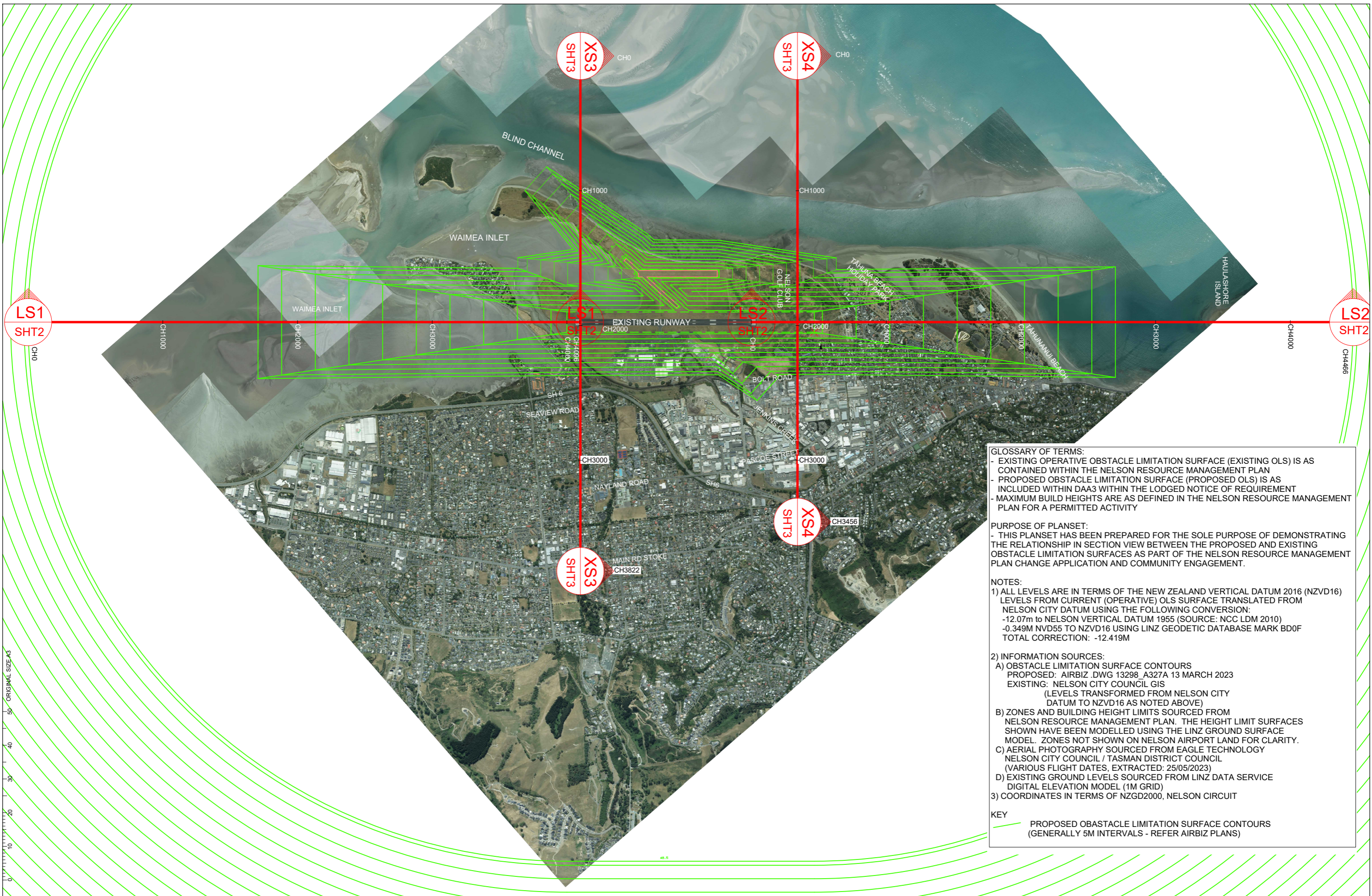


**ATTACHMENT A: Comparison Operative vs Proposed OLS
Cross Sections**



GLOSSARY OF TERMS:

- EXISTING OPERATIVE OBSTACLE LIMITATION SURFACE (EXISTING OLS) IS AS CONTAINED WITHIN THE NELSON RESOURCE MANAGEMENT PLAN
- PROPOSED OBSTACLE LIMITATION SURFACE (PROPOSED OLS) IS AS INCLUDED WITHIN DAA3 WITHIN THE LODGED NOTICE OF REQUIREMENT
- MAXIMUM BUILD HEIGHTS ARE AS DEFINED IN THE NELSON RESOURCE MANAGEMENT PLAN FOR A PERMITTED ACTIVITY

PURPOSE OF PLANSET:

- THIS PLANSET HAS BEEN PREPARED FOR THE SOLE PURPOSE OF DEMONSTRATING THE RELATIONSHIP IN SECTION VIEW BETWEEN THE PROPOSED AND EXISTING OBSTACLE LIMITATION SURFACES AS PART OF THE NELSON RESOURCE MANAGEMENT PLAN CHANGE APPLICATION AND COMMUNITY ENGAGEMENT.

NOTES:

- 1) ALL LEVELS ARE IN TERMS OF THE NEW ZEALAND VERTICAL DATUM 2016 (NZVD16) LEVELS FROM CURRENT (OPERATIVE) OLS SURFACE TRANSLATED FROM NELSON CITY DATUM USING THE FOLLOWING CONVERSION:
 -12.07m to NELSON VERTICAL DATUM 1955 (SOURCE: NCC LDM 2010)
 -0.349M NVD55 TO NZVD16 USING LINZ GEODETIC DATABASE MARK BDOF
 TOTAL CORRECTION: -12.419M

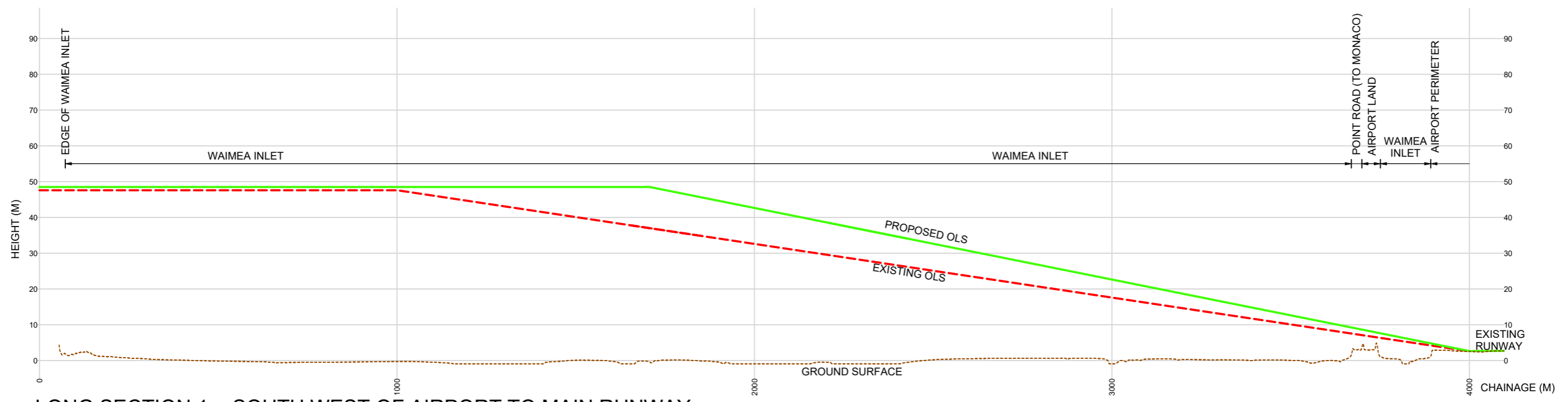
2) INFORMATION SOURCES:

- A) OBSTACLE LIMITATION SURFACE CONTOURS
 PROPOSED: AIRBIZ .DWG 13298_A327A 13 MARCH 2023
 EXISTING: NELSON CITY COUNCIL GIS
 (LEVELS TRANSFORMED FROM NELSON CITY DATUM TO NZVD16 AS NOTED ABOVE)
- B) ZONES AND BUILDING HEIGHT LIMITS SOURCED FROM NELSON RESOURCE MANAGEMENT PLAN. THE HEIGHT LIMIT SURFACES SHOWN HAVE BEEN MODELLED USING THE LINZ GROUND SURFACE MODEL. ZONES NOT SHOWN ON NELSON AIRPORT LAND FOR CLARITY.
- C) AERIAL PHOTOGRAPHY SOURCED FROM EAGLE TECHNOLOGY NELSON CITY COUNCIL / TASMAN DISTRICT COUNCIL (VARIOUS FLIGHT DATES, EXTRACTED: 25/05/2023)
- D) EXISTING GROUND LEVELS SOURCED FROM LINZ DATA SERVICE DIGITAL ELEVATION MODEL (1M GRID)

