing has been restricted to south of the Airport Fire Station.

WIAL has a preference for all jet engine high power runs to be conducted at Taxiway 10.

Given air traffic management considerations, it may not always be possible to use this site.

Jet engine high power runs (except B767) shall be conducted abeam **Stub Echo (eastern apron run-up stand) when Taxiway 10 is not available**. Operators shall continue to contact WIAL in the first instance when jet engine high power runs are required.

Engine Testing – 2000 Hours - 0600 Hours

The requirements for engine testing in this period are contained within the Wellington City District Plan, Section 11.1.1.1.6.

Only essential unscheduled maintenance is permitted between 2000 hours and 2300 hours.

Whilst engine testing between 2300 hours and 0600 hours is permitted, there are some stringent requirements to be met including noise output from the testing and the number of engine tests permitted annually.

To ensure the above requirements are adhered to, all operators carrying out engine testing between 2000 hours and 0600 hours are required to call WIAL Operations for approval.

Engine testing

- Aircraft propulsion engines may be run for the purpose of engine testing during the hours of 0600 to 2000
- Only essential unscheduled maintenance between 2000 and 2300 hrs. Telephone WIAL Operations for approval on (04) 385 5164.
- Whilst engine testing is permitted between the hours of 2300 and 0600 for a limited number of times annually, stringent noise rules apply. Contact the Airside Services Manager on (04) 385 5155 to discuss in the first instance as appropriate noise monitoring controls would need to be in place.
- No engine testing to occur in vicinity of Air NZ hangar
- **Eastern apron** – refer *Aircraft Ground Runs* chart for engine testing areas and the relevant restrictions/requirements for using these locations
- **Western apron** – high power runs restricted to Dash 8 and smaller turboprop aircraft. The Engine Test Bay (ETB) is to be used by Jetstream 41 and smaller aircraft where wind conditions permit. Jetstream 41 and smaller turboprops are to use the south end of the Western Apron (Air Movements) location when wind conditions are unsuitable for ETB, in consultation with the New Zealand Defence Force (NZDF). The NZDF shall be given a minimum of 60 minutes prior notice of the intention to carry out an engine test run in the Air Movements location. Where it is established that the timing of an engine test run may be unsuitable, the operator must either:
 - Wait until an appropriate time to carry out the engine run, in consultation with NZDF, or
 - Carry out the test run at Zulu 4.

Engine test runs of Piston powered aircraft should be carried out inside the ETB.

- **Note:** Dash 8 aircraft that are north facing and carrying out high power engine runs are to be parked to the east of the ETB.
- All large turboprop (e.g. Convair 580) and jet aircraft to carry out high power runs on stub 10 or run-up stand. Operator to contact WIAL Operations (385 5124) to request location. WIAL operations staff to follow Jet Engine Testing procedure
- On completion of engine testing, operator to complete Engine Test Form and fax to WIAL (or similar arrangement as agreed with WIAL).

Updated as a result of two decisions of the Wellington Air Noise Committee, 13.8.07 and 8.10.07

AIRCRAFT GROUND RUNS

Engine Ground Runs may be carried out between
And for essential unscheduled maintenance

0600 - 2000 hrs
2000 - 2300 hrs

Power Setting	Aircraft Type	Location	Actions
IDLE	B767	Stub 10	Contact WIAL Airside Operations Coordinator (385-5164). Taxiway Clearance required. See Note 1
	B737	On Stand	
	ATR72	On Stand	
	Dash 8	On Stand	Advise Wellington Ground (121.9 mHZ)
	Saab 340	On Stand	Maximum run duration 5 minutes
	Jetstream 41	On Stand	No engine ground runs Stands 18-20
	Beech 1900	On Stand	
	Jetstream 31/32	On Stand	
	Metroliner	On Stand	
Medium Power (Up to 70%)	B767	Stub 10	Contact WIAL Airside Operations Coordinator (385-5164). Taxiway Clearance required. See Note 1
	B737	Zulu 4	North Facing Only
	ATR72	Zulu 4	Advise Wellington Ground (121.9 mHZ) towing to and from run-up stand.
	Dash 8	Zulu 4/Air Movements	
	Saab 340	Engine Test Bay	Advise Wellington Ground (121.9 mHZ) towing to and from Engine Test Bay.
	Jetstream 41	Engine Test Bay	
	Beech 1900	Engine Test Bay	
	Jetstream 31/32	Engine Test Bay	
Metroliner	Engine Test Bay		
High Power	B767	Stub 10	Contact WIAL Airside Operations Coordinator (385-5164). Taxiway Clearance required. See Note 1
	B737	Stub 10	
	ATR72	Zulu 4	North Facing Only
	Dash 8	Zulu 4/Air Movements	Advise Wellington Ground (121.9 mHZ) towing to and from run-up stand.
	Saab 340	Engine Test Bay	Advise Wellington Ground (121.9 mHZ) towing to and from Engine Test Bay.
	Jetstream 41	Engine Test Bay	
	Beech 1900	Engine Test Bay	
	Jetstream 31/32	Engine Test Bay	
Metroliner	Engine Test Bay		

Note 1: WIAL Airside Operations Coordinator will liaise with ACNZ Tower to confirm stub 10 or run-up stand.

Note 2: Contact WIAL Airside Operations Coordinator (385-5164) for aircraft types that are not listed.

RECORD OF ENGINE GROUND RUN

To: Airside Operations Administrator
Company: Wellington International Airport Limited
Fax No: (04) 385 5136 Or Email to: patchettd@wlg-airport.co.nz
From: _____
Date: _____
Page 1 of: _____

Airline: _____
Aircraft Registration: _____ Type of Aircraft: _____
Date: _____
Reason for Run: _____

EVENT DETAILS – RUN# 1

Time start: _____ Time end: _____
Power setting used: _____
Variance at 100% torque (If applicable) Port Engine: _____
Starboard Engine: _____

SUBSEQUENT RUNS

Duration: _____ mins _____ mins _____ mins _____ mins _____ mins
Power setting: _____ % _____ % _____ % _____ % _____ %
Time completed: _____

POSITION OF AIRCRAFT ON AIRPORT

Location: (tick) ETB Air Movements Zulu 4 Stub 10 Other
If using ETB, was test successful: (tick) Yes No
Orientation: (tick) North South
Comments: _____

Scheduled Non-Scheduled (tick one)

Name: _____ Signature: _____

GPU Indicative Noise Compliance Certificate

WELLINGTON INTERNATIONAL AIRPORT



Malcolm Hunt Associates
Noise & Environmental Consultants
P O Box 11-294, Wellington

Operator: ANSETT NEW ZEALAND

GPU Engine Make: 1. Ansett GPU Serial no. ZQE842
2. Ansett GPU Serial no. ZQE739

Certificate Number: 98008

Assessed By: Malcolm Hunt Associates
Report dated 30/4/98

On the basis of measured noise emission levels, this document certifies that the above two (2) Ground Power Units operated by Ansett NZ Ltd can be operated within the area shown (hatched) on the attached map in compliance with WCC District plan rule 11.1.1.1.8 under normal operating parameters.

