

Minutes

Nelson Airport Noise and Environment Advisory Committee

Date: 26 August 2025

Time: 2.04pm – 2.48pm

Location: Reid Room, Nelson Airport

Attendees:

Catherine Taylor (CT)	Independent Chair	
Jesse Woods (JW)	Nelson Airport Ltd (NAL)	Head of Operations
Beth Catley (BC)	Nelson Airport Ltd (NAL)	Head of Corporate Services
Corey Parsons (CP)	Nelson City Council (NCC)	Team Leader Environmental Compliance
Lew Solomon (LS)	NANAC	Chair & Technical Adviser
Peter Hay (PH)	NANAC	Secretary
Melinda Harvey (MH)	NANAC	Member
Grant May (GM)	Air NZ	Airport Manager
Paul Thomas (PT)	Nelson Aviation College	IFR Head of Department
Tim Douglas-Clifford (TDC)	GCH Aviation	Pilot
Tracy East (TE) (arr. 2.22pm)	Air NZ Nelson Turbo Prop Base	Maintenance Manager
Crispin Phelan (CPh)	Air NZ Nelson Turbo Prop Base	SMS and Risk Manager
Adam Arnold-Kelly (AAK)	Airways NZ	ATC Team Leader

Apologies:

Tracy East (lateness), Marcus Day (Nelson Aviation College), Warren Kitchin (Originair), Brendan Cook (NAL).



Item

1. **Confirmation of minutes of the 27 May 2025 Meeting**

The committee confirmed the minutes.

2. **Matters Arising**

a. **Tonkin + Taylor 5-Year Audit Report V2**

NAL provided a summary of the process that led to issuing of V2 of the Tonkin + Taylor Audit Report. A reduction in the predicted Ldn noise level at position SS was queried. NAL provided Marshall Day's explanation of this change. The main reason was due to the recommendation to change the single event data used for the generic aircraft type 'other'. Previously the spreadsheet used noise data for the C208 to represent 'other' aircraft and C208 movements were categorised as 'other' along with a bunch of other less frequent aircraft types. T+T recommended separating C208 aircraft movements out from 'other' category and using the C172 noise data to represent 'other' aircraft. C172 are a lot quieter than C208 so making this change has reduced the predicted noise levels at SS in particular because this location is affected by departures in both directions and the noise levels for C208 v C172 are very different.

NANAC questioned whether that wouldn't also lead to a reduction at northern end, and requested a simple explanation of the noise models. The Chair suggested NANAC raise its questions with NAL off-line. NANAC volunteered to draft a list of questions for consideration by Marshall Day and T+T and provide that list to NAL.

The Chair expressed disappointment that the original T+T report was incorrect, and therefore had to be withdrawn and corrected.

ACTION: NAL to follow up on the questions and provide response to NANAC and any other interested members of the committee.

b. **NAL Website Information**

NAL provided an update on the new website project. The likely go-live timeframe is October 2025.

The Chair provided a summary of some of the information the committee would like to see provided about noise on the new website which should be in plain English and easy to find. For example, explanations about circuit training, times the Tower is manned and so on. The NAL website includes the Noise Management Plan, which will be built on over time. Approved NANEAC minutes will be posted on the website.

3. **Review of Airport Noise Graphs & Data**

a. **Ldn Reports - May - July 2025**



Item

The reports were noted. The Chair and NANAC questioned the drop-off at the end of the graphs which was likely related to matters raised in 2a. above.

b. **Night Flying Table - Updated incl. April 2025**

NANAC questioned the high number of fixed wing night flights in July, indicating it would be the highest number in the past five years. The Chair suggested it may be an anomaly and should be double-checked.

ACTION: NAL to check accuracy of fixed wing night flight figures with Marshall Day.

4. **Review of Noise Complaints**

a. **May 2025 (5), June 2025 (3), July 2025 (2)**

The committee received the report, there were no questions.

5. **Noise Exceedance Report**

a. **January - July 2025**

NAL outlined that there have been three confirmed exceedances for the period. One potential exceedance has been referred to the Nelson City Council for a decision on whether it should be counted towards the overall annual total. A further potential exceedance is with Air NZ for comment before being referred to NCC.

Air NZ RM said education and awareness among the Air NZ Turbo Prop Base team had contributed to reduced exceedances.

The Chair noted the much-improved result was pleasing.