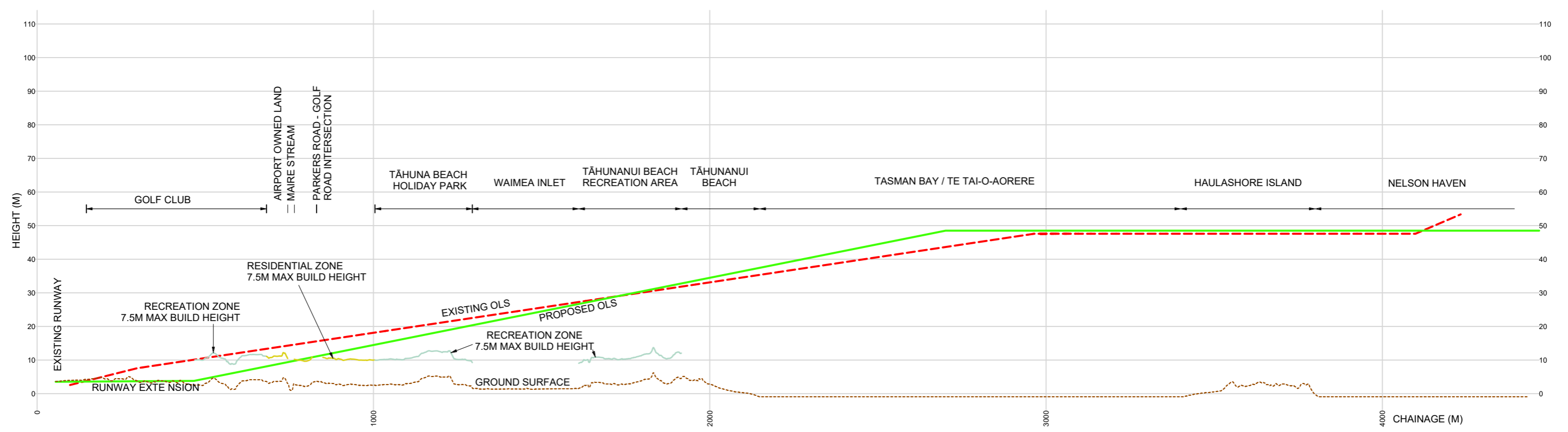
3) COORDINATES IN TERMS OF NZGD2000, NELSON CIRCUIT

KEY

- PROPOSED OBASTACLE LIMITATION SURFACE CONTOURS (GENERALLY 5M INTERVALS - REFER AIRBIZ PLANS)



LONG SECTION 1 - SOUTH WEST OF AIRPORT TO MAIN RUNWAY

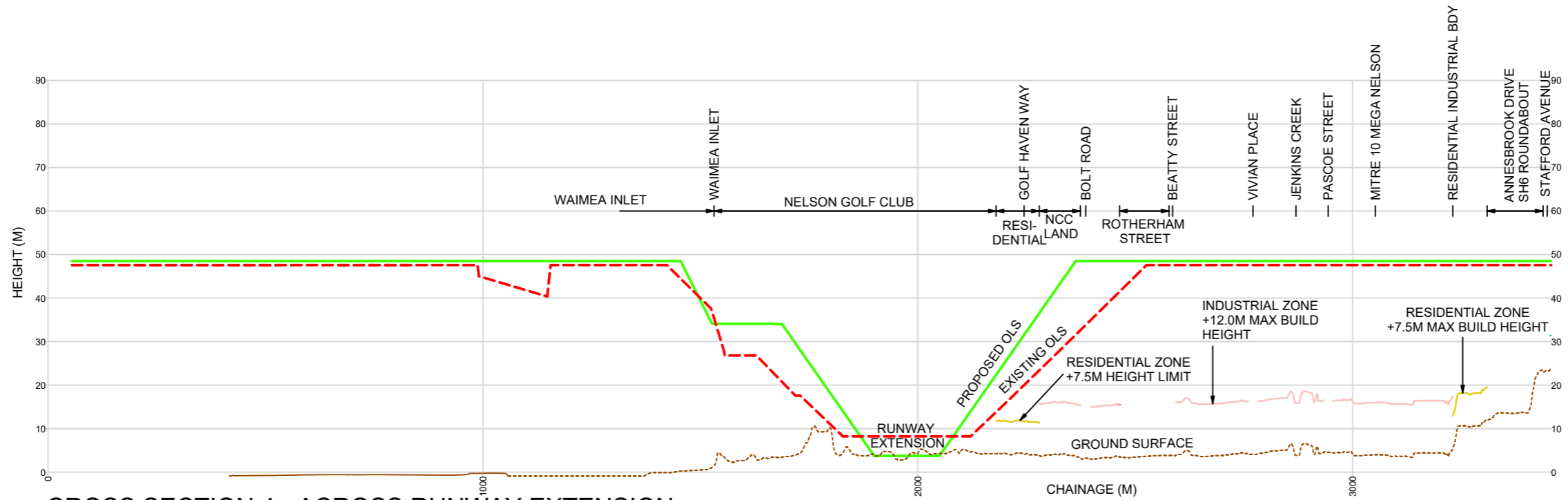


LONG SECTION 2 - FROM MAIN RUNWAY TO NORTH EAST OF AIRPORT

50 ORIGINAL SIZE A3

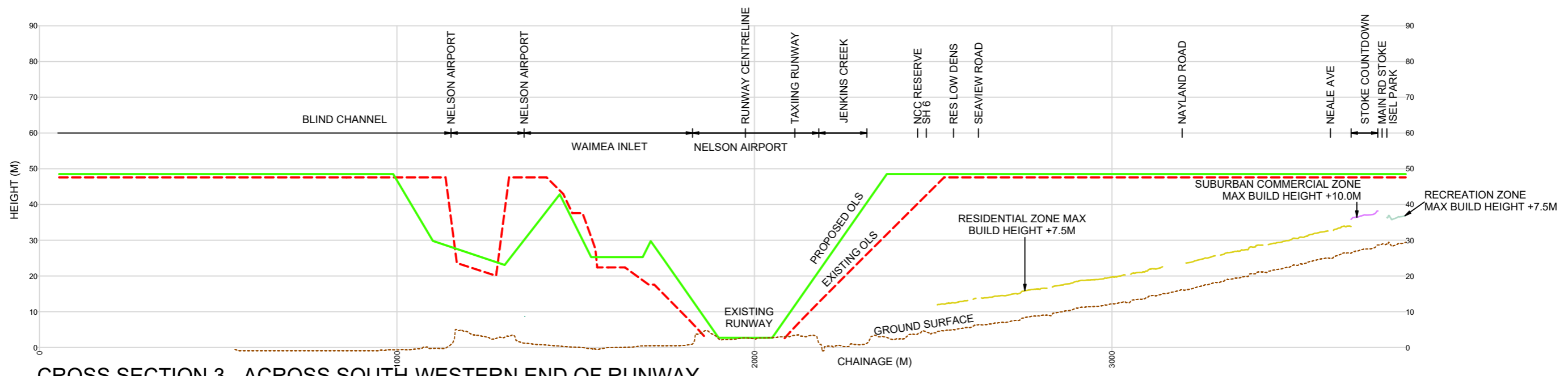
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CROSS SECTION 4 - ACROSS RUNWAY EXTENSION

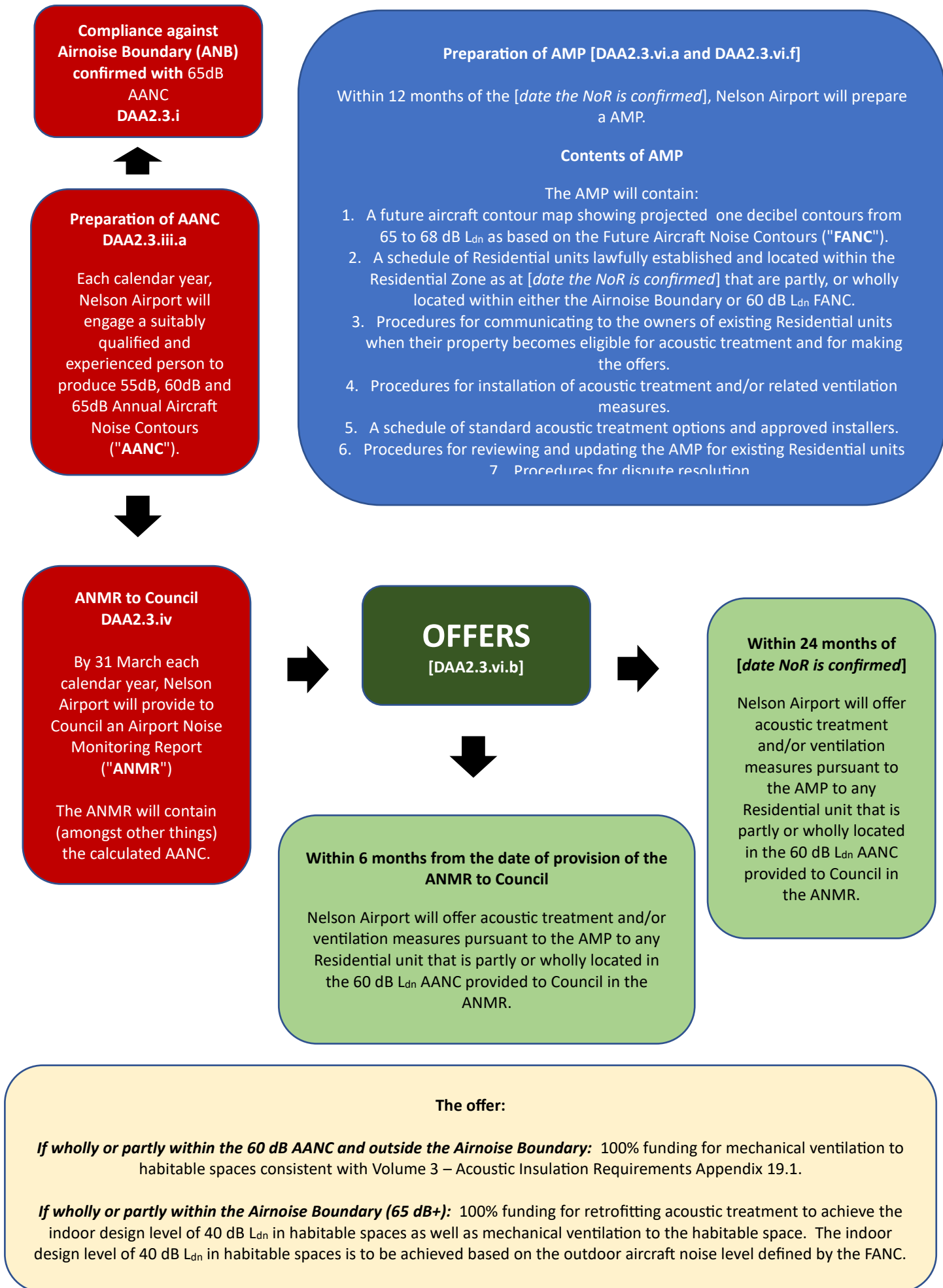
NOTE:
 1) FOR CROSS SECTION 4 THE EXISTING OLS SITS ABOVE THE PROPOSED OLS AT THE RUNWAY LOCATION AS THE SECTION HAS BEEN TAKEN BEYOND THE END OF THE EXISTING RUNWAY.