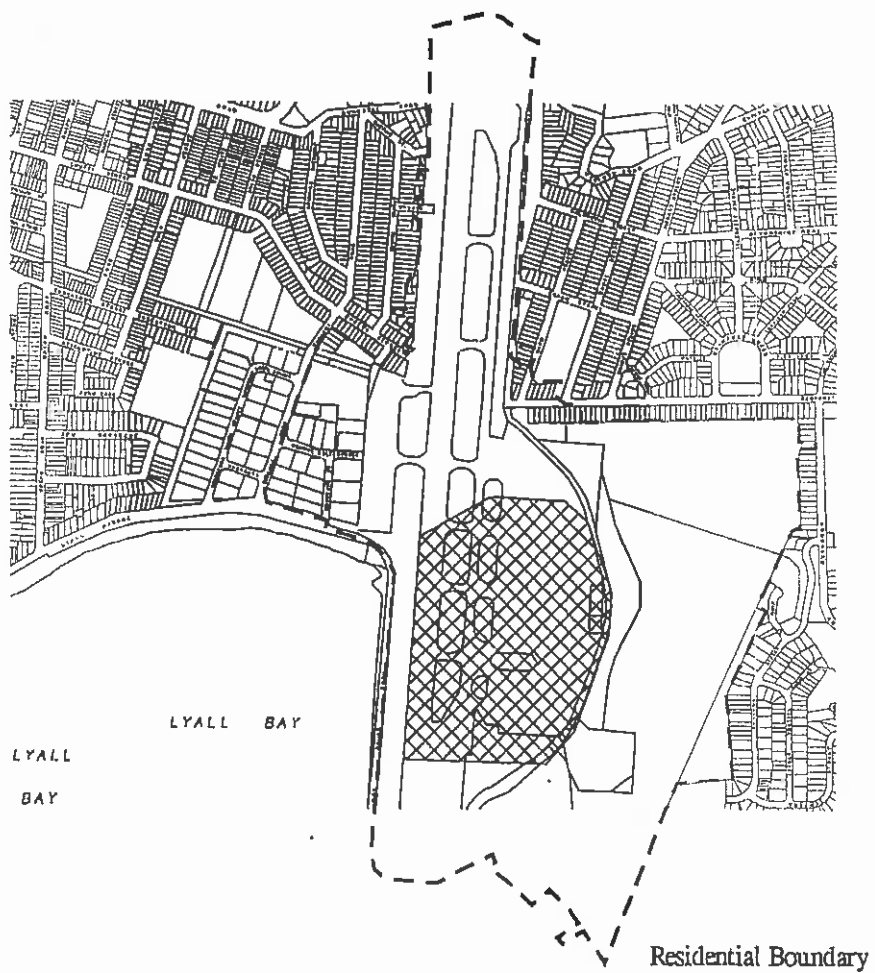
This certificate is based on indicative compliance only and it shall be the responsibility of the operator to ensure the equipment is maintained and operated so that GPU noise emissions do not exceed L10 45 dBA at, or within, any residentially zoned site between the hours of 10 pm to ~~7~~-am and all day Sundays.

Attached map document no. 98008-1

Signed: 
Malcolm Hunt

Dated: 1/7/98

Map Showing Area for GPU Compliance



GPU Indicative Noise Compliance Certificate

WELLINGTON INTERNATIONAL AIRPORT



Malcolm Hunt Associates
Noise & Environmental Consultants
P O Box 11-294, Wellington

Operator: ANSETT New Zealand

GPU Engine Make: 1. Number 1 Hobart Serial No. ZQE 842
2. Number 2 Hobart Serial No. ZQE 739

Certificate Number: 98008

Assessed By: Malcolm Hunt Associates
Report dated 17/9/98

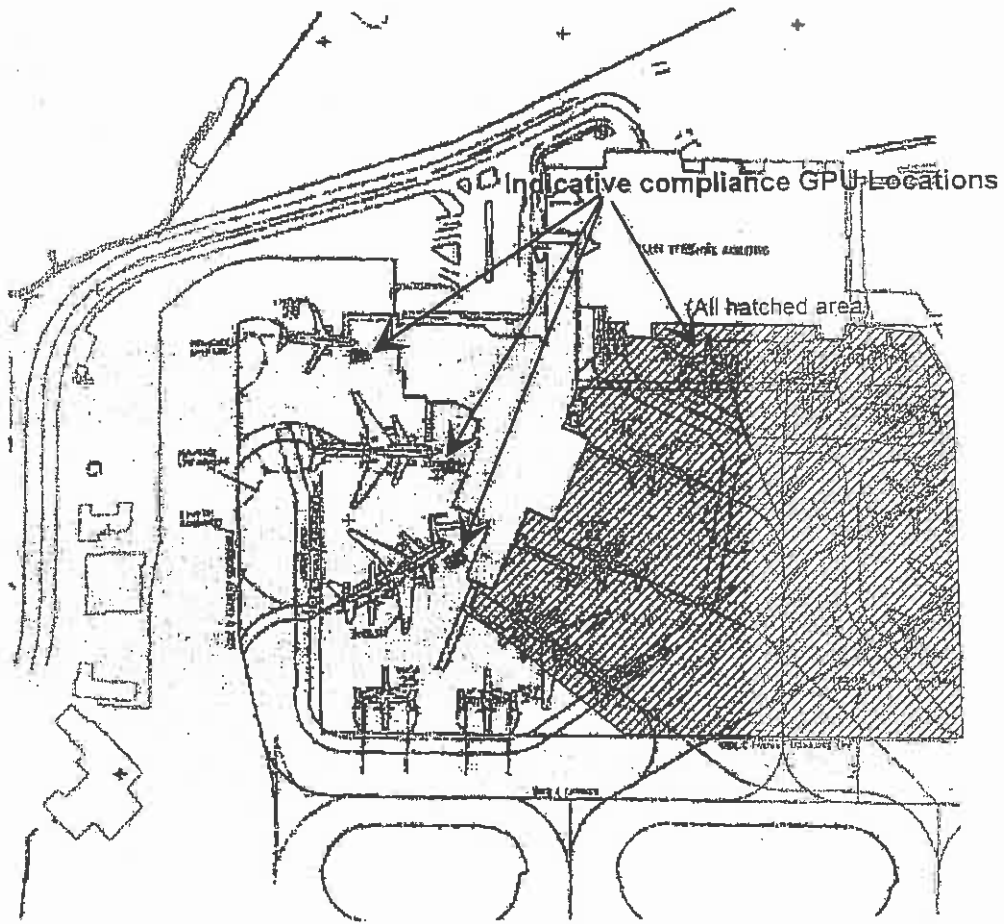
On the basis of measured noise emission levels, this document certifies that the above two (2) Ground Power Units operated by Ansett New Zealand can be operated in compliance with WCC District plan rule 11.1.1.1.8 under normal operating parameters, at positions indicated on the attached maps.

This certificate is based on indicative compliance only and it shall be the responsibility of the operator to ensure the equipment is maintained and operated so that GPU noise emissions do not exceed L10 45 dBA at, or within, any residentially zoned site between the hours of 10 pm to 7 am and all day Sundays.

Signed:

Malcolm Hunt

Dated: 22/9/98



GPU Indicative Noise Compliance Certificate
WELLINGTON INTERNATIONAL AIRPORT



Malcolm Hunt Associates
Noise & Environmental Consultants
P O Box 11-294, Wellington

Operator: ANSETT New Zealand

GPU Engine Make: 1. Number 1 Hobart Serial No. ZQE 842
2. Number 2 Hobart Serial No. ZQE 739

Certificate Number: 98008

Assessed By: Malcolm Hunt Associates
Report dated 17/9/98

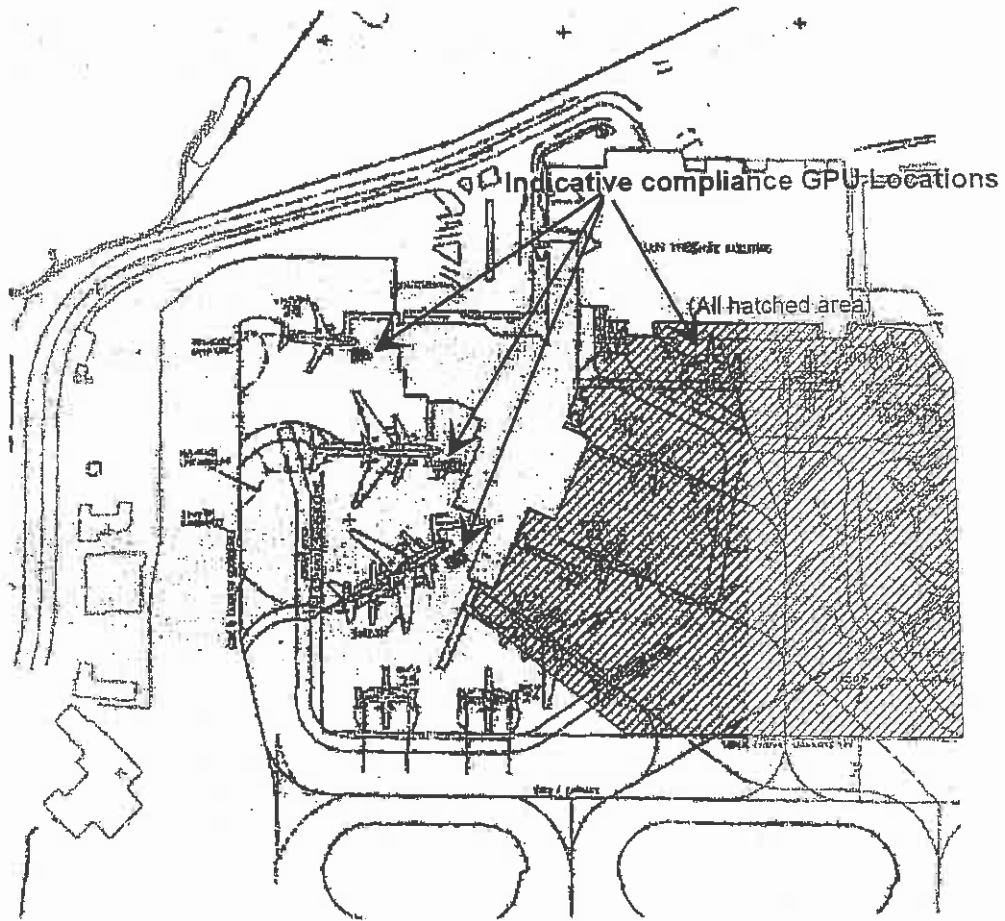
On the basis of measured noise emission levels, this document certifies that the above two (2) Ground Power Units operated by Ansett New Zealand can be operated in compliance with WCC District plan rule 11.1.1.1.8 under normal operating parameters, at positions indicated on the attached maps.

