

## **Minutes of the Queenstown Airport Liaison Committee held at Queenstown Airport on 20 February 2014**

**Present:** Jane Taylor (Chair), Scott Paterson (Queenstown Airport Corporation CEO), Mark Harrington (QAC GM Operations), Dave Matthews (General Aviation), Clayton Lightfoot (Airways), Scott Freeman, (community representatives), Nathan Keenan (Queenstown Lakes District Council), Bob Fletcher (Air New Zealand) Kelly Miller (Noise Administrator and Queenstown Airport Liaison Committee Secretary)

**In Attendance:** Jen Andrews, Communications Manager for QAC

**Apologies** Steve Mclsaac and Greg Miller (community representatives)

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*The meeting commenced at 6.00pm.*

### **1. Welcome:**

The Chair welcomed participants to the meeting and accepted apologies from Steve Mclsaac and Greg Miller.

### **2. Minutes of Last Meeting:**

The Minutes from the Queenstown Airport Liaison Committee (the Committee) on 25 November 2013 were accepted by the Committee.

### **3. Review of the PC35 – QALC Workplan February 2014 - 2015:**

Scott Paterson explained the workplan to Committee members, how it was a 'living document' that QAC will update as necessary.

### **4. Adoption of the Noise Management Plan:**

The Committee adopted the Noise Management Plan (NMP) with the following amendments:

- 2.13 – the first sentence to be removed.
- 6.5 – remove the word 'use' and replace with 'refer to'.
- Annexure Three - insert the following: "Note pertaining to Flight Tracks. Please note that flight tracks are updated every two months and published in the Aeronautical Information Publication New Zealand. For the most up to date information about flight tracks, please refer to the following website: [www.aip.net.nz](http://www.aip.net.nz)"

### **5. Standing Agenda Items:**

#### Aircraft Activities

The Committee noted the number of aircraft activities being carried out. The Committee discussed the issue of noise created by general aviation and the voluntary codes

associated with a 'fly friendly' approach. The importance of nominated flight paths, minimum heights and other control measures were discussed. Dave Matthews volunteered to take this issue up with the Chief Pilots and to report back to the next meeting on measures that could be introduced to assist to reduce noise associated with general aviation where possible. The Committee noted that it was very keen to support a proactive approach to noise issues by all operators, as these would have a far greater prospect of success over the long term.

#### Unplanned Engine Testing incidents

No unplanned engine tests have been carried out at the Airport since November.

#### Complaints register summary

The Committee noted the nature of the three complaints that had been received. Discussion was held as to the causes of the issues and possible means of mitigation. The Committee requested the Noise Administrator to invite the complainants to the next Liaison Committee meeting on 2 July to talk to their complaints in accordance with the provisions of the NMP.

The Committee noted that the detail in relation to some of the complaints was sparse, and that as a result the operators could not be identified. It was suggested that more information be obtained from people who may be complaining about a particular event where possible, including the specific time of the event, and the registration tag of the aircraft if it is readable.

### **6. Operational Reporting:**

#### Environment Court

Scott Paterson advised the Committee that there had been no progress to note with regard to Lot 6. He also advised that the resolution of Lot 6 in 2014 is unlikely as QAC does not yet have a designation from the Court.

#### Marshall Day Update

An update on noise monitoring and compliance prepared by Marshall Day Acoustics (MDA) was received. The proposed location of the noise measuring devices was discussed in some detail.

The Committee accepted the MDA recommendation that locations A, B, and C1 on the accompanying plan be used for noise verification measurements.

The Committee discussed the appropriate choice of airport noise predicting software to produce the Annual Aircraft Noise Contours (AANC), noting that there were two possible choices – the original version used to prepare the original contours (INMv7a), or the latest upgrade of that software (currently INMv7d). MDA advised that later versions of the software are unlikely to produce materially different results. It was noted that the selection of software has become 'non-

critical' due to the Environment Court's decision to require contours to be 'adjusted' based on actual on ground measurements.

