



The Department recommends that you contact the Department of Conservation Office closest to where the activity is proposed to discuss the application prior to completing the application forms. Please provide all information requested in as much detail as possible. Applicants will be advised if further information is required before this application can be processed by the Department.

This form is to be used when the proposed activity involves using aircraft on public conservation land. Examples may include helicopter landings, Remotely Piloted Aircraft Systems (drones), heli-hunting, heli-skiing activities, fixed wing aircraft landings/take-offs. Wild Animal Recovery Operations are not included in this application form, if you wish to apply for WARO authorisation please contact your local Department of Conservation Office to discuss.

This form is to be completed in conjunction with either Applicant Information Form 1a (longer term concession) or Applicant Information Form 1b (one-off concession) as appropriate.

- If your application involves guiding clients or water transportation while on public conservation land please also fill in Form 4a and/or Form 4b as appropriate.
- If your application includes building, extending or adding to any permanent or temporary structures or facilities on public conservation land, please also fill in Form 3b,
- If your application includes tenancy of any DOC managed buildings (other than overnight usage of huts) please also fill in Form 3a.

Please complete this application form, attach either Form 1a or Form 1b, and any other applicable forms and information and send to permissions@doc.govt.nz. The Department will process the application and issue a concession if it is satisfied that the application meets all the requirements for granting a concession under the Conservation Act 1987.

If you require extra space for answering please attach and label according to the relevant section.

A. Description of Activity

Please describe all the proposed activities in detail. Locations are to be listed in section B.

As necessary, please attach further information or reference to other sections of the application forms as appropriate.

To take off and land the Applicant's registered helicopter to service the existing operations of the Milford Track multiday guided walk activity at various locations within Fiordland National Park (see the table below). The Applicant operates under its own Air Operators Certificate (AOC).

The predominant aircraft activity is to resupply existing facilities such as the accommodation lodges and shelters. Other aircraft use is when the conditions of the track dictate no foot traffic is possible i.e. partial closure of the track due to a natural event, for repair and maintenance of structures, compliance obligations and equipment, including emergency break downs, and for use in emergency situations i.e. medivac and Search and Rescue.

Locations for landings and take offs are listed in the table below. The Applicant, due to the nature of the activity and the environment, has identified several sites as potential locations for extraction and placement of walkers if sections of the track is compromised. It is central to note however that these sites can change, depending on the weather and ground conditions. It is difficult to propose the number of landings per annum or season at these locations and the Applicant has suggested wording that ensures it reflects the purpose and use of the activity.

B. Location(s)

List the areas of your operation, please use NZTM GPS coordinates where possible, and attach a map and label Attachment 4a:B. If you are unable to identify the areas or you do not know them, please seek the assistance of Departmental staff.

The following table is for aircraft activities between the months of October to April, inclusive (during the walking season):

| Name of Conservation Area | Location and/or name of landing site | Size, type, model, registration number and colour of aircraft | Max number of landings at each site per day/and total for the period from <u>October to April</u> , each year | Max number of landings at each site per day/and total for the period from <u>May to September</u> , each year | Max number of people landed at each site per day/and total per year |
|---|--------------------------------------|---|---|---|---|
| Fiordland National Park | Te Anau Downs Front Country | Eurocopter AS 350 B3 Reg: IDF Colour: White | Up to 4 landings for this period. No more than 2 landings per month. | Up to 20 landings for this period, inclusive of all sites. These landings are for maintenance and repair. | 10, including pilot. * |
| Fiordland National Park – Milford Track | Glade Wharf | | 4 landings per month | | As above |
| | Glade House | | 12 landings per week | | As above |
| | Pompoloma Lodge | | | | |
| | Quintin Lodge (airstrip) | | | | |
| | Hirere Falls Shelter | | 4 landings per month | | As above |
| | MacKinnon Pass Shelter (Pass Hut) | | 4 landings per month | | As above |
| | Boatshed Shelter | | 4 landings per month | | As above |

| | | | | | |
|--|--|----------|---|--|----------|
| | Sandfly Point | | 2 landings total | | As above |
| Fiordland National Park – Milford Sound/ <i>Piopiota</i> | Deepwater Basin helipad, Parking Activity Area, Front Country | | 8 landings per week | | As above |
| Fiordland National Park – Milford Track | Various locations along the Milford Track. Locations have been identified within the Guide Manual (attached as Document O) that are safe and suitable for landing in the event of a partial track closure or an emergency. | | Only as and when required for the purpose of safe walker transfer over parts of the track (natural event), or for emergency situations i.e. medivac or for Search and Rescue. Coordinated with the Department, with its approval. | No landings required during this period | As above |
| | Clinton Hut Mintaro Hut Dumpling Hut Prairie Shelter | | Only used for emergency situations and/or when required for walker’s transport (due to compromised track conditions). Coordinated with the Department, with its approval. | No landings required during this period. | As above |
| | Mt Pillans, Earl Mountains | As above | Up to 2 per annum (maintenance and repair) | | Up to 4 |
| | 5 Mile** | As above | Up to 2 per annum (maintenance and repair) | | Up to 4 |

* This number is the max that the helicopter can carry and may have up to that many when transporting staff and/or contractors and/or walkers.