This certificate is based on indicative compliance only and it shall be the responsibility of the operator to ensure the equipment is maintained and operated so that GPU noise emissions do not exceed L10 45 dBA at, or within, any residentially zoned site between the hours of 10 pm to 7 am and all day Sundays.

Signed:

Malcolm Hunt

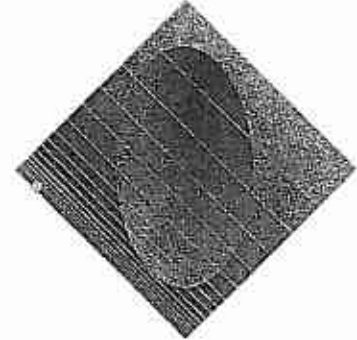
Dated: 22/9/98



18 December 1998

Air New Zealand Terminal Services
PO Box 21 004
Wellington Airport

Attention: Steve Gosnell



**REPORT ON NOISE SURVEY OF
GROUND POWER UNITS
AT
WELLINGTON AIRPORT**

Dear Steve

Further to our two noise survey of GPUs at residential boundaries around Wellington Airport, we would like to report as follows.

1.0 INTRODUCTION

Marshall Day Associates were asked by Air New Zealand Terminal Services to measure the noise levels of the various Ground Power Units (GPU) in use by Air New Zealand at Wellington Airport.

The Wellington City Proposed District Plan as at 03/03/1998 has the following noise rules in respect of noise from GPU's at Wellington Airport.

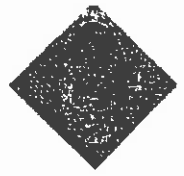
11A AIRPORT AREA RULES

11.1.1.1.8 Land based activities

Noise emission levels, from any activity within the Airport area, other than aircraft operations, engine testing and the operation of GPUs and APUs (as provided for in rule 11.1.1.1.9) when measured at any residential site shall not exceed the following limits:

<i>Monday to Saturday 7am to 10pm</i>	<i>55dBA L10</i>
<i>At all other times</i>	<i>45dBA L10</i>
<i>All days 10pm to 7am</i>	<i>75dBA Lmax</i>

(Noise measurements are made in accordance with New Zealand Standard NZS 6801:1991 "Measurement of Sound", and assessed in accordance with New Zealand Standard NZS 6802:1991 "Assessment of Environmental Sound".)



11.1.1.1.9 Ground power and auxiliary units (GPUs/APUs)

- (a) *GPUs are exempt from controls otherwise imposed by rule 11.1.1.1.8 until 31 December 1998. After 31 December 1998 GPUs must comply with the noise limits in rule 11.1.1.1.8*
- (b) *With the exception of:*
- *aircraft under tow*
 - *the first 90 minutes after the aircraft has stopped on the gate*
 - *60 minutes prior to scheduled departure*
 - *the use of APUs to provide for engine testing pursuant to rule 11.1.1.1.7*

APUs must comply with the noise limits in rule 11.1.1.1.8

2.0 GPU LOCATIONS

The GPUs were located at Gate 10, 11 and 12, as being representative of the most exposed locations.

The noise level from five GPU's was measured:

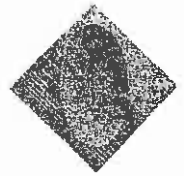
Houchin 8302 (under load)
Hobart 8656 (under load)
Trilectron 3002 (no load)
Old 28volt diesel 8961 (no load)
Old 28volt diesel 8945 (no load)

3.0 NOISE SURVEY LOCATIONS

Two residential locations were chosen as being representative of residences most exposed to noise from GPU operation. These were:

- the west side of Nuku Street, opposite the carpark, approximately 450m east of Gate 11
- the west edge of the park at the end of Kekerenga Street, approximately 650m south of Gate 11.

Both of these locations directly overlook Gates 11 and 12. Gate 10 is slightly screened from Nuku Street by the South Pier.



4.0 WEATHER CONDITIONS

Wind direction affects the propagation of sound. In general, measurements should be made under either dead calm conditions, or alternatively slight downwind conditions in order that the noise levels are at their typical maximum. Noise levels measured upwind of a source are always lower than under calm or downwind conditions, because of an acoustical "shadow zone" created by the upwards refraction of sound, and thus may under-represent the noise levels.

Measurements were made on two occasions, under different wind conditions:

10 December 1998 (11pm-12pm), under light southerly wind.

Measurements were made at Nuku Street only, as Kekerenga Street on this occasion would have been upwind of the GPUs and hence the noise levels would have been much lower.

The temperature was cool, with cloud and some occasional light rain.

14 December 1998 (10pm-1am), under light northerly wind.

Measurements were made at both Nuku Street (to compare with the measurements made on the previous occasion), and Kekerenga Street. In this case Nuku Street was upwind of the GPUs, and Kekerenga Street was downwind of the GPUs.

Temperature was mild, with clear sky.

5.0 MEASUREMENT METHOD

A sound level meter meeting the requirements of IEC 651 for Type 1 instruments was used to measure the L10 noise level. L10 is the noise descriptor required in the Proposed District Plan. L10 is the noise level exceeded for 10% of the measurement period, and is very approximately a measure of the "average maximum" noise level.

At both measurement locations, the ambient noise (in the absence of GPU noise) was measured as soon as practicable to the actual measurement of the GPU noise. As the ambient noise level at these locations is only a few decibels lower than the (in the order of 40-45dBA), it will affect the noise measurements of the GPU's. In order to establish the actual noise level of each of the GPU's in turn, the ambient noise level must be logarithmically subtracted off the overall measurement to yield the noise level of the GPU in the absence of corrupting influences.

6.0 RESULTS

The ambient noise level was 44dBA, due to a combination of noise from the waste water treatment plant below Kekerenga Street, and distant activity. Nearby traffic noise was excluded from the measurements.

The ambient noise level at Nuku Street was around 40dBA on 14 December, and 44dBA on 10 December, due partly to wind noise in adjacent trees.

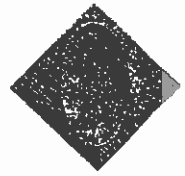
GPU	Load	Measurement location and date of test	Wind direction	Noise level including ambient	Noise level of GPU alone
Houchin 8302	Yes	Kekerenga Street (14 Dec)	Northerly	48dBA	46dBA
Hobart 8656	Yes	Kekerenga Street (14 Dec)	Northerly	47dBA	44dBA
Trilectron 3002	No	Kekerenga Street (14 Dec)	Northerly	46dBA	42dBA
28v diesel 8961	No	Kekerenga Street (14 Dec)	Northerly	46dBA	42dBA
Houchin 8302	Yes	Nuku Street (14 Dec)	Northerly	41	<41
28v diesel 8961	No	Nuku Street (14 Dec)	Northerly	41	<41
28v diesel 8961	No	Nuku Street (10 Dec)	Southerly	48dBA	46dBA
28v diesel 8945	No	Nuku Street (10 Dec)	Southerly	46dBA	42dBA

From measurements made at the closer distance of 10m from the *Houchin 8302*, the dependence of the noise level upon load could be determined. The noise level under no load conditions was 84.5dBA, whereas under load it increased to 85.0dBA. It seems reasonable to assume that the noise level of the other GPU's measured under no load conditions would also increase by a similar amount under load. This means that the levels in the table above could increase by up to 1dBA under load conditions.

