

# WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

## MEETING NOTES Monday 8 September 2025

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### Present:

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

Jo Lester – WIAL Planning Manager  
Richard Dalby – WIAL GM Commercial  
Nannette Dempsey – WIAL Community Engagement Advisor  
James Dobson – WIAL Environmental Compliance Planner

### Apologies:

Tim Whitehead - Airways NZ

### 1 Welcome:

1.1 The meeting commenced at 5:33pm.

### 2 Minutes of the Last Meeting:

2.1 The minutes of the last meeting (9 June 2025) were accepted as a true and accurate record.

*Moved:* Robin Boldarin

*Seconded:* Jeff Weir

### ANMC Actions Update (from previous meeting):

Date Action generated	Action	By whom/Due	Update
13/03/2023	Patrick to invite Hugh Pierce (Air NZ) to ANMC meeting to provide a presentation to the committee on take-off procedures. Again, if unable to attend, can forward any questions from the committee to the representative.	PW	Ongoing
13/03/2023	DMAPS Update	WIAL/Airways	High court date is 17 – 19 November
13/03/2023	Update on seawall project with respect to noise effects	WIAL	Refer to update in Section 7 below
09/06/2025	Amend minutes to correct date prior to uploading to website	WIAL	Date amended and minutes uploaded to website 25 June.
09/06/2025	EMAS Project update Confirm with EMAS project manager if trenching works adjacent to Bridge Street to go ahead.	James D	Refer to update in Section 3.1 below
09/06/2025	WIAL to send through to committee: <ul style="list-style-type: none"> <li>Proposed changes to the definition of <i>disrupted flight</i></li> <li>Proposed changes to ESA construction noise requirements in the airport-wide CNMP and ANMP.</li> </ul>	WIAL	Refer to update in Section 3.2 below (disrupted flight definition update) and Section 3.3 (proposed ANMP changes).
09/06/2025	WIAL to ask Envirosuite to clarify the missing data and report findings from the Kekerenga Monitor ('RMT3') in the May calibration report	WIAL	Refer to update in Section 3.4 below
09/06/2025	Resident Rep process to be confirmed	WCC/WIAL	Lindsay H provided letters to nominees advising of their success.
09/06/2025	Alter colour of number updates in the Quieter Homes update table to a different colour than orange to make it easier to read	WIAL	Colours of end August number updates were altered to red and bold. Also refer to section 3.5 below.
09/06/2025	Send ANMC Annual Noise Contour and report	WIAL	Shared with ANMC on 1 July

### 3 Actions updates

James D gave an update on action points made at the June ANMC meeting:

#### 3.1 EMAS Project Update

- Stage 2 of the EMAS runway works will be commencing in October.
- The scope of work will involve the new taxiway commissioning and the installation of the EMAS blocks. This is consistent with the project overview in the EMAS Construction Noise Management Plan (CNMP), which was shared with the ANMC on 13 March this year.
- Stage 2 will also involve some work that was delayed from Stage 1. This is enabling works along the west side of the northern part of the runway (adjacent to Bridge Street). This work will be consistent with the scope in the CNMP, with the only exception being that an excavator will be used instead of a trenching machine. This is expected to produce a lower level of noise.
- A resident rep asked if all works will be done during the night. James D confirmed that they will need to be done at night, when the runway is not in use.
- Residents in affected areas will be notified of timing of these works.

### **3.2 Disrupted Flight definition update**

- James D again provided a brief overview of the instance where the disrupted flight definition was misinterpreted [refer to June meeting minutes for full context]. This was related to whether the domestic flight that was cancelled was included within the “previous 4 sectors” or not. It was seen as the 5th sector following the original delay (Flight NZ619) and was therefore cancelled.
- The instance that brought to question the wording of the definition was a rare occurrence and was based on an interpretative error. For further context, there has been a total of 5 recorded disrupted domestic flights since the beginning of 2017 and this has been the only known instance where the definition has been misinterpreted.
- Attempting to amend the definition has brought further questions into the mix around further enabling/ restricting domestic movements during curfew hours, which was not the intention. As such it was decided that the definition should remain as is.

