

# Minutes

## Nelson Airport Noise and Environment Advisory Committee

**Date:** 3 March 2026  
**Time:** 2.00pm – 2.48pm  
**Location:** Reid Room, Nelson Airport

**Attendees:**

Catherine Taylor (CT)	Independent Chair	
Brendan Cook (BCo)	Nelson Airport Ltd (NAL)	CEO
Jesse Woods (JW)	NAL	Head of Operations
Jeff Cornwell (JC)	NAL	Health, Safety and Environment Manager
Beth Catley (BCa)	NAL	Head of Corporate Services
Ryno Botha (CP)	Nelson City Council (NCC)	Environmental Compliance
Lew Solomon (LS)	ARENA	Technical Adviser
Peter Hay (PH)	ARENA	Chair
Melinda Harvey (MH)	ARENA	Member
Grant May (GM)	Air NZ	Airport Manager
Marcus Day (MD)	Nelson Aviation College	
Tracy East (TE)	Air NZ Nelson Turbo Prop Base	Maintenance Manager
Crispin Phelan (CPh)	Air NZ Nelson Turbo Prop Base	SMS and Risk Manager
Mark Stokell	Airways NZ	Senior Controller
Warren Kitchin (via Teams)	Originair	Chief Financial Officer



**Apologies:** Tim Douglas-Clifford (GCH Aviation), Corey Parsons (NCC), Adam Arnold-Kelly (Airways)

## Item

### 1. **Attendance & Apologies**

Noted.

### 2. **Confirmation of minutes of the 25 November 2025 Meeting**

No additional commentary.

### 3. **Matters Arising**

#### **a. 25 November 2025 NANEAC Minutes Approval**

Approved

#### **b. NZNS AIP Amendment – Confirmation**

NAL highlighted the provisions relevant to this committee including the new amendment – prior notice to aerodrome operator. ARENA asked how widely the AIP is distributed. NAL explained it is distributed to all aeronautical operators. NAL will provide to all local operators to reiterate previous conversations. It is a publicly available document.

The Chair added that the AIP is issued under jurisdiction of CAA. It is a regulatory requirement for pilots to carry a copy in the cockpit.

#### **c. 10dB Ldn discrepancy Position SS – Query**

The item has been queried with Marshall Day, and an explanation provided. NAL said the outcome was that NAL could make a series of adjustments to the model now at some expense or it could take a practical approach and wait until changes relevant to PC30 were required.

#### **d. Night Flights Table – Jet Column Addition Request**

The Chair confirmed the jet column has been added.

#### **e. Night Flight VFR – Data Capture Query**

NAL explained it utilises the information available to it and does not implement additional procedures to try to capture the odd aircraft that might not be captured in the current data set. NAL is comfortable the current process captures the bulk of the relevant flights.



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IFR flights should always be captured but not all VFR flights. ARENA questioned whether the AIP change would ensure NAL had access to that information in future. NAL explained there would still be a gap in data from 10pm – midnight. After midnight the AIP change should capture most night flights, but it was not a foolproof data capture system.

ARENA questioned some of the numbers in the spreadsheet, including whether a helicopter landing and departing was one or two movements. NAL explained the methodology Marshall Day uses to populate the spreadsheet, noting it was not a perfect science. NAL said its understanding was that each movement was counted individually (ie. a landing and takeoff is two movements). The Chair identified an issue with a calculation in the table and noted there seemed to be some anomalies in the spreadsheet.

### **f. Noise Bucket Inclusion Request**

ARENA had requested additional items be included in the bucket of noise

The Chair said the current rule included exemptions to what was included in the noise bucket, with four categories excluded including aeromedical flights. The new rule would make clear what should and should not be included.

NAL confirmed it would follow the requirements of the new rule when the updated model was developed.

### **g. Envirosuite/WebTrak 6**

NAL had hoped to have an update but had been unable to speak with the Wellington International Airport Ltd contact about the system due to that person being unwell. An update will be provided at the next meeting.

### **h. Website – NANEAC page**

ARENA wishes NANEAC to have its own web/tab page on the Nelson Airport website to publish NANEAC information such as minutes. ARENA asked how PC30 information would be made available to the public. NAL confirmed it would work through the best way to present that information.

## **4. Matters for Discussion**

### **a. ARENA Update**

ARENA provided an update from its AGM on 26 November. A committee of five was elected and appointed Peter Hay as chair, Paula as Secretary/Treasurer and Lew Solomon as Technical Adviser. It was agreed to register the organisation as an incorporated society. A new constitution was approved with a new purpose statement. A new trading



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name of Association of Residents for the Environment at Nelson Airport (ARENA) was confirmed to reduce confusion between the previous acronym NANAC and this committee (NANEAC).

In December, ARENA made a presentation to the combined councils meeting, which attracted subsequent media coverage. ARENA also wrote a Letter to the Editor about NAL's noise complaints process. ARENA is encouraging residents to use web form to make complaints.

### **b. ARENA / NAL Discussion**

NAL and ARENA representatives had an informal meeting recently to align understanding of the key priorities and concerns for the year ahead. ARENA had provided its key areas of interest as being the engine testing enclosure, process for appointing the NANEAC chair, mistrust of the assessment of Ldn, inclusions in the noise bucket, night noise mitigation, alongside a range of other matters.