7.0 DISCUSSION

The noise levels are dependent upon wind direction. Under typical wind conditions (northerly and north-easterly), all GPU's except the *Houchin 8302* individually comply with the noise rule night time limit of 45dBA L10. The *Houchin 8302* is only marginally in exceedance of this limit.

Under southerly conditions, the noise level from the 28 volt diesel 8961 is also marginally in exceedance of the allowable limit, because of the closer proximity of Nuku Street to Gates 10,11, and 12.



...Page 5 of 5

It is possible that some of the other GPU's may also exceed the allowable limit of 45dBA at Nuku Street under southerly wind conditions, although the opportunity to measure these was not available at the time, as these GPU's were in use in more sheltered locations where the noise was not audible.

Of all of the GPU's measured, the Houchin 8302 is the one with the highest noise emission levels. The bulk of the noise appeared to radiate mostly from the cooling air discharge. It may be possible to reduce the noise level by a few decibels with some additional sound attenuating treatment.

We trust this report contains sufficient information for your present requirements. If you require further assistance please do not hesitate to contact us.

Yours sincerely
MARSHALL DAY ASSOCIATES

A handwritten signature in black ink, appearing to read 'Con Wassilieff', written over a horizontal line.

Con Wassilieff
Associate

Title :	NOISE CHECK – CONSTRUCTION AND MAINTENANCE ACTIVITIES		
Issue date :	25 May 01	Effective date :	01 Jun 01
Applicable to :	WIAL managers and staff arranging construction and/or maintenance works		
Purpose :	Outline approach to considering and handling anticipated noise when planning for construction and/or maintenance work outside normal working hours.		

Method :
<ol style="list-style-type: none"> 1 Is it emergency work? – If "yes", go to item 5; if "no", continue. 2 Can this work be done without disruption to airport operations during normal work hours and without compromising safety standards? If "yes", complete work during normal hours – except when noise levels will be low at residential boundaries. 3 What level of noise is anticipated? 4 Where will the work be performed? 5 Is the work method proposed the best practical option? Are there things we can do to minimise the noise impact on others? 6 What notification to others is appropriate?

Person issuing :	Royden Mayfield	Title :	Airport Engineer
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Distribution :	
WIAL :	Others :
Airside Services Manager <input checked="" type="checkbox"/>	WCC Environmental Business Unit <input checked="" type="checkbox"/>
Airside Operations Coordinator <input checked="" type="checkbox"/>	- Matthew Borich <input checked="" type="checkbox"/>
Duty Managers <input checked="" type="checkbox"/>	MHA <input type="checkbox"/>
Airport Service Officers <input type="checkbox"/>	- Malcolm Hunt <input checked="" type="checkbox"/>
GM – Operations <input checked="" type="checkbox"/>	
Terminal Services Manager <input checked="" type="checkbox"/>	
Facilities & Assets Manager <input checked="" type="checkbox"/>	
Airport Engineer <input checked="" type="checkbox"/>	
Compliance & Asset Co-ord. <input checked="" type="checkbox"/>	
Facilities Maintenance Co-ord. <input checked="" type="checkbox"/>	
Chief Fire Officer <input type="checkbox"/>	
Crew Chief <input type="checkbox"/>	
File: WIAL Procedures Register <input type="checkbox"/>	

2 Can this work be done during normal work hours?

Normal work hours are 7:30am – 6:00pm, Monday to Saturday. Due to the nature and operation of the Airport there will be a number of instances where it will be necessary to work outside these hours. When warranted this can be done, but there are some steps to follow.

When seeking acceptance of planned maintenance or construction work outside these hours, **the first question asked is whether there is anything preventing the work from being done during the period 0730 - 1800 Monday to Saturday**. There is a need to consider the duration of the works. The relevant criteria for short-term construction noise (ie. project takes no more than two weeks) received at residential sites is NZS 6803:1999, and is shown below.

Time of week	Time period	Short-term Duration (dBA)	
		L _{eq}	L _{max}
Weekdays	0630-0730	65	75
	0730-1800	80	95
	1800-2000	75	90
	2000-0630	45	75
Saturdays	0630-0730	45	75
		75	
	0730-1800	80	95
		95	
	1800-2000	45	75
		75	
	2000-0630	45	75
Sundays and public holidays	0630-0730	45	75
	0730-1800	55	75
	1800-2000	45	75
	2000-0630	45	75

Extract from NZS 6803: 1999, Table 2:

This table gives noise limits for the periods shown, including day works. It could be that some planned activities such as piling, may exceed those limits. In that case it will be necessary to seek an exemption from the WCC. Gaining this exemption is likely to involve community liaison and resident notification. The area of resident notification is determined by the assistance of a consultant, who can advise the expected noise impact area given the location and type and level of noise expected. The consultant is also able to test the equipment if necessary to determine expected noise impact levels and area/s. WIAL has been working with Malcolm Hunt Associates when required.

WIAL Noise Classification Table

Classification	Activity	Equipment	Restrains	Comments
Low	Bandage repairs to concrete			
Low	Brooming pavements	Mechanical broom		
Low	Concrete joint sealant application or removal	Med pressure water blast clean, compressed air (small silenced unit)	Concrete paving	
Low	Electrical and lighting repairs	Small lighting unit	No substantial work to structures such as angle grinding or concrete cutting	
Low	Fencing	Small equipment	Min 50m from residential boundary	
Low	Grass cutting	Lawn mowers incl small tractor types	Grassed areas. Landside or airside	
Low	Handwork			
Low	Line marking		Paved areas	
	Line removal	High pressure water truck mounted with vacuum sweeper truck	Paved areas – airside	
Low	Magnetic survey			
Low	Magnetic sweeping	Ute mounted electromagnet & generator	Paved areas – airside	
Low	Miscellaneous	Small attenuated motors, eg. portable 5KVa generator		
Low	Painting			Temperature and humidity often limits painting at night
Low	Pavecoat application	small vehicle, rotary brush, vacuum truck	Paved areas – airside	
Low	Pavement cleaning	Vacuum/sweeper truck	Paved areas	
Low	Sand sealing pavement joints			
Low	Signage repairs	Hand tools		
Low	Vacuuming	Vacuum truck		
Med	Asphalt removal or placement.	Paver, rotomill, trucks, etc	Runway & taxiway to south of stub 5 only	
Med	Concrete cutting	Rotating diamond tipped disc	Concrete or AC	Short duration
Med	Concrete placing	Concrete truck, vibrator, compactor, crane		
Med	Paving	Paver, compactor truck/s		
Med	Slurry sealing pavements	Slurry paving truck, compaction equipment	Airside pavement	
Med	Seawall work	Cranes & trucks		
High	Concrete cutting	Rotating diamond tipped disc	Concrete or AC	Long duration
High	Grooving	Multidisk concrete cutting		
High	Rotomilling and paving	Rotomill, paving machine, compactor truck/s,		
High		Jackhammer		Sustained

3 Level of noise anticipated

Low noise activities can be conducted any time. A low noise activity is one where the source noise level and location are such that noise level at residential boundaries will not exceed the 45 dBA. This is can be a moderately noisy activity conducted at least 100 m from any residential boundary, or a low-noise activity conducted very close to the boundary. In all cases the two important factors are:

- How noisy is the activity?
- How far is the activity from residential boundaries?

For certain activities the source noise level is sufficiently low (very low) that the activity can generally be conducted anywhere on WIAL property, with due care, without disturbing residents. These sorts of activities would the use of typical handtools, operating vehicles normally used on roads, and genuine low-noise activities such as electrical wiring, painting, etc.

Medium and high noise cases require further consideration. Identify appropriate noise classification (low, medium or high) with the help of the above table, then consider Items 4 to 6.

4 Where will the work be performed?

Most low noise cases will not be a problem to others wherever the work is conducted. If however the work is very close to residential neighbour/s (say <50m) then this will need to be considered. Contact the Airport Engineer with details.

Most medium noise cases which occur south of stub 5 will not be a problem to others. If in doubt, contact the Airport Engineer with details.

High noise cases may also be affected by location and by wind direction and intensity. Areas to the south of stub 5 are less likely to be a problem to others, particularly if wind is medium to strong and from the north. Brief the Airport Engineer. He will consider case and seek advice as appropriate.