The Committee accepted the preference MDA that INMv7a software be used for the generation of the AANC contours. It was noted that the choice of model be revisited in 3 years' time.

#### Briefing on Communications Plan

Members were advised that the 'go-live' date to the public about the Airport's Noise Mitigation Plan was Tuesday 25 February 2014. The Committee were also briefed that draft letters were to be circulated to the Community on Friday 21 February, and that a public information session would be held on 11 March 2014 to inform the community about what was being offered to affected homeowners.

Members asked for the letters to be circulated to the Committee prior to them being sent, so that feedback could be provided to QAC before their release if necessary, and that it be provided details about the public information sessions.

Scott Freeman will liaise with Jen Andrews, Communications Manager, for an appropriate date that 'noise' can be discussed at the next Frankton Community Association Annual General Meeting.

#### **7. General Business:**

Nil

#### **8. Proposed Future Committee Meetings for 2014:**

Committee meetings will be held at the QAC Boardroom in the evenings at 6pm.

##### Future meetings:

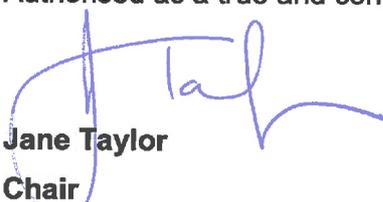
- Wednesday 2 July.
- Wednesday 17 September.
- A November 2014 meeting if needed.

#### **9. Glossary:**

QMUG (Queenstown Milford Users Group) to be added to the glossary.

*The meeting concluded at 8:20pm.*

Authorised as a true and correct record of proceedings.

  
**Jane Taylor**

**Chair**

Date: *2 July 2014*

**Minutes of the Queenstown Airport Liaison Committee held at Queenstown  
Airport on Wednesday 2 July 2014**

- Present:** Jane Taylor (Chair), Scott Paterson (Queenstown Airport Corporation CEO), Mark Harrington (QAC GM Operations), Dave Matthews (General Aviation), Clayton Lightfoot (Airways), Scott Freeman, Steve McIsaac and Greg Miller (community representatives), Nathan Keenan (Queenstown Lakes District Council), Bob Fletcher (Air New Zealand)
- In Attendance:** Sean Thompson, GM Properties for QAC; Steve Peakall from Marshall Day (QAC's noise consultants)
- Apologies** None.
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*The meeting commenced at 6.00 pm.*

**1. Welcome:**

The Chair welcomed participants to the meeting. She explained that three residents had been invited to attend the meeting to talk through their complaints in accordance with the provisions of the Noise Management Plan, and outlined a planned procedure of:

- (i) hearing their concerns,
- (ii) the Committee asking questions of the residents, and
- (iii) Scott Paterson would outline the Airport's response.

Scott Paterson explained that Kelly Miller had resigned from QAC and the Committee was temporarily without its secretary and QAC was without a Noise Administrator. A replacement would be appointed before the next meeting.

**2. Minutes of Last Meeting:**

The Minutes from the Queenstown Airport Liaison Committee (the Committee) on 20 February 2014 were accepted by the Committee.

A discussion on Matters Arising was delayed until after the Committee heard from the residents.

**3. Resident Complainants address QALC:**

Three residents who had lodged formal complaints were invited to meet with the Committee: Mrs Roslyn King, Ms Barbara Williams and Mr Peter Lund Jackson. Mr Lund Jackson was a late apology.

Mrs Roslyn King, Mr Ron King and Ms Barbara Williams joined the meeting at 6.10 pm.

Mrs King outlined her concerns in relation to helicopters; night flights; airport traffic parking in the residential streets; and safety.

Helicopters: Noise was the main issue, as well their flight paths and frequency.

Scott Paterson outlined QAC's plans to relocate helicopters subject to securing land owned by Remarkables Park Limited.

Night Flights: Would there be a curfew? Mrs King considered that some planes were noisier than others e.g. Virgin flights.