CROSS SECTION 3 - ACROSS SOUTH-WESTERN END OF RUNWAY

ATTACHMENT B: DAA2 Acoustic Mitigation
Flow Chart

DAA2 – Process Flow Chart for Acoustic Mitigation Programme (AMP)



Example of Application of AMP.

Year 1 (Year 1) – NoR is confirmed:

Step A: ‘Annual Aircraft Noise Contours’ (AANC) generated in accordance with the Airport Noise Management and Monitoring Plan (NMMP) and records of actual aircraft movements during the busiest three consecutive months of the preceding year. These contours represent the actual noise emissions from Aircraft Operations in the preceding year (‘Year zero AANC’). The purpose of these contours is to:

- (a) assess compliance with the noise boundaries in the District Plan for the preceding year (Year 0). **Condition DAA2.3.i.**
- (b) include in the Airport Noise Monitoring Report (ANMR). **Condition DAA2.3.iv.**
- (c) utilise for the Acoustic Mitigation Programme (AMP). **Condition DAA2.3.vi.**

Step B: The Airport Operator (Nelson Airport) is to prepare, within **12 months** of the date the NoR is confirmed, an AMP document setting out the AMP processes, standard treatments and a schedule of existing Residential units (in a Residential zone) partly or wholly within the 60 dB L_{dn} FANC or the Airnoise Boundary. **Condition DAA2.3.vi.a.**

Step C: Using the schedule of existing Residential units identified in the AMP (Step B) and the AANC (Step A), identify existing Residential units located partly or wholly within the 60 dB L_{dn} AANC or 65 dB L_{dn} AANC (i.e. Residential units eligible for offers).

Step D: **Within 24 months of the NoR being confirmed,** , the Airport Operator is to offer mitigation in accordance with **DAA2.3.vi.c** for those Residential units identified as eligible under Step C , as follows:

[Example only]:

Any residential unit (partially or wholly) located within the Year Zero 60 dB L_{dn} AANC (as shown with a ✓) **but** contained within the ANB the offer shall be (**DAA2.3.vi.c.ii**) for 100% acoustic treatment + mechanical ventilation in habitable spaces with the indoor design level for habitable spaces to be 40 dB L_{dn} predicated on the Future Aircraft Noise Levels (**DAA2.3.vi.c.ii** and **DAA2.3.vi.f.i**).



Step E: The nature of the offer and responsibilities (for the Airport operator and the property owner) are set out in **DAA2.3.vi.d** and **DAA2.3.vi.e**.

Year 2 (Year 2) – Following year:

- Step A:** New AANC generated which uses aircraft movements during the busiest three months of the preceding year (**Year 1**). These contours represent the actual noise emissions from Aircraft Operations in the preceding year ('Year 1 AANC'). The purpose of these contours is to:
- (a) assess compliance with the noise boundaries in the District Plan for the preceding year (Year 1). **Condition DAA2.3.i.**
 - (b) include in the Year 1 ANMR. **Condition DAA2.3.iv.**
 - (c) utilise for the AMP. **Condition DAA2.3.vi** for **any additional** residential units (partly or wholly) located within the 65 dB L_{dn} AANC or 60 dB L_{dn} AANC.
- Step B:** Using the schedule of existing Residential units in the AMP document and the AANC prepared in Step A, identify existing Residential units located partly or wholly within the 60 dB L_{dn} AANC or 65 dB L_{dn} AANC (i.e. Residential units eligible for offers). Report these in the ANMR.
- Step C:** The Airport Operator is to offer mitigation in accordance with **DAA2.3.vi.c** to eligible Residential units identified in Step B within **6 months** of the date of provision of the ANMR to the Council **DAA2.3.vi.b.ii**. The AMP will set out the reoffer process for eligible Residential units that have previously received offers.
- Step D:** The nature of the Offer and responsibilities (for the Airport operator and the property owner) are set out in **DAA2.3.vi.d** and **DAA2.3.vi.e**.

Subsequent Years –Annually:

The annual process follows the Year 2 steps.

ATTACHMENT C: HAIL Sites ID10087 and ID10894

Hazardous Activities and Industries List (HAIL) Site Summary

Location:	38 Bolt Road, Nelson		
Valuation Assessment:	1968001000		
HAIL ID:	HAIL10087	HAIL Site Area:	4,108m ²
Primary HAIL Activity:	A17. Storage tanks or drums for fuel, chemicals or liquid waste		
Secondary HAIL Activity:	A17. Storage tanks or drums for fuel, chemicals or liquid waste		
Land Use Status:	Current at last inspection	HAIL Type:	Unspecified

HAIL Activity Verification Source

Property Condition:	Not Applicable	Council File ID:	24
Historical Aerial:	Not Applicable	Yellow Pages:	Not Applicable
Hazardous Substances:	Assessed	Dangerous Goods:	DG116

National Environmental Standard: Not Assessed

Site Status:

Verified HAIL site: Partial Site Information. Council has information to verify a HAIL activity on site and holds some additional relevant information for this site. However the information is not sufficient to assess the site against the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCO Regulations 2011)

Hazardous Activities and Industries List (HAIL) Site Summary

Location: 119A Parkers Road, Nelson

Valuation Assessment: 1968001005

HAIL ID: HAIL10894 **HAIL Site Area:** 657m²

Primary HAIL Activity: A17. Storage tanks or drums for fuel, chemicals or liquid waste

Secondary HAIL Activity: A17. Storage tanks or drums for fuel, chemicals or liquid waste

Land Use Status: Current at last inspection **HAIL Type:** Unspecified

HAIL Activity Verification Source

Property Condition: **Council File ID:** 24; A1434067

Historical Aerial: **Yellow Pages:**

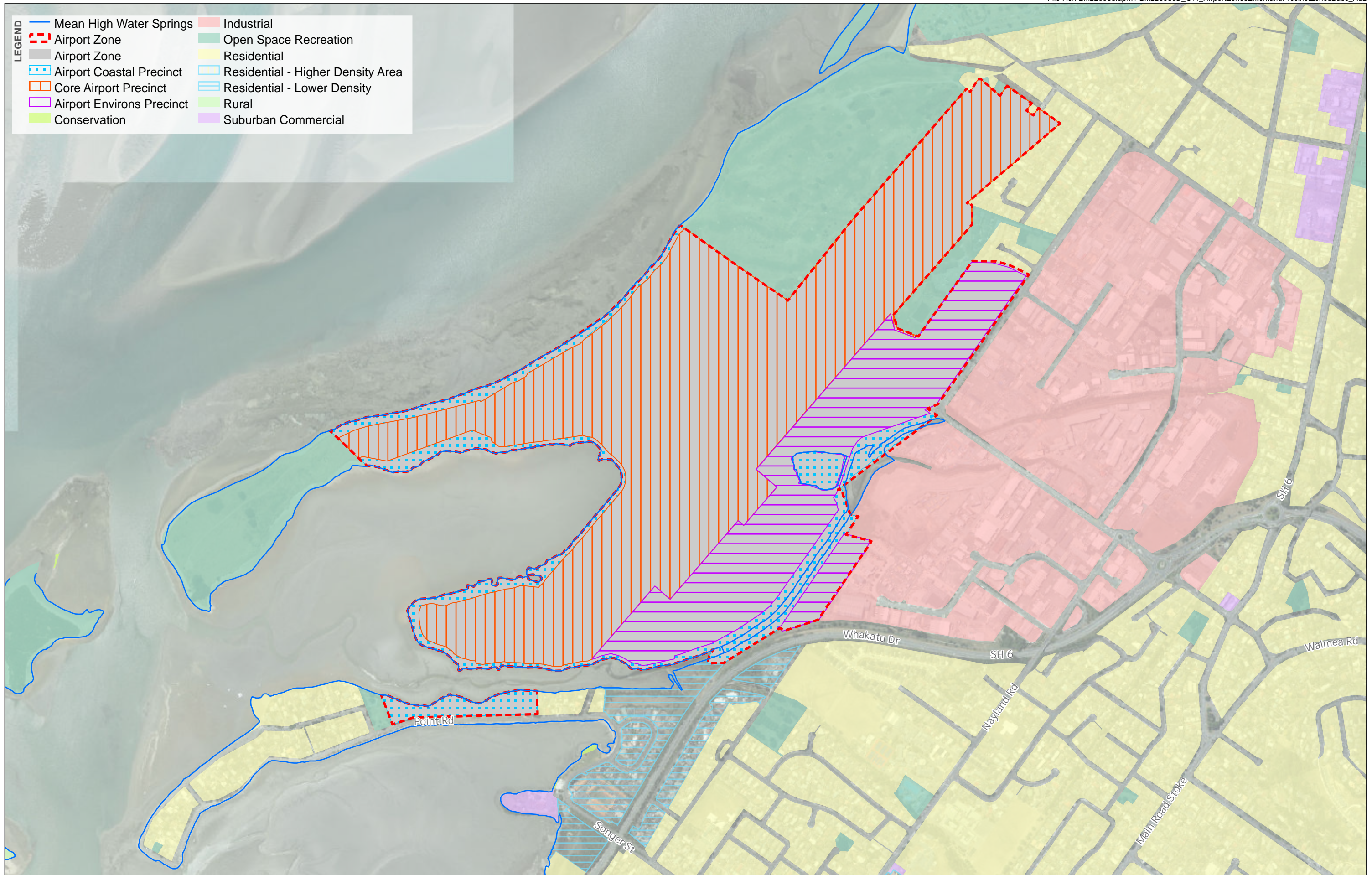
Hazardous Substances: **Dangerous Goods:** DG116