5 Is the work method proposed the best practical option?

Are there things we can do to minimise the noise impact on others?
See Item 6.

When activities of medium to high noise are planned, consider whether practical measures could be taken to reduce the noise impact. Could, for example, the areas closest to residents be done earlier to lessen disturbance? Could the work be shielded? Is equipment well muffled? Are operators endeavouring to minimise noise? Can some of the work be done during normal hours?

6 Noise notification schedule

- Anticipated noise level**
- High**
- Brief Airport Engineer, who shall:
 - Conduct a noise study or compare with existing similar study if available.
 - At least discuss with consultant and determine appropriate community consultation level.
 - Consider duration of planned work.
 - Must it be done out of work hours?
 - Is there anything we can reasonably do to reduce the noise impact on adjacent residential areas?
 - Notify WCC with details, and notify community group ahead of commencing work.
 - Notify residents in impact zone and copy WCC and community group.
- Medium**
- Brief Airport Engineer, who shall:
 - Discuss with consultant and/or compare with existing similar case/s if available.
 - Notify residents in impact zone and copy WCC and community group.
- Low**
- Proceed with planned work. No notification required.

- Brief Airport Engineer, who shall:
 - Discuss with consultant and/or compare with existing similar case/s if available.
 - Notify residents in impact zone and copy WCC and community group.
- Proceed with planned work. No notification required.
- Proceed with planned work. No notification required.

North ←

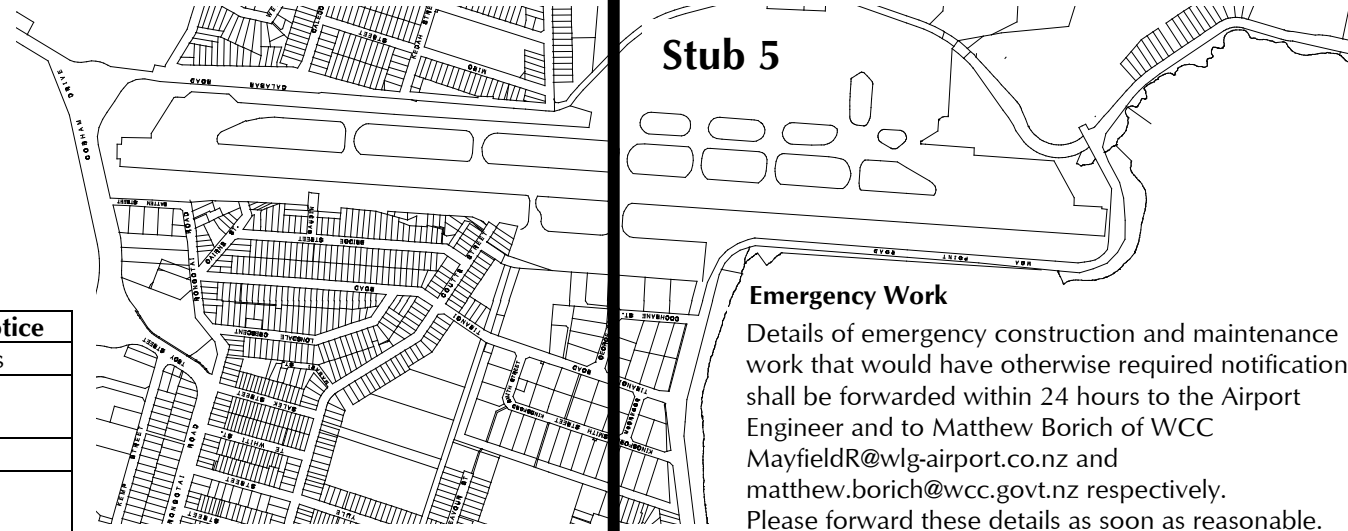
→ South

Planned work

The Airport Engineer shall be notified in advance of all planned construction and maintenance work which is to take place outside working hours – if other parties are to be notified. The Airport Engineer will liaise with outside parties as appropriate.

High Noise

Duration	Activity	WCC Notice
Long	Grooving	4 months
Long	Other, requiring attenuation	21 days
Short	Other	7 days
Short	Similar to previous work	3 days



Emergency Work

Details of emergency construction and maintenance work that would have otherwise required notification shall be forwarded within 24 hours to the Airport Engineer and to Matthew Borich of WCC MayfieldR@wlg-airport.co.nz and matthew.borich@wcc.govt.nz respectively. Please forward these details as soon as reasonable.

Airnoise Complaint Line

WIAL has a dedicated phone number to receive noise complaints. People can leave a recorded message detailing their complaint, or personally speak to WIAL's Operations Centre staff between 8.00pm and 6.00am, during which time airport activities are restricted by the District Plan Rule.

The Airnoise Complaint Line is advertised in the public notices section of local newspapers every two months.

Complaint handling

WIAL documents all noise complaints on a Noise Complaint Record form.

Complaints may be received via the following means:

- in writing
- referred from Wellington City Council
- referred from resident representative members of the Airnoise Management Committee
- recorded on the Airnoise Complaint Line.

WIAL staff will investigate the source and cause of the noise, then notify the complainant by letter of the investigation's outcome.

Complaint details must include an approximate time, description and location of the noisy activity before an investigation can be done. WIAL will contact the complainant to find out this information, if it has not been provided in the initial complaint.

If the investigation reveals that the noise did not originate at the airport, WIAL will advise the complainant and refer them to the Wellington City Council.

Low flying and flight path complaints are referred to the Civil Aviation Authority for their action.

Analysis and reporting

A summary of the noise complaints is included as an agenda item for each Airnoise Management Committee meeting. The summary includes brief details of the complaint, weather details at the time of the complaint and the outcome of the investigation. A graph showing the number and type of complaint by month over the last two years is included in the summary.

The complaint summary is analysed from time to time to identify any trends that may be occurring. Remedies to mitigate increasing levels of noise will be investigated, with the Best Practical Option considered for implementation.

Complaint Investigations: Aircraft Noise

PURPOSE:

To describe the process for recording, investigating and responding to aircraft noise complaints.

Effective date: 1 July 1999

Responsibility	Files/ Records	Process
<p>Staff : Operations Centre PA - CEO QA manager Alrside Services others</p>	Noise Complaint Record	<pre> graph TD Start((Noise complaint received: - by phone - In writing)) --> Record[Noise Complaint Record completed] Record --> Decision1{Did the event occur between midnight and 06:00 hrs?} Decision1 -- No --> Match[Attempt to match event from Airways Corporation movement data] Decision1 -- Yes --> Decision2{Was the operation exempt?} Decision2 -- Yes --> Respond[Respond to complaiant] Decision2 -- No --> Investigate[Investigate reason/s for operation with operator] Investigate --> Respond Investigate --> Forward((Forward details of any potential Rule breach to WCC)) Respond --> Report((Noise Committee Report)) </pre>
	ACNZ data	
	Curfew Flight Observation Forms	
Alrside Operations Coordinator	File notes	
PA - CEO		
Alrside services manager	Letter	
QA manager	File	

Complaint Investigations: Engine Test and Engine Run Noise

PURPOSE:

To describe the process for recording, investigating and responding to complaints about engine tests and engine runs.

Effective date: 1 July 1999

Responsibility	Files/ Records	Process
<p>Staff : Operations Centre PA - CEO QA manager Alrside Services others</p> <p>Alrside Operations Coordinator</p> <p>PA - CEO</p> <p>Alrside services manager</p> <p>QA manager</p>	<p>Noise Complaint Record</p> <p>Engine run records</p> <p>File notes</p> <p>Letter</p> <p>File</p>	<pre> graph TD Start((Noise complaint received: - by phone - in writing)) --> Record[Noise Complaint Record completed] Record --> Decision{Did the event occur between 20:00 hrs and 06:00 hrs?} Decision -- No --> Match[Attempt to match complaint details with airline or maintenance organisation engine run events.] Decision -- Yes --> Investigate[Investigate reason/s for operation with operator] Match --> Respond[Respond to complainant] Investigate --> Respond Investigate --> Forward((Forward details of any potential Rule breach to WCC)) Respond --> Report((Noise Committee Report)) </pre>

Complaint Investigations: APU / GPU Noise

PURPOSE:

To describe the process for recording, investigating and responding to complaints about APU / GPU noise.