Scott Paterson confirmed flights would be within the Airport's existing consented flying hours of 6 am to 10 pm. Any move to fly outside these hours would require a new resource consent and would involve extensive community consultation.

Bob Fletcher said Air NZ was looking at a modification to its A320 fleet that would reduce noise. He explained there was only a small difference between A320 and the 737, with the 737 jet slightly noisier.

Parking: Scott Freeman was able to update Mrs King and the Committee on the discussions between Frankton Residents Association and QLDC over resolving parking problems.

Safety: Mr King spoke to safety. He is concerned over the close proximity to the airport of the fire brigade, the hospital and ambulance service, and the schools. He suggests they should be shifted. He told the Committee it was only a matter of time before there was a serious aircraft accident.

Bob Fletcher spoke to the safety and operational issues and reassured Mr King that the degree of regulation that is in place to ensure the safety aspects of the aviation industry is such that the likelihood of an incident at Queenstown airport is extremely remote.

Mrs and Mr King left the meeting at 6.35 pm.

Ms Barbara Williams complimented QAC and the Committee on its work. Ms Williams' primary concern was helicopter noise. She also agreed with Mrs King that airport users parking in the residential streets was a problem that needed to be addressed.

Helicopter noise: Ms Williams is particularly concerned about the height of helicopters flying over her house.

Dave Matthews undertook to discuss with helicopter users a voluntary code of practice to increase heights over the Frankton residents. He suggested to Ms Williams that trialling helicopter flights at different levels to help visualise height from the ground may be a useful starting point. He asked Ms Williams to contact him directly if she was concerned with any helicopter heights and he would approach the operators and pilots.

Ms Williams left the meeting at 6.50 pm.

It was agreed that QAC would write to QLDC on behalf of the Committee identifying the issue of airport users parking in residential streets.

#### **4. Matters arising from the 20 February meeting.**

**Fly friendly options.** This item remains a work in progress. It also relates to the issue of helicopter flying height raised by Ms Williams. Dave Matthews is to progress this initiative with the operators.

**Frankton AGM.** Scott Paterson spoke to the AGM held on 13 May. The key matter raised came from a resident whose house is outside the inner zone and not eligible for the full noise mitigation package. She felt the noise at her home was the same as her neighbour's house inside the inner zone. The Committee agreed that such complaints

were likely but a line had to be established on which houses would be eligible for mitigation and which would not.

## **5. Review of the PC35 – QALC Workplan February 2014 - 2015:**

- The approved version of the Noise Management Plan is to be circulated to the Committee members.
- Covenant. QAC will bring a draft of the Covenant to the September meeting for review by the Committee.

## **6. Standing Agenda Items:**

### Aircraft Activities

The Committee noted the number of aircraft activities since the last Committee meeting. The Committee agreed a change to the table was needed to include 12 month figures, to allow comparisons.

### Unplanned Engine Testing incidents

Mark Harrington reported there had been an unplanned engine test on 25 June that involved a 737 undertaking an idle run while at the stand. No issues had arisen.

### Complaints register summary

An update of the complaints register had not been circulated to the Committee. Scott Paterson undertook to email copies. Since 20 February, complaints had been received from:

- Mrs Roslyn King – as outlined in 3 above.
- Peter Lund-Jackson – in relation to noise from jets flying over his house in Kelvin Heights.
- Bryan Waters – in relation to low flying light aircraft over his house at Kelvin Heights.
- Janeen Holmes, a manager at Frankton Hospital. Ms Holmes had questions on the winter schedule; the expected increase in flight numbers likely with evening flights; and requested more information on noise management.

Scott Patterson advised that all complaints had been dealt with by QAC in accordance with the provisions of the Noise Management Plan, and that the new complainant (and Mr Lund-Jackson) would be invited to the next QALC meeting.

## **7. Operational Reporting:**

### Noise Monitoring

Steve Peakall updated the Committee on the noise monitoring that commenced

on Monday 30 June and would continue for a month. Monitoring equipment had been installed at 3 sites – 82 McBride Street; at the runway 14 threshold and at Grants Road at the Airports boundary, as previously agreed by the Committee.