** For the installation of this telecommunication utility the number of landings required at this location will be increased for the period of installation. It is proposed that the number will be up to 6 landings.

C. Environmental Impact Assessment

This section is one of the most important factors that will determine the Department's decision on the application. Please answer in detail.

In column 1 please list all the locations of your proposal, please use NZTM GPS coordinates where possible. In column 2 list any special features of the environment or the recreation values of that area. Then in column 3 list any effects (positive or adverse) that your activity may have on the values or features in column 2. In column 4 list the ways you intend to mitigate, remedy or avoid any adverse effects noted in column 3. Please add extra information or supporting evidence as necessary and label Attachment 4c:C.

Refer to Steps 1 and 2 in your Guide to Environmental Impact Assessment to help you fill in this section.

| Location on public conservation land | Special feature or value | Potential effects of your activity on the feature or value (positive or adverse) | Methods to remedy, mitigate or avoid any adverse effects identified |
|---|---------------------------------|---|--|
|---|---------------------------------|---|--|

Environmental Impact Assessment is provided for the entire concession application (for concession application forms 3b, 3c, 4a, 4b and 4c) and can be found attached as Document G.

D. Term

Please detail the length of the term sought (i.e. number of years or months) and why. If you are applying for a one-off permit please state the specific dates and/or times sought.

Note: An application for a concession for a period over 10 years must be publicly notified, an application for a concession up to 10 years will not be publicly notified unless the adverse effects of the activity are such that it is required, or if an exclusive interest in the land is required.

A term of 40 years is being applied for the Lease concession activities.

The reason for this term length is the Applicant has injected significant capital into the multiday guided walk activity and will continue to do so to maintain and upgrade the existing facilities and infrastructure, in accordance with operational and development plans and legislative requirements. This investment requires a length of term providing surety and security for continuance of operation, and to enable a reasonable return on such an investment.

The proposed length of term also provides potential visitors to the Milford Track with a sense of security and continuity in the knowledge that the guided multiday opportunities on the Milford Track remains a consistent and quality product.

NB: For completeness sake the Lease and Easement concession application activities will also be proposing a term of 40 years.

E. Bulk fuel storage

Under the Hazardous Substances and New Organisms Act 1996 (HSNO Act) 'Bulk fuel storage' is considered to be any single container, stationary or mobile, used or unused, that has a capacity in excess of 250 litres of Class 3 fuel types. This includes petrol, diesel, aviation gasoline, kerosene and Jet A1. For more information on Hazardous Substances, go to:

<http://www.business.govt.nz/worksafe/information-guidance/legal-framework/hsno-act-1996>

Do you intend to store fuel in bulk on the land as part of the activity?

YES

If you have answered yes, then please provide full details of how and where you intend to store the fuel, and label any attachments including plans, maps and/or photographs as Attachment 4c:E. If your concession application is approved you will be required to provide a copy of your HSNO compliance certification to the Department before you begin the activity.

The Applicant proposes to store fuel for uses associated with the multiday guided walk activity. Fuels such as diesel, gas and A1 jet fuel. Various bulk fuel is stored at the three accommodation lodge locations (Glade House, Pompolona and Quintin), and gas is stored at the shelters (Hirere and Boatshed). The supporting documents for each of the accommodation lodge areas and shelters (Documents I – L) identifies the fuel storage sheds, how fuel is contained, and the quantity of fuel stored.

On track, fuel supplies are stored so that it is available when required and is within a lockable shed away from the Applicants visitors and public access. All measures are taken to mitigate any potential adverse effects and to ensure hazardous substances are securely stored away from the public.

The Applicant wishes to note that the fuel supply for refuelling the helicopter used as part of the multiday guided walk operations, and makes up part of the Applicants concession application, is stored within a fuel tanker at Deepwater Basin, at the resupply operations base. The tanker can hold up to 1900L of petrol.

All storage, equipment and associated activities are undertaken in accordance with necessary legislative regulations and requirements.

F. Safety Plan

The Department requires that all concessionaires holding concessions for recreation or tourism activities have a safety plan which has been audited by an external expert.