Effective date: 1 July 1999

Responsibility	Files/ Records	Process
<p>Staff :</p> <ul style="list-style-type: none"> Operations Centre PA - CEO QA manager Airside Services others 	<p>Noise - Complaint Record</p>	<pre> graph TD Start((Noise complaint received: - by phone - in writing)) --> Step1[Noise Complaint Record completed] Step1 --> Step2[Establish if there is a match between scheduled aircraft movements and potential APU / GPU use] Step2 --> Decision{Was the APU/ GPU allowed to operate under the Rules?} Decision -- Yes --> Step3[Respond to complainant] Decision -- No --> Step4[Investigate reason/s for operation with operator] Step4 --> Step3 Step4 --> Step5((Forward details of any potential Rule breach to WCC)) Step3 --> End((Noise Committee Report)) </pre>
<p>Airside Operations Coordinator</p>	<p>File notes</p>	
<p>PA - CEO</p>		
<p>Airside services manager</p>	<p>Letter</p>	
<p>QA manager</p>	<p>File</p>	

Complaint Investigations: Airport Noise

PURPOSE:

To describe the process for recording, investigating and responding to complaints about airport noise, such as construction work.

Effective date: 1 July 1999

Responsibility	Files/ Records	Process
<p>Staff : Operations Centre PA - CEO QA manager Airsides Services others</p>	<p>Noise Complaint Record</p>	<pre> graph TD Start((Noise complaint received: - by phone - in writing)) --> Record[Noise Complaint Record completed] Record --> Decision{Was the occurrence a single noise event, or an ongoing event?} Decision -- Ongoing Event --> Refer[Refer to Malcolm Hunt Associates to measure noise and report] Refer --> Report[Report to WIAL, including graphical information and recommendations for mitigation] Decision -- Single event --> Investigated[Complaint details Investigated] Investigated --> Reason[Investigate reason/s for operation with contractor/ staff/ operator] Reason --> Respond[Respond to complainant] Report --> Respond Respond --> Remedies[Implement recommended mitigation remedies] Remedies --> End((Noise Committee Report)) </pre>
<p>Airport engineer PA - CEO</p>	<p>File notes Report</p>	<p>Complaint details Investigated</p>
<p>Airsides Operations Coordinator</p>	<p>File notes</p>	<p>Investigate reason/s for operation with contractor/ staff/ operator</p>
<p>PA - CEO</p>	<p>Letter</p>	<p>Respond to complainant</p>
<p>Airsides services manager Engineer</p>	<p>File</p>	<p>Implement recommended mitigation remedies</p>
<p>QA manager</p>	<p>File</p>	<p>Noise Committee Report</p>

NOISE COMPLAINT RECORD

✈ Wellington Airport

No:

File: PL80-09-11

Complaint received/recorded by	
Name:	Position:
Date:	Time:

Complainant's details (if provided)	
Name:	Phone:
Address:	

Nature of complaint		
Date:	Time:	Frequency:
Location of person at the time:		
Complainant's description of noise:		
Effect:		
Action requested:		

Explain follow-up procedures to complainant. Details overleaf →

Please forward to

→ Liz Sajewicz Wellington International Airport Limited
Fax: (04) 385 5139 111 Wexford Road, Miramar/P O Box 14175, Wellington

Aircraft identification verified by WIAL	
A/c type:	Operator:
Phase of flight/relevant details:	
Runway in use:	Weather (as per ATIS report attached):

Follow-up action taken (if any):

“ Noise complaint procedure

- The complaint will be forwarded to WIAL’s corporate office for recording and acknowledgment.
- The complaint will then be investigated by WIAL’s airside services manager and if the complainant requests an explanation of the activity, this will be provided within 14 days.
- If the activity has breached the District Plan rules, then further action may result.
- All complaints are summarised and reported to the next meeting of the Wellington Airnoise Management Committee. ”

Notes

1 Aircraft related noise

If a complainant queries the **District Plan rule**, refer to the Curfew Information Pack for further details. Copies are held in the Operations Centre and at Wexford Road.

If an activity is occurring which is clearly breaching any of the District Plan rules, take the details, ring the operator and advise they appear to be breaching the rules. Request that the activity stop, if possible.

Remember, **WIAL has no authority to grant any exceptions** to the airnoise rules in the District Plan.

2 If the noise is not airport-related noise, refer complainants to Wellington City Council noise control officers, ph 499 4444.

3 Low flying/flightpath/safety

If the complaint is about low flying, flightpath or safety, refer complainants to the CAA, ph 0508 47 233.

If there is also a noise aspect to the complaint, confirm that this will be logged/proceeded with as appropriate by WIAL.

4 Maintenance work

If the noise is being caused by WIAL (e.g. maintenance work):

- explain source of noise and efforts to minimise
- explain likely duration
- take details of complaint.

Decision to cancel/stop maintenance works as a result of noise complaints can be made only by the Planning & Development Manager. Ops Centre to page David Gordon to advise situation.

In the above situation, if complainants ask to speak to someone with authority to enforce compliance, refer them to Wellington City Council noise control officers, ph 499 4444.

Noise Complaint Record

No:

File: PL80-09-11

Complaint received by

Name:

Position:

Date:

Time:

Complainant's details *(if this is not provided WIAL will be unable to respond to complainant)*

Name:

Phone:

Address:

Nature of complaint *(if regarding low flying/flight path/safety refer to CAA -see Note 3 over page)*

Date:

Time:

Frequency:

Location of person at the time:

Complainant's description of noise:

Effect:

Action requested:

Explain follow-up procedures to complainant - details overleaf →

And then forward to

→ Office Manager, Corporate

Aircraft identification verified by WIAL

A/c type:

Operator:

Phase of flight/relevant details:

Runway in use:

Weather (as per ATIS report attached):

Follow-up action taken (if any):

Noise Complaint Procedure

- Take details of complaint as per front of this form and insert number of the complaint on the top right hand corner (sequential).
- Forward completed form to the Office Manager, Corporate (Philippa Reid) for recording and insertion of weather conditions/aircraft type/operator/runway.
- Form will then be forwarded to the Airport Planner (Chris Dillon) for investigation and, if the complainant requests an explanation of the activity, this will be provided within 14 days.
- If the activity has breached the District Plan rules, then further action may result.
- Once investigation has been undertaken, completed form is sent back to the Airside Operations Administrator for reporting to the next meeting of the Wellington Airnoise Management Committee.

Notes

1 Aircraft related noise

If a complainant queries the **District Plan rule**, refer to the Curfew Information Pack for further details. Copies are held in the Operations Centre, the Airside Procedures binder, AFS crew chief's office, and at the Corporate Office.

If an activity is occurring which is clearly breaching any of the District Plan rules, take the details, ring the operator and advise they appear to be breaching the rules. Request that the activity stop, if possible.

Remember, **WIAL has no authority to grant any exceptions** to the airnoise rules in the District Plan.

2 If the noise is not airport-related noise, refer complainants to Wellington City Council noise control officers, ph 499 4444.

3 Low flying/flightpath/safety

If the complaint is about low flying, flightpath or safety, refer complainants to the CAA, ph 560 9400. If there is a noise aspect to the complaint, confirm that this will be logged as appropriate by WIAL.

4 Maintenance work

If the noise is being caused by WIAL (e.g. maintenance work):

- explain source of noise and efforts to minimise
- explain likely duration
- take details of complaint.

Decision to cancel/stop maintenance works as a result of noise complaints can be made only by the General Manager Planning and Assets (John Howarth) – WIAL Ops to contact and advise situation.

In the above situation, if complainants ask to speak to someone with authority to enforce compliance, refer them to Wellington City Council noise control officers, ph 499 4444.

Derived from an Environmental Court decision dated 19 November 1997.