A report would be available on the monitoring for the September Committee meeting.

#### Noise Mitigation Rollout.

Sean Thompson updated the Committee on QAC's plans.

- RCP had been appointed project managers
- QAC's own house at 82 McBride St would be a trial house with works commencing September 2014.
- Residents eligible for the first round of mitigation would be sent letters of offer in August 2014.

#### Environment Court progress on PC35

Scott Paterson advised the Committee there had been no progress on finalising PC35 pending the resolution of the Lot 6 litigation.

#### Public Information Session

The public briefing took place on 12 March and was very well attended. There were no formal presentations; rather, QAC staff dealt with residents' questions on noise and QAC's mitigation offers on an individual basis. Committee members that attended the session found the forum very beneficial and were complimentary of the overall initiative. QAC reported that it has found the session very helpful and planned to conduct another one as the mitigation project moves forward.

#### Update on Airport activities

Evening Flights. Civil Aviation Authority (NZ) and Civil Aviation Safety Authority (Aust) have approved the Foundation Safety Case for flying at night. Flights will be within the Airport's existing 6 am to 10 pm consented operating window, which is why QAC call them "evening flights" rather than "night flights". The first evening flights will not occur before winter 2016.

Runway widening. Works associated with widening the runway would occur after hours and are planned for summer 2015/16. Noise and vibration were identified as impacts that need to be carefully managed. QAC will inform the Committee of the proposed construction and noise/vibration mitigation and communications plan in due course.

Parking. More public car parks would be added at the airport for the coming summer, which were expected to take some pressure off neighbouring residential streets.

**8. General Business:**

QAC is to write a note of thanks to Mrs & Mr King and Ms Williams for their attendance.

**9. Upcoming Committee Meetings for 2014:**

The next meeting will be Wednesday 17 September.

It was agreed a further meeting would be held on Monday 17 November.

*The meeting concluded at 7.55 pm.*

Authorised as a true and correct record of proceedings.



**Jane Taylor**  
**Chair**  
Date: 17/09/14



**Minutes of the Queenstown Airport Liaison Committee held at Queenstown  
Airport on Monday 17 November 2014**

- Present:** Jane Taylor (Chair), Scott Paterson (QAC CEO), Mark Harrington (QAC GM Operations), Clayton Lightfoot (Airways), Greg Miller (Community Representative), Bob Fletcher (Air New Zealand), Scott Freeman (Community Representative), Dave Matthews (General Aviation), Kelly Campbell (Noise Administrator)
- In Attendance:** Sean Thompson (QAC GM Property), Blair Devlin (QLDC), Richard Kemp (QLDC), Peter Lund-Jackson (Resident), Barbara Williams (resident), Trish and Roger Humphries (residents)
- Apologies:** Steve Mclsaac (Community Representative)
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*The meeting commenced at 6:00pm.*

**1. Welcome:**

The Chair welcomed participants to the meeting and accepted the apologies. The residents in attendance were asked to speak to their complaints.

*Roger and Trish Humphries of 98B McBride Street* described their main concern as vibration from the aircraft departing to the north on 03 and noise from helicopters. Mark Harrington queried the kind of vibration felt and it was described as “being like an earthquake”.

*Barbara Williams of 1 Ross Street* raised helicopter noise as a concern. She mentioned that some inbound helicopters have been approaching at a minimum altitude of 1000 m and this has made a difference. She was advised her complaint regarding a Virgin flight being too low had been investigated and a normal final approach had been observed.

*Peter Lund-Jackson of 90 Cedar Drive* is concerned about the RNP flight path to the south of the airport, which he described as being “directly over his house”, resulting in noise from jets. Clayton Lightfoot advised that the flight path was very similar to the previous one. Peter agreed but advised that what was just offset from his house is now “directly over it”. Peter advised his main concern was regarding an increase in traffic and the advent of evening flights.