### **3.3 Proposed changes to the airport-wide CNMP and ANMP**

- As explained in the June ANMC meeting, it came to WIAL’s attention that sections of the airport wide Construction Noise and Vibration Management Plan currently only reference the Main Site Area designation conditions but for some reason exclude the East Side Area designation and associated construction noise requirements from its guidance. In addition, the Airport Noise Management Plan incorrectly refers to specific Construction Noise requirements for the East Side Area. These are technical errors.
- The purpose of the proposed amendments is to therefore rectify these omissions and ensure construction noise requirements for the airport continue to be clear and technically correct.

- Proposed amendments were submitted to Wellington City Council for certification. It was emphasized that these are minor changes and are based on a technicality.

### 3.4 Envirosuite missing data clarification

- This was due to an issue with the noise monitor's FA10 component which caused the monitor to be offline for a period. The monitor was replaced on the 20th May.
- The FA10 component is effectively the brains of the noise monitor which includes the power control board.

### 3.5 Readability of Quieter Homes Update

- In relation to the Quieter Homes update, Lindsay Daysh noted it would also be helpful to show the difference between the previous numbers and the new updated number.

*Action: Show change in next meetings update*

## 4 Noise Management Plan

### 4.1 Noise Enquiries Summary

#### Seven complaints:

Three complaints from Karaka Bays

- All from the same person in relation to Aeroclub aircraft circling overhead. The aircraft were flying in accordance with airways instructions and CAA rules and regulations. They were also in accordance with the agreed path with Airways (north of Mt Crawford Prison). Provided contact details to the Aeroclub if the complainant wanted more context.

One complaint from Mt Victoria:

- This was also in relation to an Aeroclub flight. This was a flight training session. They were instructed to hold downwind from the Airways control tower due to two emergency aircraft arriving.

One from Moa Point:

- In relation to beeping from a roller operating at the seawall maintenance works. From a Health and Safety perspective the contractor noted that it can't be silenced, however they have been trying to operate this machine in the opposite direction to try direct the beeping sound westwards. Complainant confirmed the following night that the noise had stopped.

One from Ngaio:

- The complainant thought an overhead international flight at 12:55am was during curfew.

One from Broadmeadows:

- In relation to a medical helicopter flight going to and from Wellington Hospital.

#### 4.2 Summary of Curfew Movements

Nothing to report/No other comments.

### 5 System Reports:

#### 5.1 Ldn Graph

Nothing to report/No other comments

#### 5.2 NMT Operational Analysis

- A resident rep asked for clarification on multiple calibration results from the Kekerenga (RMT3) noise monitor showing 'Background Noise Level Hi'.
- A resident asked for clarification on the spike of uncorrelated noise events on 23 June.

***ACTION:** James D had already asked Envirosuite for clarification and will also ask for clarification on the uncorrelated events in June. The response will be shared with the ANMC once received.*

### 6 Quieter Homes Update<sup>1</sup>

- James D firstly clarified a mistake in the update which showed that an additional acoustic treatment was installed in Area 3. This is incorrect - no more acoustic treatment has been installed in Area 3. WIAL is still awaiting legal agreements to be signed before works can commence on any further properties. This means the number remains at 29.
- Works on an Area 4 property commenced as of 1 September.
- Construction in Area 5 has also now commenced.
- Resident rep asked how many households are being installed with acoustic treatment per month. James D confirmed it is approximately 1 per month.

***ACTION:** James D to share updated table with correct number of Area 3 households with acoustic treatment installed.*

### 7 Seawall Renewal Project

7.1 Jo L provided a presentation on construction noise management for the Southern Seawall Renewal Project (to be provided to committee separately),

- Substantive application to be lodged with the Environmental Protection Authority in October. WIAL is currently consulting with WCC, GWRC and DOC in relation to the technical reports. The Noise assessment and Construction Noise & Vibration Management Plan will be sent to WCC later this week for feedback.

