

WELLINGTON AIR NOISE MANAGEMENT COMMITTEE

MEETING NOTES Monday 9 March 2026

Present:

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

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

Apologies: Tim Whitehead/Andrew Crawford - Airways NZ

1 Welcome:

1.1 The meeting commenced at 5:30pm.

2 Minutes of the Last Meeting:

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

Moved: Robin Boldarin

Seconded: Craig Redpath

ANMC Actions Update (from previous meeting):

Date Action generated	Action	By whom & when due	Update
13/03/2023	DMAPS Update	WIAL Due: Ongoing	Still waiting on outcome of High Court case - Jo to let committee know when received
08/12/2025	WIAL to ask Envirosuite to look in to improved accuracy of Ldn measurements during exceptionally windy days. WIAL to ask Envirosuite to make a note on the Daily Ldn table (contained in the monthly report) reasons for any days that show the Ldn exceeding or getting close to 65 dBA e.g. exceptionally windy days with minimal aircraft movements	WIAL Due: March 2026 meeting	Refer to update in Section 3 below.
08/12/2025	WIAL to discuss with WCC whether to amend the AFS operational noise management plan to acknowledge that the noise criteria may be exceeded during an emergency scenario.	WIAL Due: March 2026 meeting	Email sent to Committee with minor change on 15/12/2025

3 Action update – Envirosuite communications

James D gave an update on the action point in relation to Envirosuite monitoring and reporting improvements made at the December ANMC meeting:

- Envirosuite have been checking on high wind events. In early January they replaced the windshields on the monitors and have since noticed a reduction in noise levels during exceptionally windy days. Monitoring of this will continue.
- Envirosuite were also asked to make a note on the Daily Ldn table (contained in the monthly report) reasons for any days that show the Ldn exceeding or getting close to 65 dBA.
- A resident rep asked what is defined as an ‘exceptional event’. James D acknowledged we do not know what the threshold is.
- **ACTION:** WIAL to ask Envirosuite to look into past exceptional wind events and confirm the threshold.

4 Noise Management Plan

4.1 Noise Enquiries Summary

Four complaints (summarised by James):

- One from Miramar in relation to noise associated with the EMAS project (saw cutters) at the northern end of the runway. The complainant lives outside the area where the notification

letter drop for the works was undertaken. Noise barriers were used at the time of works, and the absence of wind may have made the noise more noticeable.

The other complaints related to overhead flights:

- One of these was a repeat complainant in the Ngaio area regarding the early morning Sounds Air flight that appears to follow different flight paths. All flights were compliant, but WIAL explained Visual Flight Rules and subject to pilot discretion/choice.
- Another (repeat) complainant in Roseneath also complained about a Sounds Air flight that flew just over Point Jerningham rather than north of it. WIAL contacted Sounds Air to remind pilots of the requirements (Sounds Air responsive to this message).
- Lastly someone from Khandallah complained about lots of flights overflying them disturbing outdoor peace and quiet.

JL noted that when WIAL respond to complaints that they include in a footnote that if complainants are unhappy with the response that they can contact the ANMC resident representatives (as required by Section 7.3 of the Airport Noise Management Plan). Jo L asked the resident reps whether the 'resident representatives' noise enquiry email inbox is being accessed/ has been checked recently. It would appear that it had not been checked for some time. The convenor asked WIAL to access the email inbox and re-share the relevant information with resident reps.

- **ACTION:** WIAL to check inbox and re-share relevant log in information with the resident reps.

4.2 Summary of Curfew Movements

Nothing to report/No other comments.

5 System Reports:

5.1 Ldn Graph

- A resident rep noted that NMT 2 monitor is wind modified (as shown in the graph legend) but there are no notes in table of results showing which measurements have been modified. There may not have been any wind modified results as wind shields were installed. JL also noted that this may have been a 'hangover' from previous noise monitor installation. However, WIAL will ask Envirosuite for clarification.

5.2 NMT Operational Analysis

Nothing to report/No other comments.

ACTION: James D to ask Envirosuite to clarify whether the NMT 2 monitor has wind modification.

6 Quieter Homes Programme Update

6.1 Summary of Acoustic Mitigation Undertaken

James D summarised Quieter Homes Programme progress.

- 4 properties have received acoustic mitigation treatment since last meeting:
- Construction works in Area 5 are still ongoing.
- We have completed a property in Area 1 that had new owners and had not been previously delivered.
- We have also completed construction for a late application for Area 3. A total of two installations were completed for this area.
- Area 1 has now reached the 10 year period for applications being open.

