

**Minutes of the Nelson Airport Noise and Environment Advisory Committee Meeting
Held at Nelson Airport, Reid Room & MS Teams, on Tuesday 25th February 2025, 1400**

ATTENDANCE:

Catherine Taylor	Independent Chair	
Brendan Cook	Nelson Airport Limited (NAL)	Chief Executive
Jesse Woods	Nelson Airport Limited (NAL)	Operations Manager
Corey Parsons	Nelson City Council (NCC)	Team Leader Environmental Compliance
Lew Solomon	NANAC	Chair & Technical Advisor
Steve Cross	NANAC	Member
Peter Hay	NANAC	Member
Grant May	Air New Zealand	Airport Manager
Paul Thomas	Nelson Aviation College	Flight Instructor
Tim Douglas-Clifford	GCH Aviation	Pilot
Tracy East	Air New Zealand Nelson Turbo Prop Base	Maintenance Manager
Crispin Phelan	Air New Zealand Nelson Turbo Prop Base	SMS & Risk Manager
John Strang	Airways New Zealand	NZWB ATC Team Leader <i>Via MS teams</i>

1.0

Apologies

Marcus Day

2.0

Confirmation of minutes of the 20 November 2024 meeting

The committee approved the minutes of the 20 November 2024 meeting

3.0

Matters Arising

Marshall Day memo referred to in Item 3.0 of the minutes

Distribute memo to members of NANEAC. (Document No.: Mm039 **attached** to these minutes)

Complaints Review Process

- NAL spoke to the Process developed and now being followed to review Engine Testing data (ETRP).
- This process would continue to be refined to ensure it was transparent and fit for purpose.
- A different process was required for the review of complaints that did not result from engine testing.

NANEAC noted the work completed to date to document the monthly review process.

ACTION – NAL to update ETRP as required and report adjustments to NANEAC.

NAL to document process to review complaints other than engine testing.

Marshall Day memo Mm048 dated 19 November 2024

This paper was discussed at the meeting on 20 November 2024. A question raised at this meeting is outstanding:

- 17 August 2024 Lamax 83dB. What is the explanation for this result?

4.0

Review of Airport Noise Graphs & Data

The reports were noted. In particular the change in inputs as a result of the T+T audit shows a significant reduction in the 3 month rolling average Ldn.

Mm039 circulated with the minutes states:

The large increase in noise levels for runway 20 arrivals at monitoring location SS is due to T+T measurements including noise from aircraft taxiing to the south end of the runway after landing. MDA agrees it is reasonable to include this in the calculation.

An updated Night Flight table was presented after NAL had queried some of the data. It was noted that a helicopter had been incorrectly classified as a GA fixed wing aircraft. This had been corrected and resulted in a change in the daytime totals under 'Other'. The early flight on January 4 had also been captured. (Document: Night Flights Table Updated for Jan 2025 **attached** to these minutes).

5.0

Review of Noise Complaints

A comprehensive report was provided to the committee by NAL.

There was extensive discussion on the need for NAL to provide more information on its website and in the Nelsons Airport Limited Noise Management Plan in relation to aircraft operations at the aerodrome. This update should include information about:

- pilot training including circuit training – what it is and the restrictions on night circuit training as detailed in the AIP – (Aeronautical Information Publication). It was noted that the AIP stated *Night Circuit training prohibited after 2200 Hour local*. There was no subsequent statement as to when it could start – 0700?
- hours of operation, including the fact there is no curfew in place and flight operations can take place at any hour of the day or night
- the role of the Civil Aviation Authority in setting the rules relating to the operation of aircraft and monitoring compliance with the rules.

Tim Douglas-Clifford advised training requirements for the rescue helicopters had been increased and there may need to be an extension to 2230 to ensure pilots maintained currency in accordance with the rules. He would review and report to the next meeting.

6.0

Noise Exceedance Report

Mm048 had been provided to NANEAC relating to 2024 engine testing exceedances.

Mm063 was also provided which reports engine testing data in a new format that would be used for the 2025 calendar year.

NANEAC noted the information.

7.0

Engine Testing – Air New Zealand NTPB update

Tracy East reported as follows:

Tonkin & Taylor Ltd (T+T) was engaged by Nelson Turbo Prop base formerly Air New Zealand Regional Maintenance Limited (RML) to undertake an acoustic review of engine testing at Nelson Airport. The review included an appraisal of engine testing practices with respect to noise management, including an assessment of the best practicable option (BPO).

The current construction detail of the Ground Run Enclosure (GRE) has been shown to provide a level of sound reduction that is comparable to published levels from other engine testing facilities. Therefore, T+T considers that the design and construction of the GRE does represent best practice and that replacing the GRE with a bespoke GRE provided by a GRE manufacturer does not represent BPO.

T+T recommends that a second layer of straw bales is installed on the inner walls of the GRE rather than the current single layer. This has the potential to reduce the amount of sound reflected from the structure at frequencies of concern

Recommendation to include actual start and end times at each power setting on the engine test record so as to increase the accuracy of the testing logs which would demonstrate BPO in terms of maintaining accurate logs for the purposes of assessing ongoing compliance. (This is in hand with our spreadsheet).

Air NZ NTPB would be meeting with NAL to consider these recommendations.

NAL noted it had received a report in 2018 from Marshall Day and would make that report available to Air NZ NTPB.

8.0

Curfew Proposal Consideration

This paper was referred to NAL for their consideration.

9.0

NAL Website Information

This matter was discussed under Agenda Item 5.0

10.0

Noise Meter Triggers & Calibration

The meeting note the Certificate of Field Calibration provided by Noise and Weather Monitoring Ltd.

11.0

NAL update – Plan Change 30

It was noted the proposed Plan Change 30 was still in process and there were no matters for NANEAC to consider at this time.

12.0

NCC Update

NCC advised it had considered the evidence presented to it in relation to the engine testing exceedances in 2023 and 2024.

NCC had issued Air New Zealand with a warning letter in relation to these exceedances and would not be taking any further action.

13.0 General Business

13a – NZS6802 / 6801 Review and Application to NRMP. The chair ruled this matter was not within the jurisdiction of NANEAC.

13b – Aircraft transponder Use – Airways New Zealand advised a transponder was not mandatory when ATC was off watch – between the hours of 2200 and 0600. At all other times aircraft must have transponders to be able to operate in the vicinity of the aerodrome.

14.0

Future 2025 meeting dates – all meetings to be held in the Reid Room at Nelson Airport at 2pm.

27 May 2025

26 August 2025

25 November 2025

The meeting closed at 1520.