ARENA said it had found the conversation a positive and constructive approach. Engine testing improvements were a key priority area for the association, as well moving from modelling of Ldn to measurement.

### **c. PPC30 update and next steps**

NAL informed the committee the final appeal from the Tāhunanui Business and Citizens Association had been resolved in the past few weeks. NAL had submitted a notice to the Environment Court with a summary of the settlement agreement. The Court was expected to provide confirmation that the appeals have been settled, which would give the Nelson City Council the ability to enact the changes to the District Plan. Under the conditions of the plan change, NAL has 12 months to do the noise work and begin putting together the mitigation package. Lawyers would provide NAL with a list of the actions it needs to complete over the next 12 – 24 months. Once it has the list, NAL can provide a summary of the timelines for different milestones to NANEAC.

There was discussion about the appointment of NAL's acoustic noise consultant for the upcoming work. NAL confirmed it would go to market for the contract through a fair and robust process.

## **5. Review of Airport Noise Graphs & Data**

### **a. Ldn Reports - Nov 2025 – Jan 2026**

The Chair noted the data showed compliance well within the rule limits.

ARENA questioned a drop in the number of aircraft movements in January compared with December. NAL drew the committee's attention to the accompanying note that explained



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unavailability of general aviation circuit training data for January at the time the report was written, which would explain the difference.

The Chair requested any update to the January report figures be provided at the next meeting.

### **b. Night Flying Table - Updated incl. Jan 2026**

Noted.

## **6. Review of Noise Complaints - Nov 2025 – Jan 2026**

The Chair asked for an explanation of the “data glitch” mentioned in the review commentary. NAL explained a broken automation in the new website in November had led to November complaints failing to automatically populate the complaints spreadsheet. Those affected had been contacted with an apology for the delayed response. The automation had been fixed and NAL is confident the system is now working as it should.

## **7. Engine Testing Noise Summary (Jan – Dec 2025)**

The Chair commented that the low number of exceedances was positive, and a much better result than in the past.

ARENA commented that the list outlined the number of days on which one or more exceedances occurred and assumes only one exceedance on those days. ARENA’s position was that the rule allows up to 12 exceedances a year and that all three criteria must apply for the exceedance to be allowed (that the test is an emergency, and unscheduled and essential).

The Chair said that was a matter for the regulator to determine.

ARENA outlined its view that on days when it rained and the noise monitor recorded an exceedance (three days), those results should be considered exceedances. It was ARENA’s view that the total number of annual exceedances was therefore more than six, but conceded it would be less than 12.

NAL offered to add a footnote to the data to flag dates when weather had been factored into an assessment of an exceedance.

## **8. Engine Testing – Air NZ NTPB Update**

Air NZ Turbo Prop Base provided the following update:

Air NZ continues to investigate upgrade options for the existing GRE. Acoustic modelling indicates the most effective practicable option to date is:

- increasing GRE height from a 2-container to a 3-container configuration; and



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- adding an additional internal layer of straw bales.

This combination is expected to deliver a material noise reduction.

Raising the GRE height may alter local airflow around the aircraft and affect engine performance. Air NZ is therefore assessing operational impacts in parallel with the design work. This testing is required to find an aircraft position that prevents adverse airflow into the engines and around the airframe while still achieving effective noise reduction from the enclosure.

In late 2025, Air NZ ran Q300 and ATR aircraft up to 60% torque at three positions within the GRE: the current reference position, ~5 m aft, and ~10 m aft. The fixed airport noise monitor showed only small differences between positions; however, measurements closer to the GRE are required to quantify how aircraft position influences near-field noise levels.

Additional measurements are scheduled for the week of 2 March. Results will determine:

- whether the 3-container height can proceed without unacceptable operational impacts; and
- the preferred aircraft operating position within or behind the GRE.

Air NZ will then confirm scope and operations, and prepare detailed design, costings, and a programme of works for implementation.

ARENA questioned what was done at other airports to ensure sound shelters were effective. NAL CEO said in his experience they were all different as they had to be constructed specifically for the environment and the type of aircraft.

Air NZ Turbo Prop Base reiterated safety was its primary consideration, and it needed to ensure any changes to the testing environment did not risk long-term stress on the airframe that could lead to a structural weakness.

## 9. General Business

None

## 10. 2026 Meeting Dates Agreed (26 May, 25 Aug, 24 Nov)

Noted

## Action List



<b>Due Date</b>	<b>Action Title</b>	<b>Owner(s)</b>
26 May 2026	NAL to discuss Envirosuite/Web Trak 6 system with WIAL	Jesse Woods
26 May 2026	NAL consider public information requirements of PPC30 and confirm planned approach	Brendan Cook
26 May 2026	NAL share timeline of key PPC30 milestones with NANEAC	Brendan Cook
26 May 2026	NAL provide update to January Ldn Reports data to include general aviation circuit training	Jesse Woods
26 May 2026	NAL add footnote to exceedances analysis to flag days in which weather is a factor	Jesse Woods