6.2 Quieter Homes Noise Remodelling Project

Jo L gave an update on the new noise contours provided for in the new District Plan and implications for the Quieter Homes Programme:

- The Airport has given an undertaking via mediation agreement during the Main Site Area Designation Environment Court Appeal, to amend its designation so that the acoustic mitigation obligations that are currently delivered via the Quieter Homes Programme are incrementally extended out to the new 60 dB Ldn contour (ie to offer mechanical ventilation to those properties as noise received at those properties reaches 60 dBA).
- This process is quite complex because:
 - The new inner noise boundary (65 dBA Ldn) has shrunk in some areas , meaning some properties that were previously within the Air Noise Boundary (65 dbA Ldn boundary) are now outside this area; and
 - The existing subsidy levels provided for in the current Quieter Homes Programme . (currently it is 100% for properties receiving 65 dBA Ldn but only 75% if less).
- In order to help WIAL work through the issues and how to proceed, a request for a proposal to noise consultants to provide noise modelling and data in order for a strategy as to how to roll out the required changes to the programme has been sent out. These proposals were received last week and the Programme Manager is currently reviewing these. **ACTION:** Jo L will provide an update on the above at the June ANMC meeting.
- A committee member asked about the timing of when WIAL is going to receive the relevant modelling and data. Jo L noted that it was hoped that this is timed with the annual 65 dB Ldn actual noise contour (of previous financial year) that WIAL usually present to the ANMC at the June meeting. Included in the data and modelling will be an actual noise contour of the 60dBA Ldn contour (of previous financial year) which is to be done annually from now on.

- A resident rep queried whether the existing subsidy levels would be applied to the new Outer Noise Boundary. Jo L noted that WIAL is unable to answer this until all of the data has been received and we have a proposed strategy for continued roll-out, and we have adequately consulted with the airlines.
- Resident rep asked why Area 2 has 33 offers but 35 treatments. Jo L explained that the additional two properties were airport owned properties, and therefore did not need to officially 'apply' for the programme, and therefore not 'offered'.

7 General Business

7.1 Biennial land-based noise monitoring (James)

- As required by the Air Noise Management Plan, the airport is required to carry out land-based noise monitoring every two years. The first monitoring report was produced in March 2024, and the next round of monitoring is due to take place later this month.
- Monitoring will take place in 7 locations during nominated daytime and nighttime periods. This will be carried out by noise consultants Tonkin + Taylor and will include additional monitoring at the new Airport Fire Station as per the monitoring requirements in the AFS Operational Noise Management Plan presented in December's meeting.
- Resident reps asked about the concerns raised for the 2024 monitoring methodology and whether these have been addressed in this year's methodology. James D confirmed that the methodology has not changed and was deemed appropriate by WCC.
- **ACTION:** James D will reshare the response from Wellington City Council (WCC) to the questions raised in relation to the 2024 methodology. WCC representative to also confirm if their stance on the methodology has changed.
- **ACTION:** Land-based monitoring report to be presented at the June ANMC meeting.

7.2 EMAS (Jo L):

- Both EMAS beds (north and south ends of the runway) are now completed.
- Sealant is still to be placed at each EMAS bed for the next couple of weeks and is expected to be quiet. There is also a line marking exercise for one night during the week of the 22nd March (weather dependent). Low level noise.
- Work including trenching for navigational aids on the western edge of runway (adjacent to Bridge Street) is starting within the next week (for approx. 1 month). Noise screens will be used.

WIAL is also needing to undertake a large crane lift in April which will close Moa Point Road for a night. A traffic management plan will be in place and WIAL will notify residents in Moa Point Road and Breaker

Bay Road. Electronic signage will be in place at multiple locations alerting the public 7 days in advance of the works and Stewart Duff Drive will remain open at all times.

- **Southern Seawall Renewal Project Fast Track Consent** The ANMC was invited by the Expert panel under s53(3) of the Fast Track Approvals Act to make comments on WIAL’s Fast Track Application for the Southern Seawall Renewal Project [FTAA-2510-1118]. The Chairperson requested that WIAL attendees leave the meeting whilst the Committee discussed their feedback, which was due the following day (10 March 2026).

8 The meeting closed at approximately 6:45pm.

The next ANMC meeting on 8 June at 5:30pm will be held at the new Airport Fire Station. Details will be shared in due course.

ANMC ACTIONS

Date Action generated	Action	By whom	Due
13/03/2023	DMAPS Update	WIAL/Airways	Ongoing as required
09/03/2023	Jo L to provide High Court decision to ANMC once released		
09/03/2026	WIAL to ask Envirosuite to look into past high wind events and confirm the threshold for high wind events.		08/06/2026
09/03/2026	WIAL to ask Envirosuite to clarify whether the NMT 2 monitor has wind modification.	WIAL	08/06/2026
09/03/2026	WIAL to check resident rep Gmail inbox and reshare login details with resident reps.	WIAL	ASAP
09/03/2026	Jo L to provide an update on the implications of the new District Plan noise contours on the Quieter Homes programme, including modelling.	WIAL	08/06/2026
09/03/2026	WIAL to reshare the response from Wellington City Council (WCC) to the questions raised in relation to the 2024 land-based noise monitoring methodology. WCC representative to also confirm if their stance on the methodology has changed.	WIAL/WCC	ASAP
	WIAL to present results of monitoring report at the next meeting	WIAL	08/06/2026

2026 Meeting Schedule (2nd Monday of months March/June/September/December)

Monday 8th June (at the new Airport Fire Station, Coutts Street, Rongotai)

Monday 14th September

Monday 14th December