National Environmental Standard: Detailed Site Investigation

Site Status:

Verified HAIL site: Meets NESCS Regulations 2011 for any land use. Council has information to verify a HAIL activity on site. A Detailed Site Investigation (DSI) report is on file which confirms that the site meets soil contamination guidelines and standards under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS Regulations 2011) for any land use.

ATTACHMENT D: Replacement Figure A16
Proposed Airport Zone and Precincts
This Plan supersedes and prevails over
Figure A16 as lodged in the application.



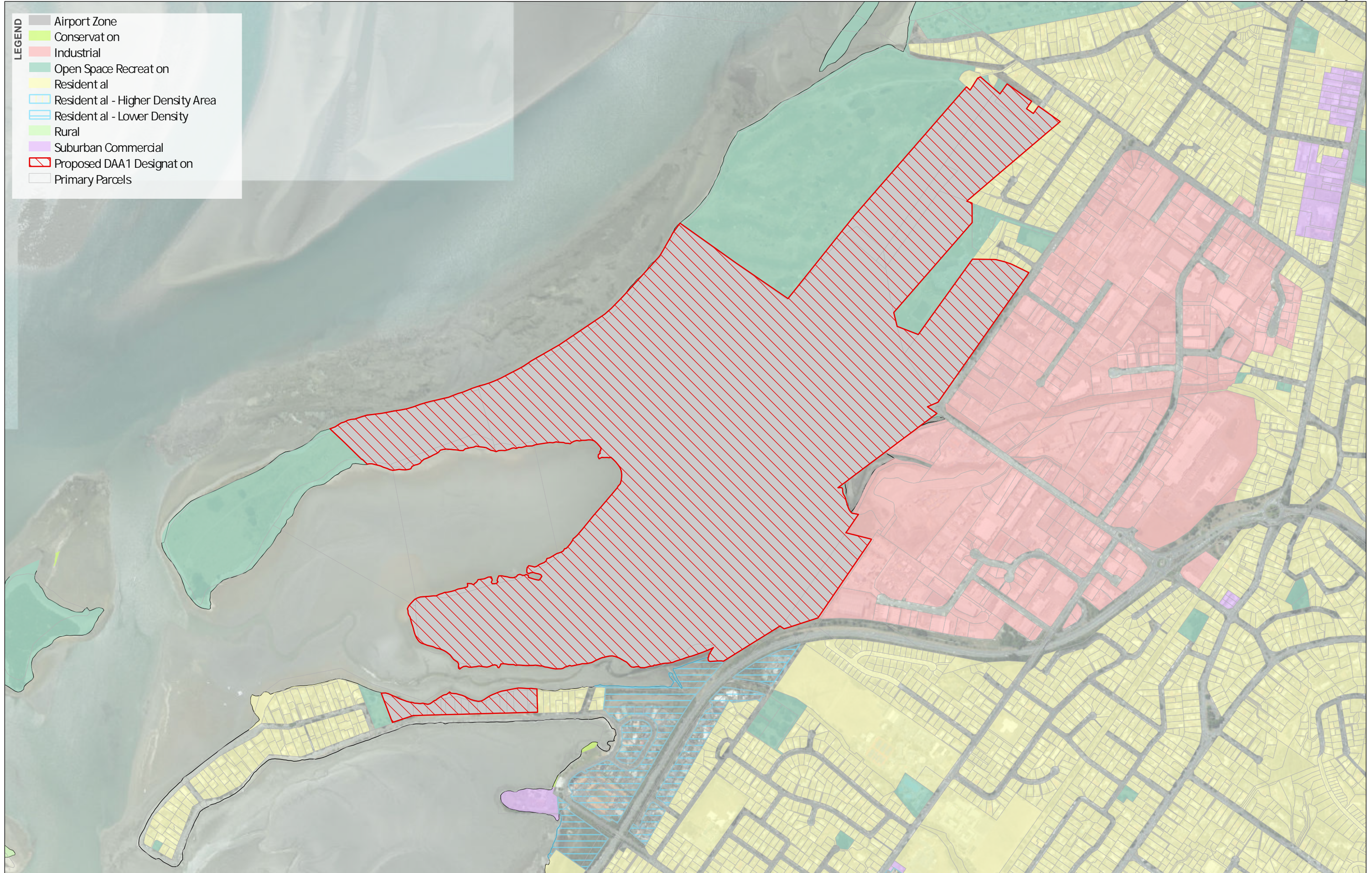
LEGEND

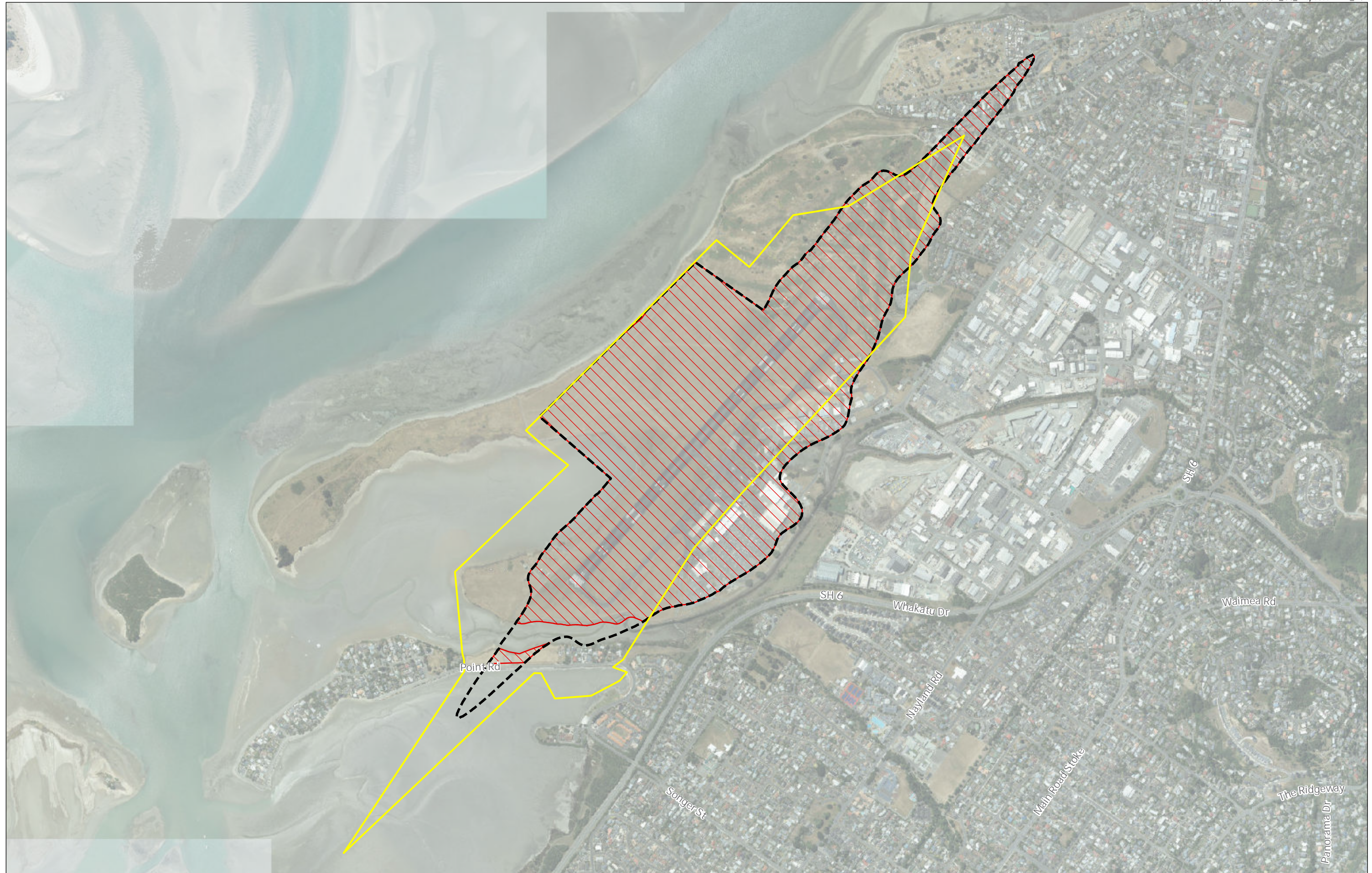
— Mean High Water Springs	Industrial
- - - Airport Zone	Open Space Recreation
■ Airport Zone	Residential
••• Airport Coastal Precinct	Residential - Higher Density Area
▨ Core Airport Precinct	Residential - Lower Density
▨ Airport Environs Precinct	Rural
■ Conservation	Suburban Commercial