1. GENERAL

Aircraft operations at Wellington International Airport shall normally be prohibited between 1200 and 1800 UTC (1100 and 1700 UTC during NZDT) with the exception that international arrivals may be permitted until 1300 UTC (1200 UTC during NZDT). The above restriction on hours of operation shall not apply:

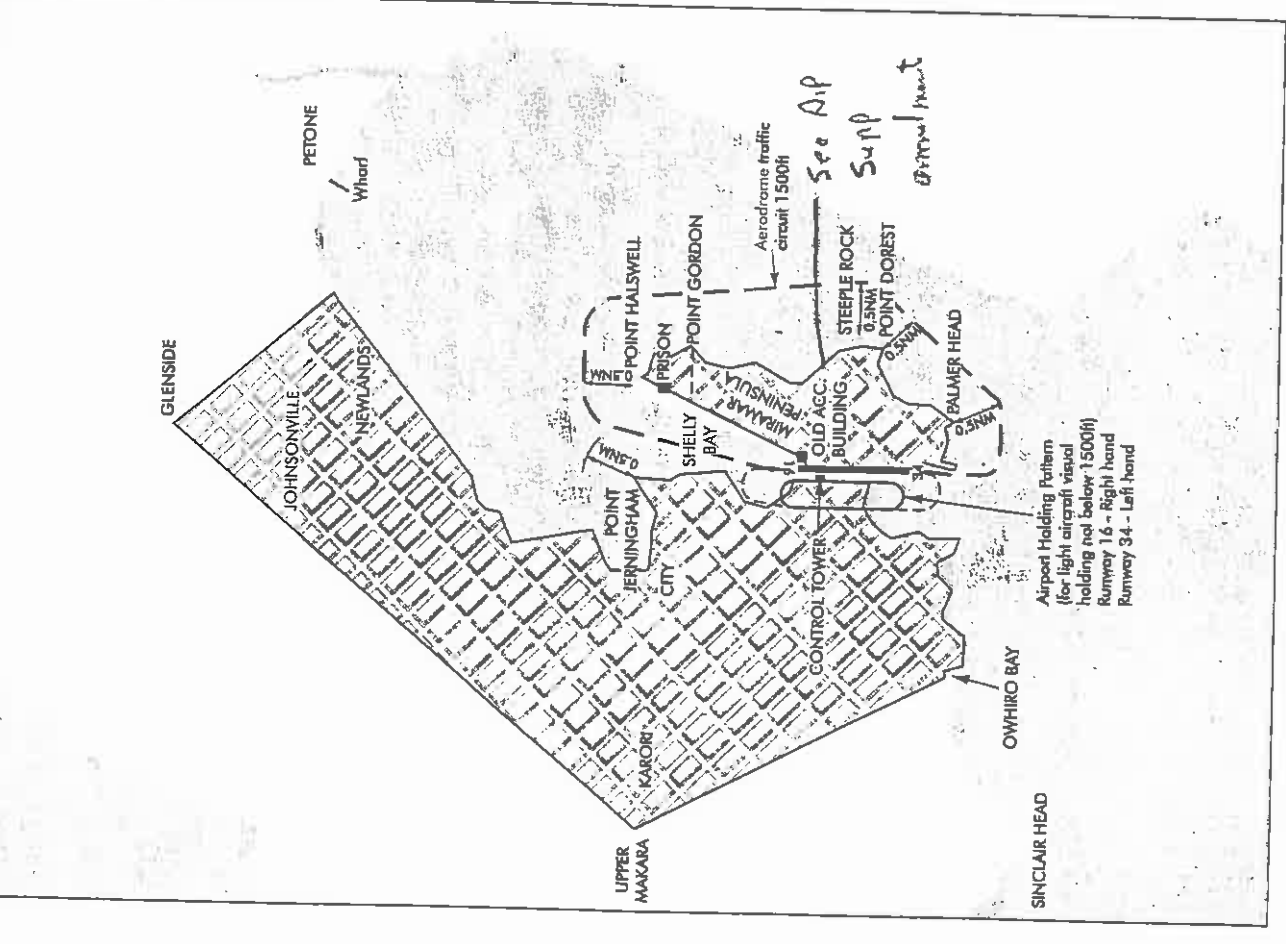
- (a) to aircraft landing in an emergency;
 - (b) to aircraft using Wellington International Airport as a planned alternate, but which shall not take off until 1800 UTC (1700 UTC during NZDT);
 - (c) to emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;
 - (d) to the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;
 - (e) foreign military aircraft, carrying heads of state and/or senior foreign dignitaries;
 - (f) in the case of disrupted flights where operations may be permitted for an additional 30 minutes after 1200 UTC for domestic operations and international departures, and an additional 30 minutes after 1300 UTC for international landings;
- A disrupted flight is defined as a flight which is delayed on arrival or departure at Wellington through unforeseen circumstances that could not reasonably be catered for by prudent timetabling, such delay having originated at Wellington or within the previous 4 sectors as a result of:
- weather (at origin, enroute or destination causing cancellations, diversions, delays, missed approaches or holding)
 - Air Traffic Control (congestion, start delays, enroute holding or approach delays)
 - closure of a departure or destination aerodrome
 - diversion for in-flight medical condition or flight safety reason to another aerodrome other than the flight planned aerodrome
 - aircraft unserviceability (e.g. mechanical breakdown)
 - the aircraft being required to wait for crew from a flight delayed as a result of any of the above

Note:

- an aircraft which has been substituted for an aircraft delayed as a result of any of the above also comes within the definition of a disrupted flight
- an aircraft may not depart Wellington after midnight and before 0600hrs to act as a substitute aircraft for another that has become unserviceable at a location other than Wellington

- (g) in statutory holiday periods when operations may be permitted for an additional 1 hour beyond the disrupted schedule allowance;

The definition of statutory holiday period was the subject of an Environment Court ruling. For details contact Wellington International Airport operations (04) 385 5100.



ELEV 42 WE WELINGTON
 NZWN NOISE ABATEMENT (3)
 TOWER: 118.8 120.0 ATIS: 126.9

2. Non chapter 3 jet aircraft operations shall normally be prohibited except:
- in the event of unscheduled non-serviceability when substitute aircraft meeting chapter 2 may be used for the period of the non-serviceability
 - to aircraft using Wellington International Airport as a planned alternate but which shall not takeoff until 1800 UTC (1700 UTC during NZDT)
 - in the event of emergencies
 - to military aircraft, which have their own noise emissions quota

3. REQUESTS FOR ONE-OFF EXEMPTIONS

The authority to grant any exemptions rests with the Wellington City Council pursuant to the Resource Management Act 1991.

As a general rule, exemptions will not be contemplated unless:

- adequate time has been given for full consultation and decision to be made within the terms and provisions of the Wellington District Plan
- circumstances are unusual, compelling and are unlikely to be repeated and the environment effect of the aircraft movement is minor

Enquiries in the first instance should be directed to Planning & Development Manager or Airside Services Manager, Wellington International Airport Limited, tel (04) 385 5100.

4. FLIGHT OPERATION PROCEDURES

No aircraft shall be flown over the noise abatement area (refer Noise Abatement Chart) at an altitude lower than that required by Civil Aviation Rules Part 91 (generally 1000ft AGL for flight over a populous area) or 1500ft, whichever is the higher.

This limit shall not apply:

- to aircraft on approach to land from the airport holding pattern
- to aircraft conducting operations within the built-up area as approved by the Director
- to aircraft north of a line joining Point Gordon and Shelly Bay, approaching to land on RWY 16
- to aircraft operating in accordance with promulgated IFR procedures
- to helicopters conducting emergency flights

5. Aircraft joining the standard aerodrome traffic circuit pattern shall maintain a distance of not less than 0.5NM from the Miramar peninsula as depicted on the Noise Abatement Chart.

6. Runway 34

Aircraft taking off VFR are required to track up the centre of Evans Bay. In conditions of turbulence, aircraft may track along the western side of Miramar peninsula adjacent to the Evans Bay coastline, that is west of a line passing through the WIAL building and Mt Crawford Prison, extended to the shoreline slightly east of Point Halswell.

ELEV 42 WE WELINGTON
 NZWN NOISE ABATEMENT (4)
 TOWER: 118.8 120.0 ATIS: 126.9

→ The minimum altitudes for turns from these tracks are:

- to the west at 1500ft AMSL, continuing to climb to achieve at least 1000ft AGL
- to the east at 1000ft AMSL, provided the climb is continued to not less than 1500ft AMSL.

7. Runway 16

Aircraft cleared by ATC to join right base from over the city must, in addition to 4 above, maintain a distance of not less than 0.5NM north of Point Jermingham.

Aircraft joining or departing via the aerodrome traffic circuit at altitudes of less than 1500ft AMSL must maintain a distance of not less than 0.5NM from the Miramar peninsula, as depicted on the Wellington Noise Abatement Chart.

The noise abatement requirements do not apply to aircraft conducting operations within the built-up area as approved by the Director.