The residents were thanked for coming along and speaking to the committee and left at 7.10pm.

The committee discussed the three main issues out of the resident’s attendance:

- Dave Matthews advised he would approach the helicopter companies again, reiterating the minimum heights required on approach and departure, and it may be that inclusion in the AIP is needed. Currently there are no repercussions if pilots do not follow the suggested flight path. A paper on including the flight path in the AIP will be brought to the next meeting. Dave suggested that a meeting with the chief pilots and operators to discuss the possible inclusion would be a good idea.

- Vibration from the jets needs to be investigated for likely causes – if it is caused from jet blast then mitigating options need to be looked at (Bob Fletcher will send Scott Paterson information on measuring jet blast). A geo technical report will be required to test soil. QAC undertook to investigate the situation fully and to provide feedback to the Committee on probable causes and any mitigating options that might be available.
- The changes to the RNP tracks were discussed. It was agreed that analysis of a change to the RNP tracks would be extremely expensive, and may create an effect that is worse than the current one. Marshall Day will measure noise at 90 Cedar Drive to see if it is an issue. Greg Miller advised that he had a friend next door to Mr Lund-Jackson and he would ask him about the impact of aircraft over his house. He will report back at the next meeting.
- Draft response emails to the residents who attended the meeting will be run past the Chair before being sent out.

## **2. Minutes of Last Meeting:**

The minutes from the Queenstown Airport Liaison Committee on 17 September 2014 were accepted by the Committee.

### **Matters arising from the 17 September meeting:**

There were no matters arising from the previous meeting.

## **3. Action Plan Review:**

There were no changes to the Action Plan Review.

## **4. Review of the PC35 – QALC Work Plan February 2014 - 2015:**

There were no changes to the Work Plan.

## **5. Standing Agenda Items:**

### Aircraft Activities

The Committee noted the number of total aircraft movements at the Airport for the three month period to 31 October 2014. Jane Taylor requested that the graphs include year on year comparatives.

### Unplanned Engine Testing incidents

Noted.

### Complaints register summary

Roger and Trish Humphries, Barbara Williams, and Peter Lund-Jackson attended the meeting and spoke to their complaints. Other complaints discussed were:

1. Rosalind Devlin complained regarding a small white plane taking off to the south on the cross wind runway. The tower identified the plane and observed that it had climbed poorly and that this had resulted in a louder engine noise.
2. Jo Smith identified a number of low flying helicopters over a period of two days. The tower had advised that no abnormally low flights were observed during those days.

## 6. Operational Reporting:

The Operational Report by Scott Paterson was noted. Additional matters raised were:

- Lot 6 – no change in current status
- Noise contours – the focus is on managing expectations and educating residents.
- Noise mitigation – members were briefed on an evening held on 28 Oct for residents qualifying for full mitigation, and advised that a meeting will be held tomorrow 18 November for residents in the mid zone who are interested in mechanical ventilation. Preliminary assessments on the 13 inner noise sector houses will begin late February 2015.

It is expected that the preliminary assessments of the 123 houses in the mid noise sector will begin in April 2015.

The issue of cooling with mechanical ventilation has been solved by including a heat exchange summer bypass valve and incorporating a ducted air conditioning system, which will cool in summer and warm in winter. Both the covenant and the agreement will be brought to the February 2015 meeting.

- Trial houses – An update was given on the progress to date.

## 7. General Business:

It was noted that the response to Marshall Day query was emailed out on 10 November 2014.

## 8. Upcoming Committee Meetings for 2014:

The next meeting will be Wednesday 11 February 2014.

The future meetings are:

Wednesday 10 June 2015

Wednesday 16 September 2015

Wednesday 11 November 2015

*The meeting concluded at 7:50pm.*

Authorised as a true and correct record of proceedings.