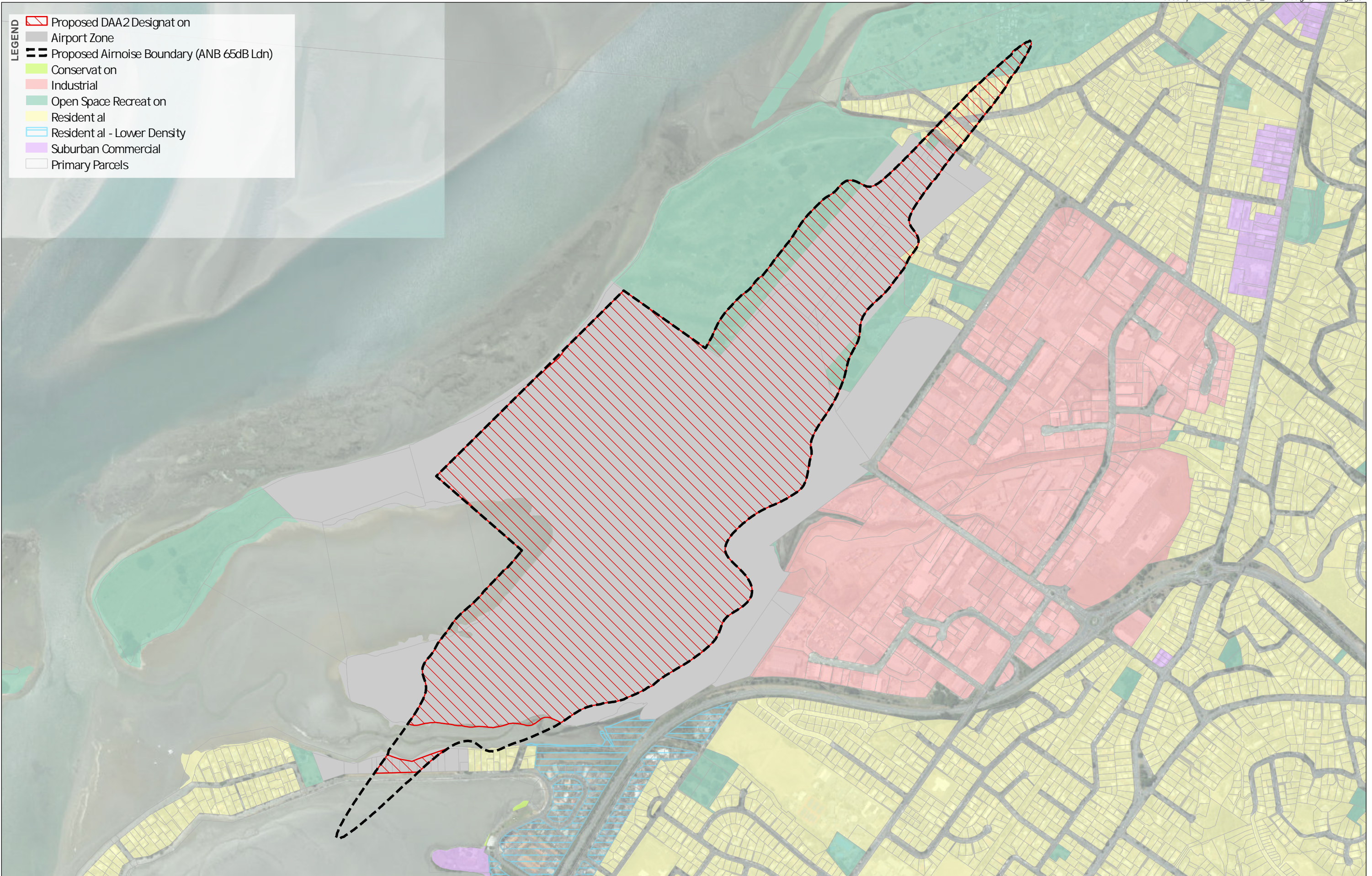
ATTACHMENT E: Supplementary Plan Set

- Proposed DAA1 and existing extent overlaid on an aerial map. **Attachment E – Figure E1.**
- Proposed DAA1 overlaid on the proposed zoning (so that both layers can be seen). **Attachment E – Figure E2.**
- Proposed DAA2 and existing extent overlaid on an aerial map. **Attachment E – Figure E3.**
- Proposed DAA2 overlaid on the proposed zoning (so that both layers can be seen). **Attachment E – Figure E4.**


















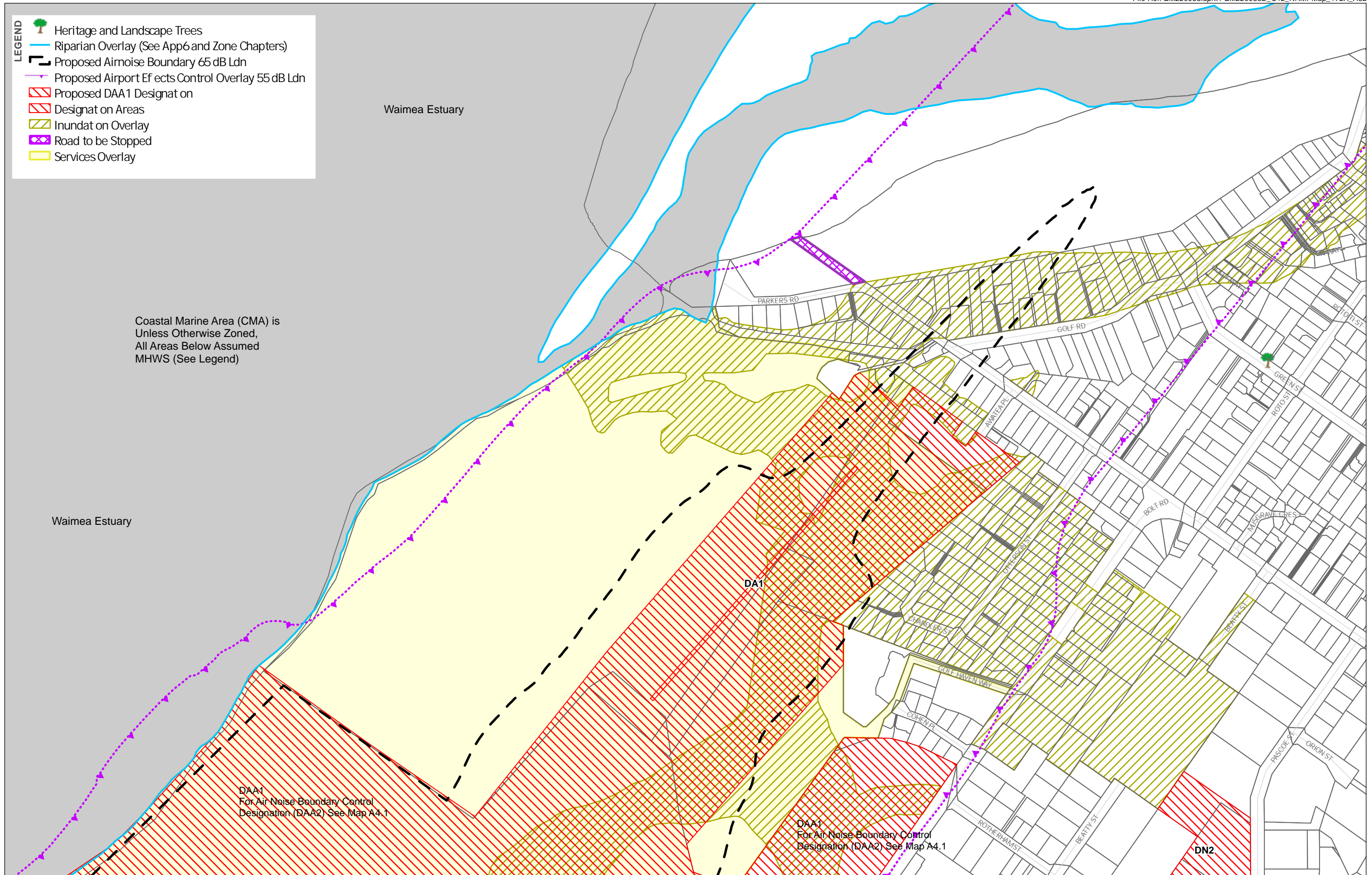
- LEGEND**
- Proposed DAA2 Designation
 - Airport Zone
 - Proposed Airnoise Boundary (ANB 65dB Ldn)
 - Conservation
 - Industrial
 - Open Space Recreation
 - Residential
 - Residential - Lower Density
 - Suburban Commercial
 - Primary Parcels

