

**Minutes of the Nelson Airport Noise and Environment Advisory Committee Meeting
Held at Nelson Airport, Reid Room & MS Teams, on Tuesday 27th May 2025, 1400-1500**

1.0 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
Ryno Botha	Nelson City Council (NCC)	Regulatory Manager
Lew Solomon	NANAC	Chair & Technical Advisor
Steve Cross	NANAC	Member
Suzi Bunting	NANAC	Member
Grant May	Air New Zealand	Airport Manager
Marcus Day	Nelson Aviation College	General Manager Operations
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 and Risk Manager
Adam Arnold-Kelly	Airways New Zealand	ATC Team Leader

1.0

Apologies

Peter Hay (NANAC), Russell Jenkins (Originair)

2.0

Confirmation of minutes of the 25 February 2025 meeting

The committee approved the minutes of the 25 February 2025 meeting

3.0

Matters Arising

17 August 2024 – review of Lamax 83dB

The memo providing further details of this noise event was discussed. NANEAC noted that further review was inconclusive as the reason for this noise level.

Information was redacted for commercial reasons, although available to NANEAC.

Circuit Training Curfew

NAL advised flight training operators had agreed to a self-imposed curfew of 10pm to 6 am for flight circuit training. This would be reflected in the Aeronautical Information Publication (AIP) on 12 June 2025. It would also be detailed on the refreshed NAL website to go live in September 2025.

GCH Aviation training requirements for the rescue helicopter

GCH Aviation advised its pilots were required to undertake Night Vision Goggle (NVG) training to meet Civil Aviation Authority requirements. This must be undertaken at night and wherever possible would be completed during the winter months and would involve activity on the western grass. A review of historical data indicated this would occur less than 20 times in any 12-month period. It was also noted this training would be considered exempt given it related to air rescue air ambulance services.

Discussion as to how GCH Aviation could inform residents followed. GCH Aviation and NAL agreed to consider options.

ACTION – NAL and GCH to consider how best to advise residents of NVG training.

General Curfew proposal

Given the very small number of aircraft operating between the hours of midnight and 6am, NAL would not be pursuing a general curfew. NAL was however considering publishing a requirement for all aircraft intending to operate during this period to seek prior approval from NAL to enable a conversation about noise mitigation measures.

ACTION – NAL to advise Peter Hay of this decision

NAL Website Information

A project to refresh the website was targeted to be completed in September. The new website would provide more information in relation to noise matters. It will also provide for minutes of NANEAC meetings to be uploaded after they have been approved by NANEAC.

4.0

Review of Airport Noise Graphs & Data

The reports were noted. NANEAC was advised that some underlying calculations applied by T+T to calibrate aircraft noise when undertaking the 5 Yearly Noise Audit were incorrect. T+T has admitted the error in the Report presented to NANEAC and discussed at the 20 November 2024 meeting. A new 5 Yearly Noise Audit Report will be issued.

As a result of this error new Ldn (3 month rolling average) reports would be provided at the next meeting. Other questions relating to the calculations were deferred until the new 5 Yearly Noise Audit Report has been issued.

There were no questions in relation to the Night flights table.

ACTION – NAL to circulate new 5 Yearly Audit Report to NANEAC members as soon as it has been received.

5.0

Review of Noise Complaints

A comprehensive report was provided to the committee by NAL.

NANAC queried the timing of an engine test at 1.07 am on 16 February when the aircraft did not resume operations until 10.20 am that day.

Air New Zealand NTPB was asked to take the feedback on board in planning its maintenance schedule.

6.0

Noise Exceedance Report

NANEAC noted the information.

NANAC queried the 9 March 2025 event which occurred when it was raining. Marshall Day had concluded it could not determine conclusively if the LAmox had been exceeded.

NANAC confirmed that the background noise was 30 dB down from the LAmox exceedance and is of the opinion that the exceedance should still stand.

NCC advised the event had been noted in its records and would be considered alongside other noise events at the end of the calendar year to determine if any further regulatory action was required.

It was noted the collaborative approach to reviewing noise complaints was working well and a common-sense approach to cricket noise was also applauded.

7.0

Engine Testing – Air New Zealand NTPB update

NANEAC was advised Air New Zealand had approved funding and established a project leader to undertake improvements to the Engine Testing Bay. The overall objective was to improve its sound absorption. The project has not commenced and no timetable had been determined. How engine testing would be conducted during the upgrade period was a key consideration and had not been resolved.

Air New Zealand would keep NANEAC informed of progress.

8.0

General Business

NANAC Items

Flight data relating to a flight on 13 March 2025 at 0458

In response to a question from NANAC as to why Flight Radar did not detail aircraft registration details, advice was that Flight Radar may not have that information given it is a private commercial company. NANC would need to consider other sources to obtain this information.

NAL Project J

This project is not currently active. When it is activated only construction noise associated will be associated with it and residents will be advised and consulted.

Aeromedical Flight Movements – Life Flight

NANAC queried the logistics of flights undertaken by Life Flight into Nelson Airport noting GCH Aviation also provides aeromedical services to the Nelson Region. The Chair provided a general explanation of the way in which the health system utilises the various aeromedical services, including the process for clinicians based at a tertiary hospital to retrieve seriously ill patients for transfer to their hospital – Wellington, Christchurch, Starship etc.

It was noted that across the country these flights are exempt from curfew requirements and are exempt from inclusion in the rolling 3 month rolling average Ldn noise calculation.

Tonkin+Taylor 5 Yearly Audit Report Update

Covered in Item 4.0 above

9.0

2025 meeting dates

Provided for information purposes.

10.0

2026 meeting dates

To be confirmed at next meeting.

11.0

The meeting closed at 1500.