**Jane Taylor**  
**Chair**  
Date:



**Minutes of the Queenstown Airport Liaison Committee held at Queenstown  
Airport on Wednesday 17 September 2014**

- Present:** Jane Taylor (Chair), Scott Paterson (QAC CEO), Mark Harrington (QAC GM Operations), Clayton Lightfoot (Airways), Steve McIsaac and Greg Miller (Community Representatives), Nathan Keenan (Queenstown Lakes District Council), Bob Fletcher (Air New Zealand)
- In Attendance:** Sean Thompson (QAC GM Property), Blair Devlin (QLDC)
- Apologies:** Scott Freeman (Community Representative), Dave Matthews (General Aviation)
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*The meeting commenced at 6.00 pm.*

**1. Welcome:**

The Chair welcomed participants to the meeting and accepted the apologies. Nathan Keenan advised this was his last meeting, and that Blair Devlin was attending as an observer on behalf of Council. Blair advised that Nathan's replacement would be Richard Kemp and both he and Richard would be attending the November meeting to ensure continuity.

The Chair thanked Nathan for his valuable contribution to the QALC since its inception.

**2. Minutes of Last Meeting:**

The minutes from the Queenstown Airport Liaison Committee on 2 July 2014 were accepted by the Committee, subject to an amendment on page 3 the inserting of the word "extremely" so the sentence now reads "...*Bob Fletcher spoke to the safety and operational issues and reassured Mr King that the degree of regulation that is in place to ensure the safety aspects of the aviation industry is such that the likelihood of an incident at Queenstown airport is extremely remote.*"

**Matters arising from the 2 July meeting:**

**Fly friendly options.** This item remains a work in progress. Dave Matthews is to progress this initiative with the operators.

**Discussion with helicopter users.** Dave Matthews advised via email that since the last meeting a procedure has been established with The Helicopter Line by way of an Ops Notice requiring pilots to observe certain minimum heights both on approach and departure via the Frankton Arm. He has spoken with Barbara Williams, who has indicated that since this procedure was implemented it has made a positive difference to noise levels experienced. Dave has also written to other helicopter operators asking them to consider the same procedure. As at the date of the meeting no written communication had been received from any of the operators. A further update will be provided by Dave to the Committee in November.

Clayton Lightfoot confirmed a high level of compliance with this procedure by other operators as well, even though it has yet to be formalised. Once written confirmation has been received by the operators, Clayton will look to include it in the Aeronautical Information Publication.

### 3. Action Plan Review:

1. Ongoing. It was noted that if the helicopter noise source moves to Lot 6, the actual noise contours significantly reduce.
2. See comments under Matters Arising.
3. See comments under Matters Arising.

### 4. Review of the PC35 – QALC Work plan February 2014 - 2015:

- Once Letters of Offer have been finalised, they will be sent out at the end of September.
- The report on Noise Monitoring will be presented after the summer monitoring at the June meeting.

### 5. Standing Agenda Items:

#### Aircraft Activities

The Committee noted the number of total aircraft movements at the Airport for the three month period to 31 August 2014. Jane Taylor requested a graph of the previous 2 years be provided, and be updated each meeting.

#### Unplanned Engine Testing incidents

Noted.

#### Complaints register summary

Both Peter Lund-Jackson and Janeen Holmes were invited to address the Committee but declined because of prior commitments. Both will be invited again to the November meeting.

Ms Holmes' concern was regarding how the Hospital could mitigate noise when night flights start to occur. QAC undertook to contact her directly regarding this issue.

The Committee was advised that Mr Lund-Jackson had telephoned the Control Tower last month to ask if there were any Milford planes that could fly lower over his house (at Kelvin Heights) as he had a wedding on that day. No reason for the request was given. He will be asked if he would like to attend the November meeting to speak to his concerns.

### 6. Operational Reporting:

The Operational Report by Scott Paterson was noted. Additional matters raised were:

#### Airport users parking in residential streets

Nathan Keenan advised that the parking team has been told to keep an eye on the situation, and that the Transport Planner was also aware of situation.