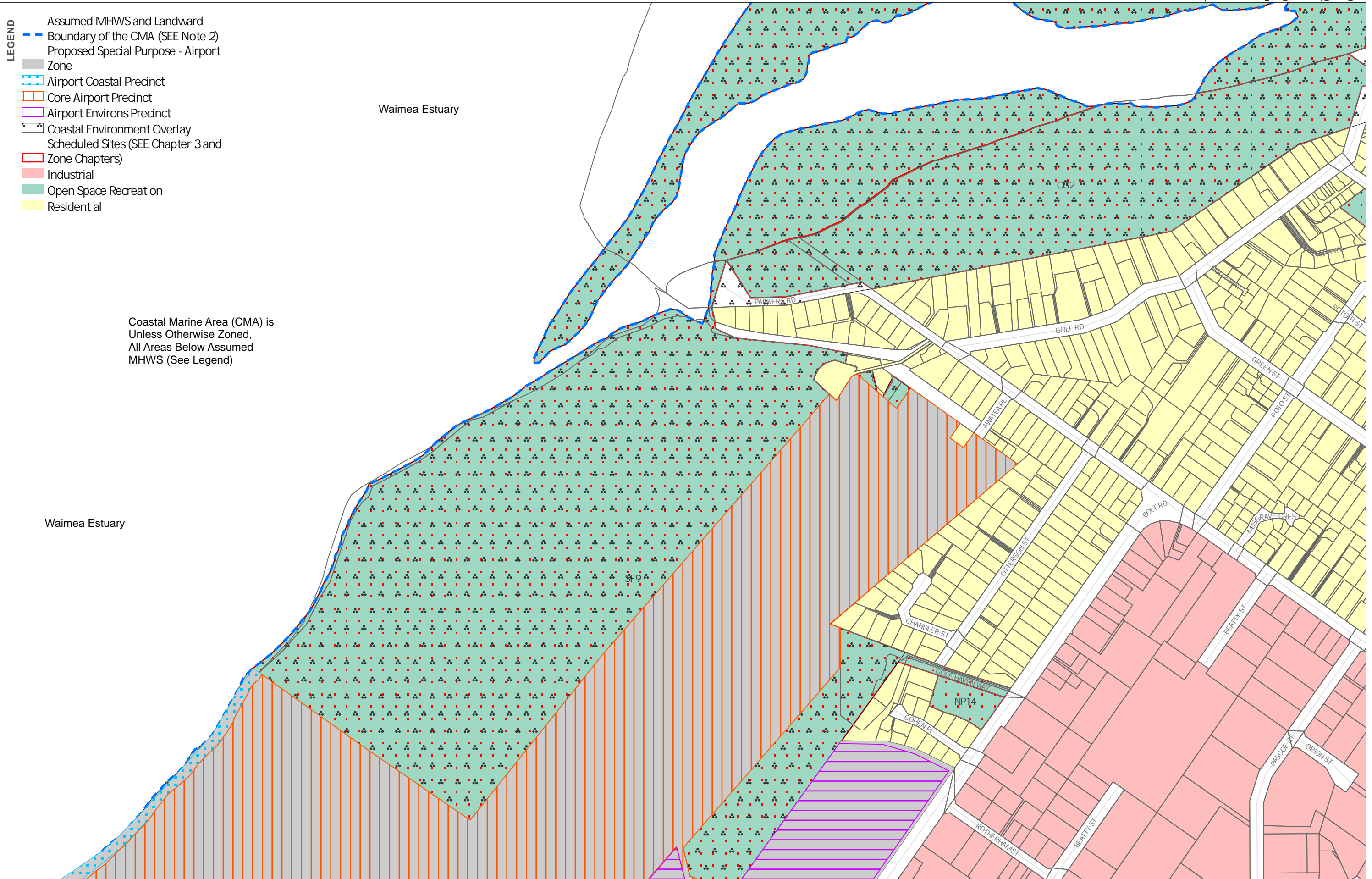
**ATTACHMENT F: Supplementary Nelson Resource
Management Plan Map (Map 17, 21 and 22) Set**

LEGEND

-  Heritage and Landscape Trees
-  Riparian Overlay (See App6 and Zone Chapters)
-  Proposed Airnoise Boundary 65 dB Ldn
-  Proposed Airport Effects Control Overlay 55 dB Ldn
-  Proposed DAA1 Designation
-  Designation Areas
-  Inundation Overlay
-  Road to be Stopped
-  Services Overlay

Coastal Marine Area (CMA) is Unless Otherwise Zoned, All Areas Below Assumed MHWS (See Legend)





- LEGEND**
- Assumed MHWS and Landward
 - Boundary of the CMA (SEE Note 2)
 - Proposed Special Purpose - Airport
 - Zone
 - Airport Coastal Precinct
 - Core Airport Precinct
 - Airport Environs Precinct
 - Coastal Environment Overlay
 - Scheduled Sites (SEE Chapter 3 and Zone Chapters)
 - Industrial
 - Open Space Recreation
 - Residential

Coastal Marine Area (CMA) is Unless Otherwise Zoned, All Areas Below Assumed MHWS (See Legend)

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

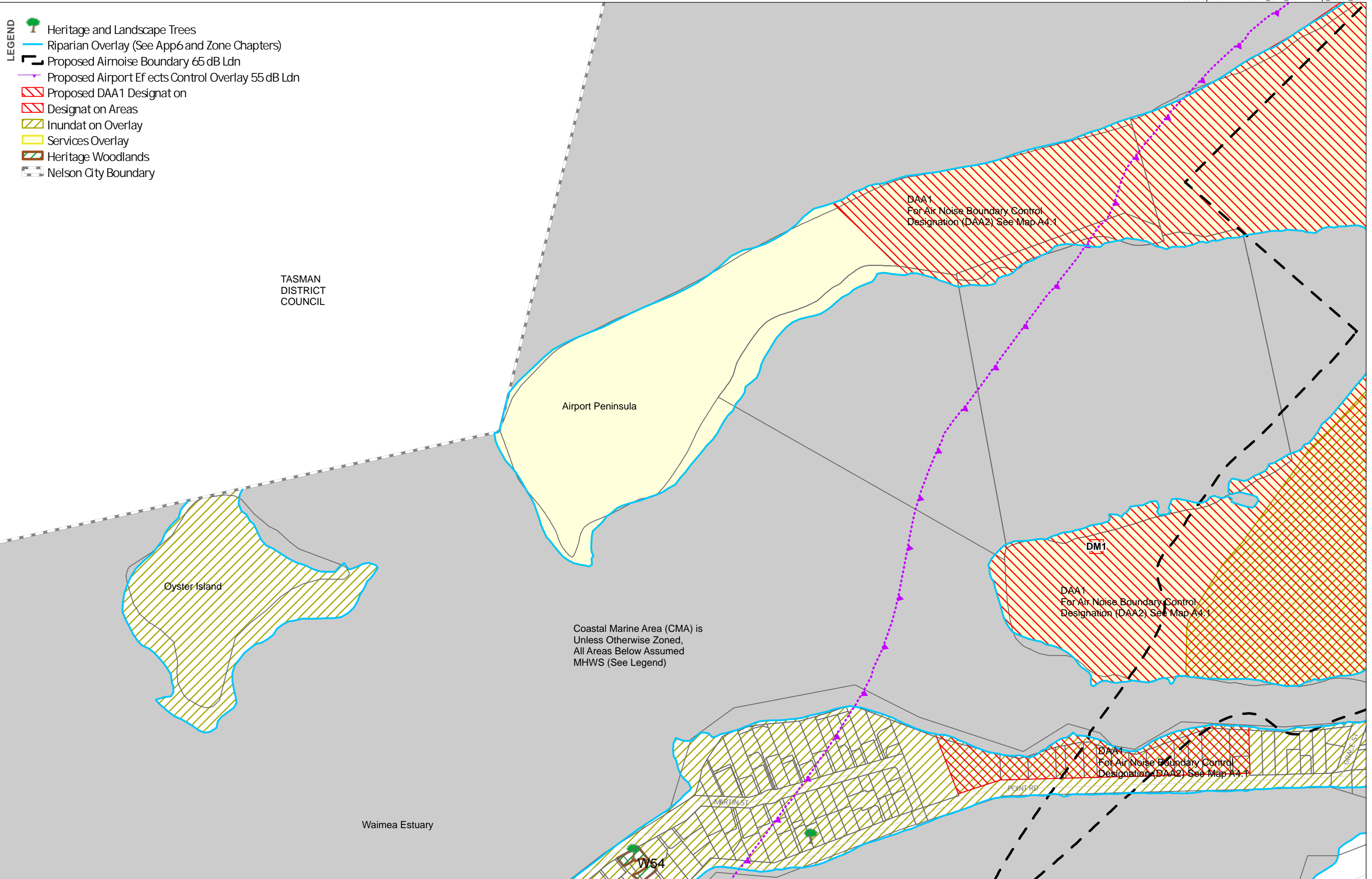
0 100 m
1:5,000 @ A3
Data Sources: LINZ, Top of the South Regional Council, Russell McVeagh
Projection: NZGD 2000 New Zealand Transverse Mercator










NELSON AIRPORT LIMITED NOTICE OF REQUIREMENT AND PPC APPLICATION

Nelson Resource Management Plan Right Hand - Map 17 RH

Date: 31 May 2023 | Revision: 0
Plan prepared for Nelson Airport Limited by Boffa Miskell Limited
Project Manager: liz.gavin@boffamiskell.co.nz | Drawn: KMa | Checked: AAN

Figure C12



- LEGEND**
-  Heritage and Landscape Trees
 -  Riparian Overlay (See App6 and Zone Chapters)
 -  Proposed Airnoise Boundary 65 dB Ldn
 -  Proposed Airport Effects Control Overlay 55 dB Ldn
 -  Proposed DAA1 Designation
 -  Designation Areas
 -  Inundation Overlay
 -  Services Overlay
 -  Heritage Woodlands
 -  Nelson City Boundary