If your activity is covered by the Health and Safety in Employment (Adventure Activity) Regulations 2011 proof of that audit is sufficient. If your activity is **not** covered by the Adventure Activity Regulations, please read the *Guidelines on the Requirements for Concessionaire Safety Plans* on the Department's website. If you are unsure, please go to the WorkSafe website and read their [guidance](#).

If your concession application is approved, you will be required to provide a copy of an independent auditor's approval of your safety plan to the Department before you begin the activity.

G. Other

Is there any further information you wish to supply in support of your application? Please attach if necessary and label Attachment 4c:G.

Previous aircraft activity associated with the Applicants Milford Track multiday guided walk has been operated through third party authorisations. The Applicant now has a registered helicopter it wishes to operate to support the multiday guided walk activity.

The landings during the season (October to April) are for the primary purpose of resupply of materials and items that enable the competent and efficient operation of the multiday guided walk activity. The resupply predominately occurs from Deepwater Basin in Milford Sound/*Piopiota*hi, to the Applicants accommodation lodges and shelters along the track. The other priority uses are for repair and maintenance, including emergency break downs where the Applicant needs to transport materials, equipment and/or contractors; and compliance requirements such as building warrant of fitness, meeting resource consent conditions.

Prior to the official start of the Great Walk season (23rd October of any year) landings are required to prepare the buildings, structures and infrastructure for the coming season. Post the Great Walk season (30th April of any year) landings are required to extract materials and items, and to decommission the structures and buildings for the year. Throughout the 'off season' (May to September of any year) occasional repair and maintenance on structures/buildings and infrastructure is carried out as and when required. Keeping the facilities in a proper working order and fit for purpose within this environment is critical to building health and safety obligations, and the success of the activity. The timing of carrying out these management operations is crucial to mitigate and reduce the impact on the Applicants staff, visitors and other users of the track.

During the Great Walk season, the timing of the resupply of accommodation lodges and shelters on track is considered, as is the weather and environmental conditions on the day (and forecast for the week). The Applicant is aware that the current Fiordland National Park Management Plan 2007 provision about landings for resupply of huts and track should be undertaken between 10.00am and 3.00pm. While the Applicant endeavours to undertake landings within this timeframe, the logistics of flying from Deepwater Basin, and landing at all the necessary locations for resupply means that landings might occur between the hours of 8.00am and 4.00pm, and on occasion up until 5.00pm. The Applicant wishes to emphasise that it does everything reasonably practical to ensure that resupply day has the least impact on all users of the track, and other users of the surrounding Fiordland National Park and other public conservation lands and waters. The Applicant considers that carrying out resupply over one full day is less intrusive on the visitors in the vicinity and the environment itself, than alternatively carrying it out over two consecutive days (within the limited time period of 10.00am-3.00pm). Furthermore, the Applicant has adopted a Noise Abatement Standard Operating Procedure (attached as Document Q) to avoid and mitigate potential adverse effects of the aircraft activity.

Any development, alterations, extensions etc on any of the structures and facilities that make up part of the Applicant's multiday guided walk activity would require further approval from the Department of Conservation, if a concession was granted (as a condition of the concession authorisation). This type of proposal usually occurs in the 'off season'. If additional aircraft landings, over and above the proposed landings that make up this application were proposed because of the planned development it would be at this time the additional landings would be considered. The Applicant always seeks to communicate with the Department of Conservation staff at Te Anau District Office if a situation arises that indicates heli landings that are out of the ordinary are required and obtains prior approval.

Landings are also required for the transportation of the Applicants staff and visitors, and independent walkers when the track (sections of it) is compromised by a natural event i.e. flooding, avalanche, snow loading etc. The operation of the landings enables all walkers and relevant staff to continue with walking most of the track, experiencing the Great Walk and its surrounding environment, even with difficult weather and track conditions. It is necessary for the safety of all walkers on the track, at that time.

The Applicant has endeavoured to identify the possible locations that may be used for passenger transport as a

result of compromised track conditions within the Guide Manual (attached as Document O). However, it is impossible to prepare for all possible locations due to the nature of the environment and the possibility of a natural event compromising a landing site. This operational activity is undertaken only as a response to the Department of Conservation making a judgment decision on the tracks condition, and the resulting landing activity is undertaken only after consultation with the Department has occurred.

Other landings occur in response to emergency situations, such as medivac or Search and Rescue.

The Applicant would always notify the Department of Conservation if it intended to have a change in aircraft or aircraft registration.

Aircraft activity is permitted at the locations identified as part of this application, in accordance with the Fiordland National Park Management Plan provisions. Discussion and analysis relating to this can be found within the concession application form 3b, as Attachment 3b: I. Additionally, discussion on the potential environmental effects of this activity can be found within the attachment Document G.