NANAC thanked Air NZ for its offer to conduct high-powered testing prior to 10pm wherever possible. NANAC requested that when this is not possible, that high power tests be carried out between 10pm and midnight.

6. **Engine Testing – Air NZ NTPB Update**

Air NZ RM advised the committee that Air NZ had moved to the next stage of its engagement with Tonkin + Taylor, which involves completing a detailed geotechnical assessment of the site and finalisation of the structural design of a proposed upgrade to the ground run enclosure. The work is expected to commence soon, taking approximately two weeks. Once Air NZ has the report, it would assess the practicalities of the upgrade including cost and timeframes to complete.

NANAC questioned whether this meant an upgrade of the ground run enclosure would be complete by the end of 2025.



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Air NZ RM said Air NZ was completing its due diligence and was not currently in a position to confirm a timeframe for work being carried out.

NCC reminded the committee of the NCC rule requiring the shelter to be used for engine tests. Taking the shelter out of commission to enable an upgrade may require a resource consent if engine testing needs to continue during the upgrade works.

7. General Business

a. NANAC Items

i. Query - Flights After ATC Off-Watch

NANAC advised the committee there had been complaints to NANAC about flights coming over Tāhunanui when other flights had circled around and landed from the south, and questioned whether pilots were receiving different directions from air traffic control.

Airways advised that when the Nelson Control Tower is off watch for the night, pilots are operating in uncontrolled airspace and make their own decisions on which approach path is safe to take. Weather would often dictate the direction of landing, as would the mix of aircraft activity and traffic at any given time. Nelson's unique terrain was also a factor.

NANAC asked whether the Tower remained on watch in the event of a late commercial flight arrival. Airways confirmed that the Tower normally goes off watch between 2200 and 0600 but must be on watch for all passenger flights of aircraft with more than 30 seats, when there were passengers onboard. NANAC asked whether the Christchurch Control Tower would provide direction to pilots at Nelson when the Nelson Tower was off watch. Airways said it would not.

ii. Query - Private Jet Operation (16 August)

NANAC advised people were woken near midnight on 16 August when a jet aircraft landed then took off again 25 minutes later and questioned what controls were in place for this type of activity including any process for jet aircraft to seek prior approval.

NAL confirmed it was still NAL's intent to pursue a prior approvals process for aircraft landing or departing from midnight to 6am. This flight would not have been covered by this process, as it landed and departed prior to midnight. Under the proposed process, operators would need to advise NAL in advance of their intended flight to allow NAL to query and provide advice on the appropriateness of the activity at that time.

NAL reiterated the frequency of this activity at Nelson was very low, with roughly 1 flight every 2 months. The aim of the new process was to reduce the frequency of events and improve transparency, but noted it would not stop all night-time activity and complaints.

NANAC asked if sanctions would be available to NAL under the new process, and NAL confirmed this was the intention. The new process would be included in the airport AIP.



Item

ACTION: NAL report back to committee on new advisory process within AIP for flights between midnight and 6am.

iii. Request - NAC Electric Training Aircraft Update

NAC provided an update on NAC’s intention to purchase electric training aircraft. The company producing the aircraft aimed to achieve certification in early 2026, with aircraft production possible by late 2026. NAC might look to purchase an aircraft in late 2026 or early 2027.

NANAC queried whether NAC had committed to purchase any electric aircraft. NAC said while it was NAC’s intention to purchase, it had not made a firm commitment and the decision would depend on circumstances at the time the aircraft was ready for production.

NANAC questioned whether NAC’s website information was an accurate reflection of this. NAC said that they would get the information changed.

8. General Business

NAL raised an example of misinformation on the NANAC Facebook page about NAL’s proposed noise contour modelling and asked that it be corrected. The Chair advised the topic was related to PPC30 and suggested it be discussed outside the committee.

NAL and NANAC agreed to discuss the information at the conclusion of the meeting.

9. Future 2025 Meeting Dates

Set – 25NOV

Future 2026 Meeting Dates Proposed - 24FEB, 26MAY, 25AUG, 24NOV

Action List

Due Date	Action Title	Owner(s)
25 Nov 2025	NAL to review questions raised by NANAC relating to the T+T report.	Jesse Woods
25 Nov 2025	Check accuracy of fixed wing night flight figures from Marshall Day	Jesse Woods



Due Date	Action Title	Owner(s)
25 Nov 2025	NAL report back to committee on new advisory process within AIP for flights between midnight and 6am.	Brendan Cook