TASMAN DISTRICT COUNCIL

Airport Peninsula

Oyster Island

Coastal Marine Area (CMA) is Unless Otherwise Zoned, All Areas Below Assumed MHWS (See Legend)

Waimea Estuary

DAA1 For Air Noise Boundary Control Designation (DAA2) See Map A4.1

DM1

DAA1 For Air Noise Boundary Control Designation (DAA2) See Map A4.1

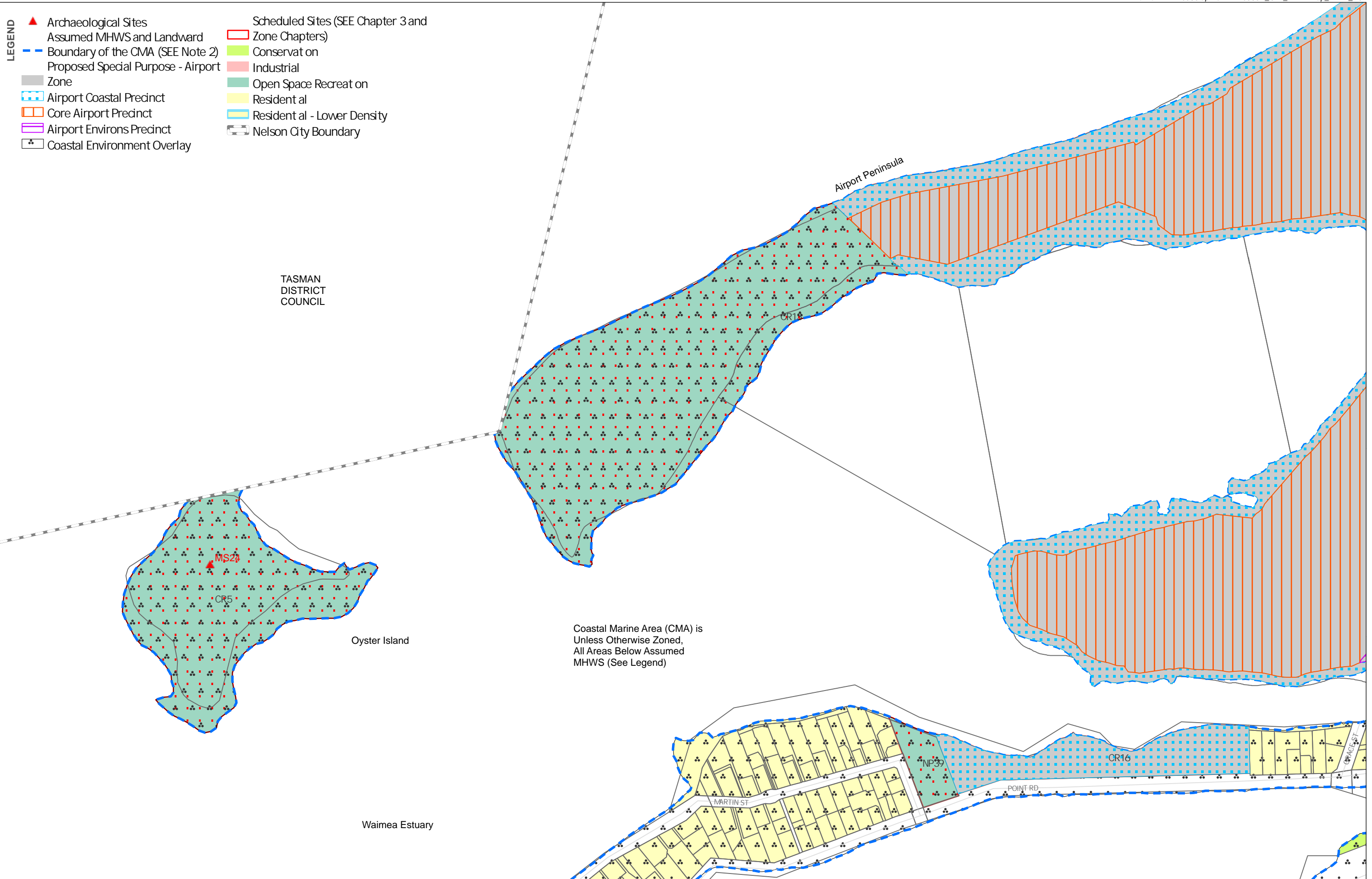
DAA1 For Air Noise Boundary Control Designation (DAA2) See Map A4.1

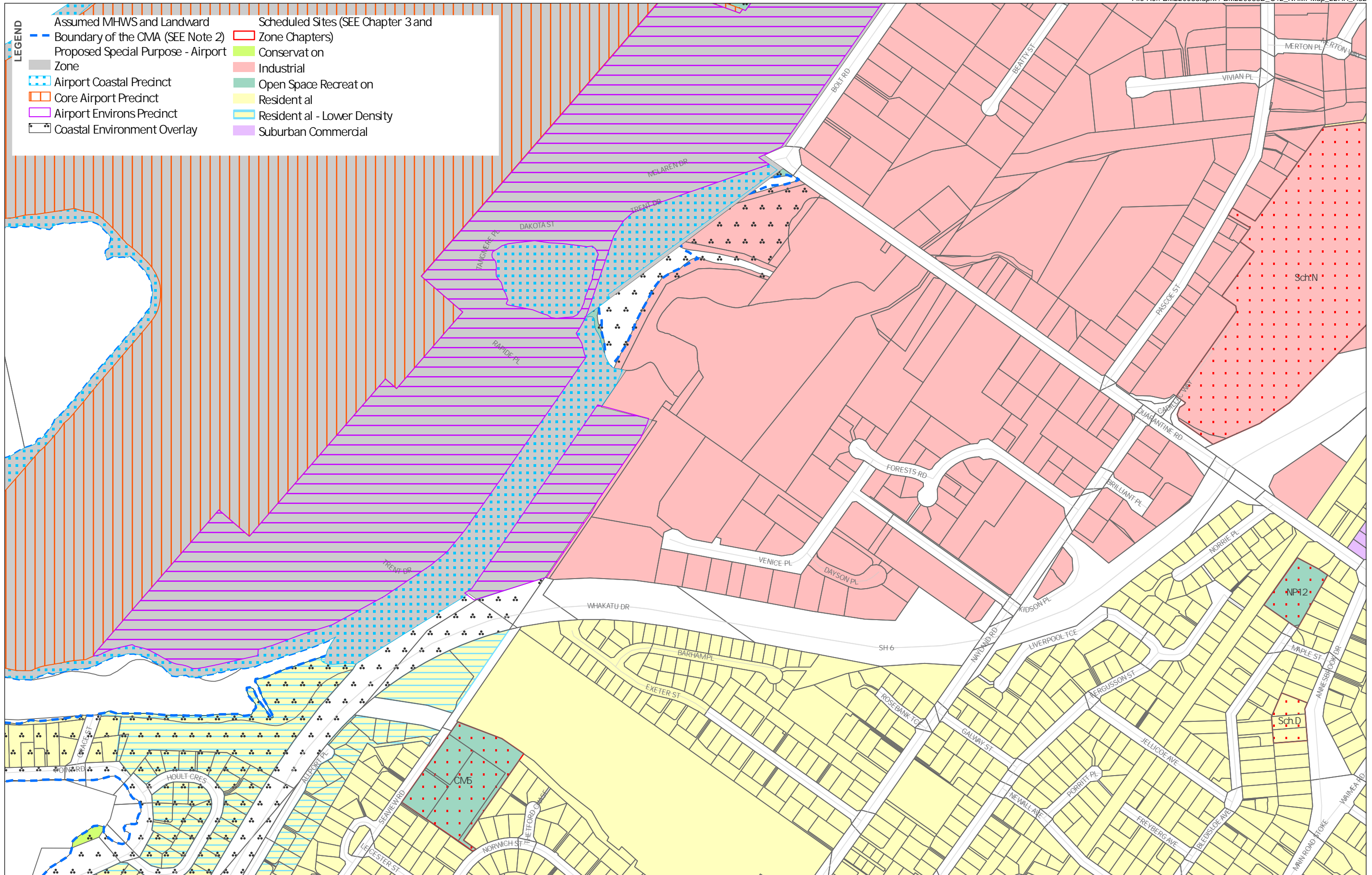
W54

WBRF RD

POINT RD

BRICK ST





ATTACHMENT G: Comparison NRMP and PPC Provisions

Comparison between the relevant NRMP rules and the proposed rules to easily highlight where/how change is occurring?

A comparison of the specific provisions between the proposed Airport Zone and the Operative Industrial Zone Chapter 10 provisions is provided in Section 14.4 of the Application. The full suite of amendments associated with the PPC is set out in Section 2.1 of the Application.

The below table follows the comparative example provided by Planscapes on 27 April 2023.

Airport Provisions – What has changed?