#### Noise Monitoring

A report on noise monitoring will be prepared at the conclusion of the summer monitoring.

### Projected AANC 2019

Marshall Day has produced the projected AANC's for 2019. Sean Thompson talked the Committee through these and advised they were based on an estimate of future movements. In 2019 it shows only 3 properties in the ANB qualifying for full mitigation, which is lower than anticipated. Scott Paterson advised that QAC would brief Scott Freeman separately on these projections to gauge community expectations around the mitigation rollout. Marshall Day have been asked to do more modelling on future contours so QAC can get a feel for when properties currently sitting in the 60dB Ldn will fall into the ANB.

### Rolling out the 2014/2015 Noise Mitigation

82 McBride Street has had its noise monitoring completed and the results indicate a future noise level of 68Ldn. Bob Fletcher queried the level of noise as he believes it to be very high, even for a poorly constructed home. He commented that he would have expected the inside noise levels to be around 47 to 48 dBA Ldn with windows closed. The Committee requested that this apparent anomaly be clarified by Marshall Day.

Scott Paterson advised that QAC were having difficulty in finding a mechanical ventilation product "off the shelf" that would satisfy the standards required by the designation and District Plan. Steve McIsaac offered to provide contact details of a company that may be able to assist. Nathan Keenan advised that he would look into the system recommended for Quail Rise residents, as this meets District Plan requirements.

Discussion on the draft QAC Offer Letters occurred. Feedback from the Committee included:

- More definition around mechanical ventilation was required and an assurance fresh air will be circulated.
- Information on how the 25% contribution will be held pending completion of the installation e.g. Trust account.
- The letter should advise the homeowners to take independent legal advice in relation to their rights and obligations under the Offer, and also that QAC would meet this cost up to \$750.00 (as set out in the Noise Mitigation Agreement).
- Consideration should be given to briefing an independent lawyer(s) to be available to act on behalf of individual homeowners, to minimise their costs of obtaining adequate legal advice.

The updated draft version of the letter will be circulated to the Committee before it is sent out to homeowners.

The Agreement and Covenant were discussed. Feedback from the Committee included:

- Too lengthy and complicated.
- Wording needs to be less legalistic and more simplistic using “plain language”.
- There did not appear to be any adequate process or remedy available to the homeowner if QAC was to suspend works because of the fault of the contractor under clause 5.2.2.
- Thought should be given to providing standard wording to be inserted into residential tenancy agreements to assist the homeowners to meet their obligations under the Agreement and the Covenant where a property is leased.
- The Agreement and the Covenant did not appear to adequately provide for situations where leases were currently in place and retrospective agreement from the tenant would be required to comply with the obligations under the covenant.

If these legal documents cannot be simplified it was suggested that the resident groups nominate a lawyer on their behalf to provide a simple explanation of the Agreement and Covenant. Both the updated Agreement and Covenant will be brought back to the Committee in November.

#### Evening Flights

Scott Paterson advised the Committee that plans had not changed with regard to evening flights. Runway widening works are due to start in Summer 2015/6 with the first evening flights planned to begin in Winter 2016. Public communications on evening flights would start in the second quarter of 2015. Bob Fletcher queried the timing of works, as he had concerns over the impact of noise and vibration. Mark Harrington advised there were construction noise guidelines in the District Plan that QAC was required to adhere to. Vibration was raised as a concern last meeting and needs to be carefully managed.

QAC undertook to keep the Committee updated on progress at future meetings.

#### **7. General Business:**

Nil.

**8. Upcoming Committee Meetings for 2014:**

The next meeting will be Monday 17 November 2014.

Discussion on the 2015 meeting dates occurred and the meeting dates for 2015 were set for:

Wednesday 11 February 2015

Wednesday 10 June 2015

Wednesday 16 September 2015

Wednesday 11 November 2015

*The meeting concluded at 7.45 pm.*

Authorised as a true and correct record of proceedings.



**Jane Taylor**  
**Chair**

Date: 17-11-14