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<sup>1</sup> [https://www.wellingtonairport.co.nz/documents/4233/Quieter\\_Homes\\_Roll\\_Out\\_Map\\_MAY\\_2024.pdf](https://www.wellingtonairport.co.nz/documents/4233/Quieter_Homes_Roll_Out_Map_MAY_2024.pdf)

- Noise exceedances relating to the project for properties on Moa Point Road and Kekerenga Street. Proposed mitigation includes offers of mechanical ventilation and for Moa Point properties, an offer to purchase under the WIAL Fair purchase programme.

*Questions:*

- A resident rep asked whether the micro piling option for ground improvement works will be used. Jo L confirmed that it will.
- A resident rep enquired whether the outbound truck route can avoid the intersection at Pak n Save in Kilbirnie by going around the southern bays through Brooklyn. Jo L noted that WIALS transport engineers and WCC are still working through the proposed traffic routes.
- Resident rep asked what will happen to the crane during the day. Jo L confirmed it will have to be lowered to a compliant height to allow regular aircraft operations to continue.
- Resident rep enquired whether properties on Moa Point should be provided double glazing as well as mechanical ventilation. Jo noted that she understood that the levels of noise reduction achieved by having mechanical ventilation (and windows closed) means they would achieve an acceptable level of noise reduction with respect to construction noise so it is not necessary to offer up double glazing.
- Resident rep asked whether most of the affected properties in Kekerenga Street are Housing NZ/Kainga Ora properties, and whether they will actually take up the offer on behalf of their tenants. Jo/Richard answered that WIAL will be reaching out to known contacts in the organisation but had not done so as yet.
- Resident rep asked if noise for Coutts / Bridge has been modelled with respect to noise from the George Bolt Yard. Jo confirmed that noise had been modelled in relation to this site. Resident rep then realised that the proposed yard was not the one on Tirangi Road that is currently being used for the EMAS project, but one that is behind the Warehouse so noise effects are minimal from this.
- Air NZ Representative asked if the properties that are proposed to be offered mechanical ventilation were already part of Area 6 of the Quieter Homes Programme? Jo noted that yes, they are, but that we have separated them out as the offer is dependent on what offer rolls around first and to ensure that those potentially affected by the seawall project get preferential treatment. Jo noted that it was her understanding that Area 6 is more than likely to only require mechanical ventilation under the Quieter Homes Programme anyway (as being able to close windows and still have ventilated air, means on average a reduction of 20dB), so if a house was receiving 65 dBA aircraft noise, the mechanical ventilation would

reduce the internal noise level down to 45 db Ldn (which is the design threshold for Quieter Homes).

**7.1 ACTION:** Jo to send copy of presentation to ANMC with draft minutes for info purposes only. The construction noise assessment and construction noise management plan to be sent when finalised for consent.

## 8 General Business

**8.1** Air NZ representative asked if there are any efforts to settle the DMAPS High Court case prior to November. Jo noted that she had not heard of any talk of this.

**8.2** This is last meeting for Jeff Weir as resident representative on the committee. Jo L thanked him for his time and contributions to the committee over past three years.

**9** The meeting closed at 6:30pm.

The next meeting is Monday 8<sup>th</sup> December 2025, 5:30 pm

## ANMC ACTIONS

Date Action generated	Action	By whom	Due
13/03/2023	Patrick to invite Hugh Pierce (AIRNZ) to ANMC meeting to provide a presentation to the committee on take-off procedures	PW	Ongoing
13/03/2023	<b>DMAPS</b> Update	WIAL/Airways	Ongoing as required
11/03/2023 09/06/2025	WIAL to provide final Seawall Renewal Project noise assessment and management plan to ANMC when available.	WIAL	When available
08/09/2025	WIAL to ask Envirosuite for clarification on the uncorrelated events in June and 'Background Noise Level Hi' data.	WIAL	08/12/2025
08/09/2025	WIAL to share updated table with correct number of Area 3 households with acoustic treatment installed.	WIAL	ASAP
08/09/2025	WIAL to show number updates (so can review change) in next quarter Quieter Homes Update table	WIAL	08/12/2025