Activity	NRMP	Proposed Plan Change request
Chapter changes		
<p>Overview</p> <p>Topic and Zone chapters</p>	<p>District wide</p> <p>Objectives and policies in Chapter 5: District Wide provide for the long-term continuation of Nelson Airport at its present location, with provision for controlled growth, whilst managing the effects of noise and other potential adverse effects on the community.</p> <p>Land use activities at the Airport and provisions to manage noise effects</p> <p>Specific provisions relating to land use activities at the Airport, including management of noise effects, are contained within the Industrial Zone chapter.</p> <p>Additional provisions for the management of noise effects from the airport are also captured in the Residential zone and Suburban Commercial zone chapters.</p>	<p>District wide</p> <p>Amended objectives and policies in Chapter 5: District Wide - are strategic provisions that recognise Nelson Airport as nationally and regionally significant infrastructure whilst managing noise effects to appropriate levels, and ensure land use around the airport does not result in reverse sensitivity effects on the efficient operation, use and development of the airport.</p> <p>Land use activities at the Airport and provisions to manage noise effects</p> <p>Specific provisions relating to land use activities at the Airport are now contained in a new Airport zone (AIRPz) - Chapter 15.</p> <p>The specific noise provisions for activities undertaken at the Airport are now contained in the AIRPz chapter, including:</p> <ul style="list-style-type: none"> • AIRPz.29 Engine Testing • AIRPz.30 Compass Swings [New Rule] • AIRPz.39 Noise (General) • AIRPz.40 Airport noise, Aircraft noise management • AIRPz.41 Construction Noise <p>Provisions to manage reverse sensitivity effects on the Airport</p> <p>Consistent provisions for the management of <i>Activities Sensitive to Airport Noise (ASAN)</i> as defined in Chapter 2 throughout all zone chapters.</p>
Spatial changes		
<p>Zones – Airport and associated infrastructure</p>	<p>Chapter 10 - Industrial Zone (with a reference to the unmapped 'Airport industrial area' in the airport-specific rule).</p> <p>Chapter 11 - Open Space Recreation Zone.</p>	<p>Airport Zone, divided into three precincts:</p> <ul style="list-style-type: none"> - Core Airport Precinct - Airport Environs Precinct - Airport Coastal Precinct

Objectives and Policies		
<p>District Wide Provisions – Chapter 5 Strategic Infrastructure</p>	<p>One specific Objective (DO11.1) and Policies ‘Airport Transport’ which provides recognition of the Airport and provision for controlled growth in airport movements, whilst managing the effects of noise and other potential adverse effect on the community.</p>	<p>Amendments to Objectives and Policies, including DO11.1 and associated policies as to explicit recognition of Nelson Airport as nationally and regionally significant infrastructure, and amendments to Policy DO11.1 to ensure Nelson Airport’s role and operations are protected from incompatible activities, including avoiding new ASAN within the Airport Effects Control Overlay (AECO) and Airnoise Boundary (ANB), and managing the intensification of existing ASAN.</p> <p>Amendments to provisions ensuring that urban form and growth remains compatible with nationally and regionally significant infrastructure (Objective DO15.1).</p>
<p>Use of airport land</p>	<p>Chapter 10 – Industrial Zone</p> <p>One specific policy directs that non-industrial activities should not locate in the Airport industrial area, unless they have a direct relationship with the Airport.</p> <p>Rules relating to activities at the Airport.</p>	<p>Provisions relating to the Airport have been deleted from the Industrial zone.</p> <p>Chapter 15 AIRPz: New objectives in the Airport zone set out:</p> <ol style="list-style-type: none"> 1. Recognition of the Airport as nationally and regionally significant infrastructure. 2. The role and function of activities at the Airport, as based on three precincts (referred above). 3. That environmental quality is reflective of the role and function of the Airport. <p>Policies in the Airport Zone seek to enable appropriate activities (including <i>Aviation Activities</i> and <i>Airport Related Activities</i> as defined in Chapter 2) based on the role and function of each precinct. In the Airport Environs Precinct, a broader range of activities are also anticipated subject to criteria. Policies also relate to activities in Airport Coastal Precinct; and environmental quality, safety and design.</p>

Noise Management		
<p>Noise – management (NOISE)</p>	<p>Specific Objective (including DO11.1), polices (including DO11.1.3) and rules (in the Industrial Zone Chapter 10, Residential Zone Chapter 7, Suburban Commercial Zone Chapter 9) are provided in relation to acoustic requirements associated with the AECO¹.</p> <p>Chapter 10 Industrial Zone provides the noise management provisions for the Airport Operator, including requirements for compliance with the 65dBA Airnoise contour (ANB).</p> <p>Designation DAA2.4.i precludes new activities within the 65 dB L_{dn} Airnoise Boundary.</p>	<p>Replacement of DO11.1.2 ‘Reverse Sensitivity Effects’ to establish the strategic (across all zones) approach for the avoidance of new ASAN, and managing effects including density controls and requirements for acoustic treatment.</p> <p>Amend the AECO from the 60dB L_{dn} contour to the 55dB L_{dn} contour as recommended as the Outer Control Boundary in NZS6805:1992.</p> <p>Consistent rules have been inserted into the following Zone Chapters seeking to avoid new ASAN in the ANB, discourage new ASAN in the AECO, and require acoustic insulation be provided for any replacement or substantial alterations associated with existing ASAN:</p> <ul style="list-style-type: none"> • Residential Zone – Chapter 7. • Industrial Zone – Chapter 10. • Open Space Recreation – Chapter 11. • Conservation Zone – Chapter 14. • Suburban Commercial Zone – Chapter 9. <p>In the Residential Zone – Chapter 7, retain the Operative Plan limitation on minimum allotment sizes to 600m² within the AECO.</p> <p>Controls on ASAN are also applied to the AIRPz, except acoustically attenuated accommodation for aviation trainees and Visitor Accommodation (as subject to conditions).</p>
<p>Noise – acoustic insulation Appendix 19 (NOISE)</p>	<p>Within the AECO, construction/ alteration of a building containing a bedroom or living area in a Residential or Suburban Commercial Zone is a Permitted activity where it is acoustically insulated in accordance with Appendix 19, or certification is provided to show the insulation reduces noise levels to no greater than 45dB L_{dn} (inside). Otherwise, it is a non-complying activity.</p>	<p>Amendments have been made to Appendix 19 Acoustic Insulation Requirements as associated with the AECO and the Future Aircraft Noise Contours (FANC), including the indoor noise level limit has been lowered to 40dB L_{dn}.</p>

¹ Noting the AECO is represented in the NRMP by the 60dB L_{dn} contour.

Rules/Standards within the Airport zone		
Airport-related activities	Commercial or recreational facilities that relate directly to or serve airport activities are permitted activities.	In the Airport zone, activities permitted (as subject to Precincts), include: <ul style="list-style-type: none"> - <i>Aviation Activity</i> (as defined in Chapter 2 as amended). - <i>Airport Related Activity</i> (as defined in Chapter 2 as amended).
Industrial activities	Permitted activity.	Permitted activity, including 'distribution' (logistics) activities as added to Definition of <i>Industrial Activity</i> (as included in the Industrial Definition within the National Planning Standards – Part 14) inserted into Chapter 2 as amended.
Residential activities	Permitted activity if it is ancillary to the industrial activity, is acoustically insulated as subject to Appendix 19, and where it has an outdoor living court.	As a defined ASAN (Definition in Chapter 2 as amended), residential activities are a non-complying activity (however visitor accommodation and aviation training related accommodation within the Airport zone is a permitted activity, subject to compliance with standards).
Commercial and Office activities	<p>Retail activities that include the below are a permitted activity:</p> <ul style="list-style-type: none"> - food and beverage <100m² - selling items made onsite, - vehicle accessories, and - any involving bulky outdoor storage. <p>However, the NRMP is silent on commercial services and other enterprises. Retail is otherwise a discretionary activity. Commercial services are not mentioned, so default to a permitted activity status. This gap has allowed for gyms, medical services and martial arts studios to locate in the Industrial zone.</p> <p>Office activities are permitted if ancillary to an industrial activity.</p>	<p>Retail activities are permitted where located within the terminal or ancillary to a permitted activity. Or otherwise, Food and Beverage (below 100m² GFA), Service Station, or Trade Related Activities located within the Airport Environs Precinct are also permitted activities.</p> <p>Office Facilities are permitted as ancillary to a permitted activity.</p>
Farming	Any activity not listed in the rules is a permitted activity.	Specifically permitted, outside of the Airport Coastal Precinct.
Recreation Activities	Any activity not listed in the rules is a permitted activity.	Specifically permitted, outside of the Airport Coastal Precinct.

Specific Provisions to Noise		
Noise – multi-unit developments / four or more residential units	A multi-unit residential development in a Residential zone in the Airport effects control overlay is a non-complying activity.	Any new ASAN (within any zone) is deemed a non-complying activity in the AECO and a Prohibited Activity in the ANB.
Noise – aircraft engine testing	Limits are set for aircraft engine testing in the Industrial Zone including: <ul style="list-style-type: none"> - Monday to Sunday 6am to 10pm 55 dB LAeq (8 hours); - All other times 45 dB LAeq (8 hours); and - All days 10.00pm – 6.00am 75 dB Lmax 	Rule for engine testing has been deleted from the Industrial Zone included in Rule AIRPz.29 in the AIRPz – Aircraft Engine Testing. No significant change from NRMP.
Compass Swings	- No provisions, reliance on s16 of the RMA1991.	Addition of new Rule AIRPz.30 in the AIRPz – Compass Swings. Rule provides controls on time period and monitoring of compass swings.
Noise – management	Noise from aircraft operations at the Airport is a permitted activity if it complies with a number of noise limits, including a rolling three-month average, 24 hour, night-weighted sound exposure of Ldn 65 dB, and additional limits between the hours of 12 midnight and 6.00am.	No change from NRMP. Reference Rule AIRPz.40 in the AIRPz and Designation DAA2.3.i.
Noise – Airport Effects Advisory Overlay	An advisory overlay to signal to landowners that the area is subject to the effects of airport noise.	Advisory overlay is removed.