COPY

3 March 1999

Mr D Monti
Manager Regional Operations
Rex Aviation
P O Box 14 197
WELLINGTON

 **Corporate Office**
111 Wexford Road
PO Box 14175
Wellington New Zealand
Telephone 04 385 5100
Facsimile 04 385 5139

Dear Denis

EARLY MORNING DEPARTURES FROM WELLINGTON

Previously you have requested whether it would be acceptable to taxi across the runway prior to 0600hrs to position the aircraft on the eastern apron for an early morning departure.

In December last year, WIAL sought a legal opinion with respect to aircraft starting prior to 0600hrs, an issue which had been raised by the residents. This has now been received.

In essence, the curfew rules in this respect relate to aircraft operations. "Operations" are defined in the plan as "the start of a take off or touch down on landing." Consequently it has been advised that taxiing aircraft are not included in the restrictions that preclude engine starts prior to 0600hrs. Therefore it is permitted for your aircraft to reposition shortly prior to 0600hrs.

However, given the residents concerns, I request that you refrain from starting your engines any sooner than is necessary to reposition the aircraft, particularly as your new aircraft type is noisier while taxiing than the bandeirante.

Any reasonable procedure that you can put in place to mitigate noise from the airport would be appreciated.

Yours sincerely

Lachlan Thurston
Airside Services Manager

 **Corporate Office**
111 Wexford Road
PO Box 14175
Wellington New Zealand
Telephone 04 385 5100
Facsimile 04 385 5139

23 August 1999-

Mr Stuart Scaife
Manager - Flight Corporation
P O Box 2196
Stoke
NELSON.

RECEIVED

RECEIVED

14 SEP 1999

Dear Stuart

EARLY MORNING DEPARTURES FROM WELLINGTON

Reference our last letter dated 25 March and telephone conversation of Friday last.

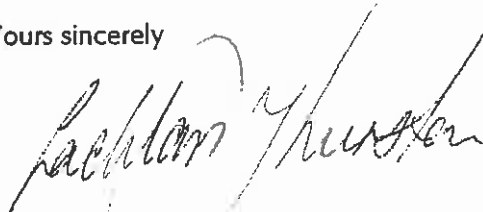
Concern is still expressed at the noise being generated from the airport prior to 0600hrs and the early morning aircraft departures. WIAL, who are charged with managing noise issues at the airport would be grateful if you can assist in any way to mitigate the noise effects leading up to and including the early morning departures.

As agreed with WIAL keeping your engine starts as close to 0600hrs as possible, and in any event not before 0545hrs (unless otherwise exempt from curfew provisions), would be appreciated.

In addition I confirm that any such pre-takeoff requirements regarding engine run-ups should be conducted in the designated areas on the aprons.

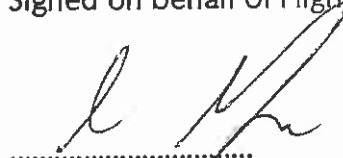
Please sign the attached copy of this letter and return as acknowledgement of the above operating agreement relating to noise management.

Yours sincerely



Lachlan Thurston
Airside Services Manager

Signed on behalf of Flight Corporation as acknowledgement to this agreement



.....
Stuart Scaife
Flight Corporation

RECEIVED
14 SEP 1999

ADMINISTRATION

Ph 64 4 388 0360
Fax 64 4 388 0370

ENGINEERING

Ph 64 4 388 0360
Fax 64 4 388 0380

7 September 1999

Dear Lochie

EARLY MORNING DEPARTURES FROM WELLINGTON

I refer to your letter dated 23 August 1999.

As you know, we are very aware of, and sympathetic to, the concerns of local residents with respect to noise pollution.

By way of addressing those concerns we have adopted the following new procedures:

- Jetstream 'terminating checks' have been abandoned. They were maintenance checks required every three days.
- Aircraft on night maintenance will be towed onto the gate during the night (beginning in about two week's time).
- Crews have been told that, in the event of an engine start requirement, no engine may be started before 0550 and the start must be solely for the purpose of positioning the aircraft for boarding.

Whilst the above procedures will virtually eliminate all starts before 0600, there will inevitably be the odd occasion when a pilot is required to start an engine on the Western Apron before that time.

Finally, you have our assurance that we will make every endeavour to reduce the noise levels of our operations.

Yours Sincerely



Denis Monti
Manager Operations

 **Corporate Office**

111 Wexford Road

PO Box 14175

Wellington New Zealand

Telephone 04 385 5100

Facsimile 04 385 5139

12 October 1999

Mr Peter Vincent
Vincent Aviation
P O Box 21 022
WELLINGTON

RECEIVED
18 OCT 1999

Dear Peter

Wellington Air Noise Management Plan – Early Morning Departures

Further to our telephone discussion last week where you confirmed that Vincent Aviation had taken over a freight contract from Flight Corporation, the operation of which would require an aircraft departure at 0600hrs or soon thereafter.

This letter confirms our conversation and will represent an agreement between Vincent Aviation and WIAL to mitigate aircraft noise prior to 0600hrs. It will form part of the Wellington Air Noise Management plan.

Residents continue to express concern at noise levels created by aircraft departing at 0600hrs or soon thereafter.

To assist WIAL in its efforts to reduce all such noise you indicated

- That Vincent Aviation would perform the functions of the early morning freight contract from the western apron, negating the need to start 0545hrs to taxi across to the Terminal.
- That engine starts would be not be made in any event prior to 0545hrs and in most instances would occur closer to 0600hrs.
- That engine run-ups could be completed on the eastern apron abeam stub echo or alternatively at the southern end of the western apron. In any event you agreed it was not appropriate to conduct run-ups at the northern end of the western apron in the early morning.

I would be grateful Peter if you could acknowledge by signing the attached copy of this letter, that the above operating agreement in respect to noise mitigation is correct. If otherwise I would appreciate your comment in writing.

Yours sincerely



Lachlan Thurston
Airside Services Manager

Acknowledged Agreement, signed on behalf of Vincent Aviation



.....
Peter Vincent.

NOISE MANAGEMENT PLAN: MONITORING & REVIEW

The 1997 Environment Court Consent Order and the Wellington City Council District Plan require that the Noise Management Plan (NMP) includes procedures for its ongoing monitoring and review. Accordingly these are set out below.

The Wellington Air Noise Management Committee (ANMC) is the body primarily responsible for the NMP. However the day to day upkeep of the NMP is delegated to the Airport Planner at WIAL.

The Airport Planner shall be responsible for ensuring the NMP is kept up to date with decisions of the ANMC, changes in legislation, standards etc. Accumulated changes shall be disseminated quarterly to all holders of the NMP, and recorded in the changes register, held in the Master Copy of the NMP.

Any changes to the District Plan that necessitate major changes to the Noise Management Plan may constitute grounds for a complete review and restructure.

A thorough review of the NMP including all changes made shall be carried out once every 5 years. This will determine the effectiveness of the NMP in meeting principally District Plan Objective 10.2.5 and Policy 10.2.5.4 (from which the NMP is derived), and also ensure that the cumulative effect of incremental changes does not result in a significant deviation from the NMP's core purpose.

The 5 yearly review shall be carried out by an independent body, under the direction of the ANMC.

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE
DISPUTES RESOLUTION

Wellington International Airport Limited (WIAL) is committed to a process whereby differences between the parties represented on the Air Noise Management Committee are resolved within the Committee through the provision of information, analysis, consultation and the development of a consensus.

WIAL recognises however that there may be occasions where a consensus does not emerge in an area where a decision is required. In the first instance the difference will be noted, but, if in the view of the Committee it is essential to resolve the difference the following applies:

1. WIAL accepts that it is the prerogative of the Chairperson of the Wellington Air Noise Management Committee (WANMC) to determine that a point of difference exists and that the Chair may endeavour to resolve the issue within the Committee acting as mediator.
2. To facilitate mediation WIAL will provide the Chair at its cost with whatever information and advice the Chair considers is reasonably necessary including if required a legal opinion on the issue or aspects of it, on the basis that the information and advice will be made available to the members of the WANMC.
3. If despite best efforts (including independent mediation if the Chairperson so chooses) a consensus cannot be reached within the WANMC, the appropriate body making the decision will consider any recommendation on the issue in dispute that the Chairperson may make and will formally advise the Chairperson within 10 working days of its decision in respect of any such recommendation and the reasons for its decision.