

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.

Proposed Aircraft Activity is to provide for the management and control of the following:

1. Helicopters dropping off and picking up skiers and snow boarders in the Home Basin (that is accessing the ski field by aircraft instead of driving to site)
2. Dropping off and picking up Heli-ski clients to various locations within the Treble Cone Ski Field.
3. Helicopters dropping off and picking up other visitors to Treble Cone Ski Field for other activities unrelated to skiing or winter sports.
4. Utilising Helicopters to undertake repairs, maintenance, and upgrades of ski field infrastructure and potentially pest control activities for deer, chamois, and / or Tahr cull.
5. Utilising Helicopters to access ski field in the event of an emergency and for fire fighting
6. Drone flights for photography / filming for promotional videos and during sporting and other events.
7. Drone flights for avalanche control work and other activities associated with the operation of Treble Cone Ski Field including summer activities.

This Helicopter activity will be undertaken mainly by Wanaka (or Central Otago) based helicopter companies (not by CARL) using aircraft such as Squirrel BA, B2, B3 and AS350; or Kawasaki BK-117. We are requesting helicopter landings be provided to Cardrona Alpine Resort Limited (CARL) to short circuit the need for Helicopter Operators [who do not have concession to land in Motatapu Conservation Area (part) and North Motatapu Conservation (part)] to apply for a one off permit to access the area. The requirement to obtain one off permits' takes time and often cannot be arranged in time resulting in Heli-skiers going elsewhere.

Drone flights will be undertaken by CARL staff and / or Drone Operators Certified under Part 102 (unmanned Aircraft Operator Certification) of Civil Aviation Rules. Again, we are requesting approval for drone activities be provided to CARL to short circuit the need for Drone Operators [who do not have concession for the Motatapu Conservation Area (part) and North Motatapu Conservation (part)] to apply for a one-off permit to undertake filming or photography using drones at Treble Cone.

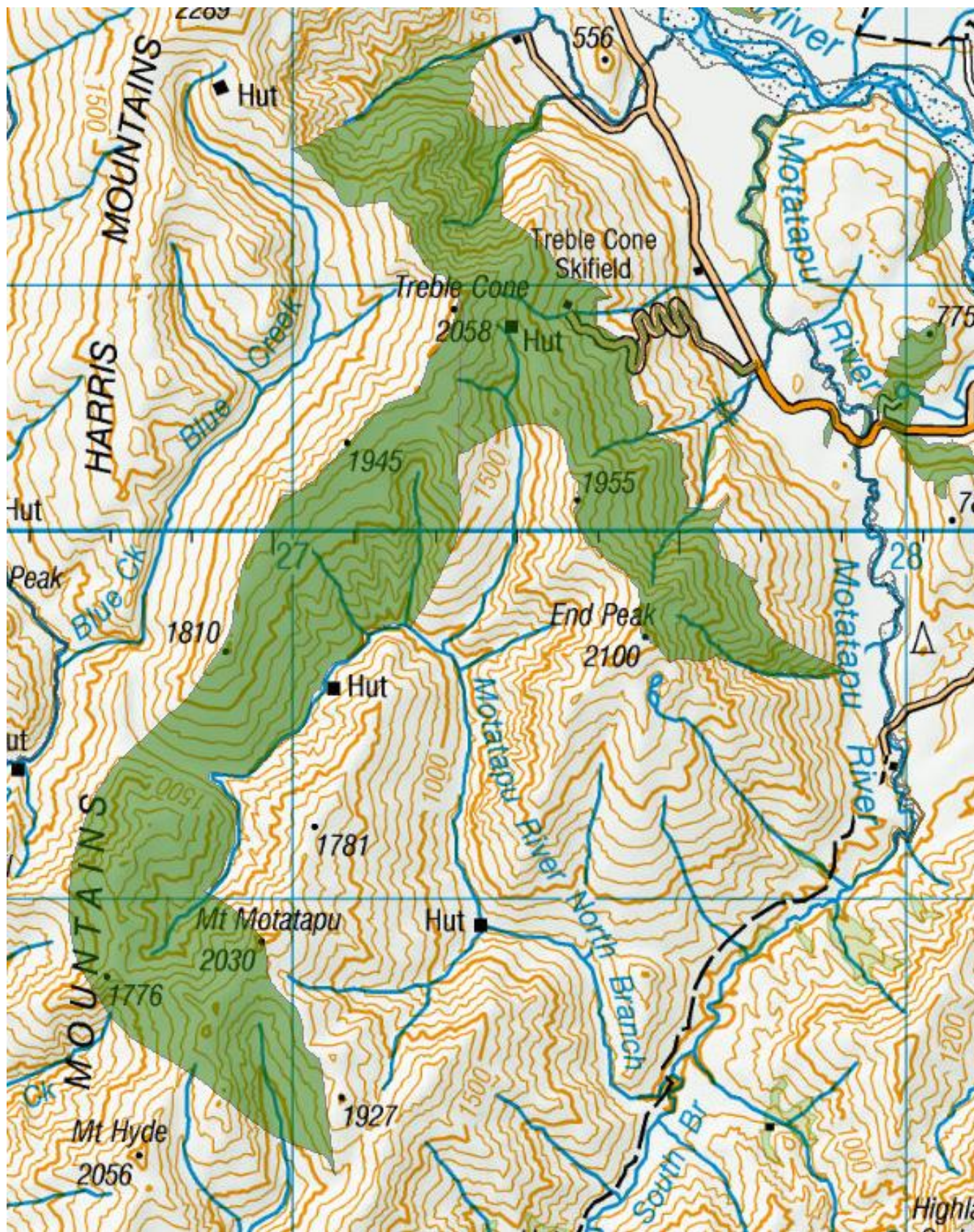
In addition, there may be future applications for drones such as avalanche control, pest control and site monitoring.

B. Location(s)

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 per year	Max number of people landed at each site per day/and total per year
<p>Motatapu Conservation Area (part)</p> <p>Refer figure 1 below</p>	<p>Treble Cone Home Basin for transfers to and from the Ski Field (car parking areas). Refer figure 2 below.</p> <p>NB: there is also potential to pick skiers up from the Home Basin and transfer them to the summits and ridges in Treble Cone Ski Field to Heliski</p>	<p>This Helicopter activity will be undertaken mainly by Wanaka (or Central Otago) based helicopter companies (not by CARL) using aircraft such as Squirrel BA, B2, B3 and AS350; or Kawasaki BK-117. However, we do not believe the specifics of the helicopters being used should be included in any CARL concession as Aircraft Companies frequently replace their aircraft.</p>	<p>5 per day during ski season (120 days) = 600</p> <p>30 during rest of the year</p> <p>Overall total = 630</p>	<p>Based on most common helicopter size (6 pax) = 30 per day</p> <p>6 x 5 x 630 = 23,400 per year</p>
<p>Motatapu Conservation Area (part)</p> <p>North Motatapu Conservation (part)</p> <p>Refer figure 1 below</p>	<p>Treble Cone Heliskiing</p> <p>The summits and ridges in Treble Cone Ski Field (incl the ridges / summits outside the ski field site identified in figure 4 below) – refer figures 3, 5, 6, and 7 below</p>	<p>This Helicopter activity will be undertaken mainly by Wanaka (or Central Otago) based helicopter companies (not by CARL) using aircraft such as Squirrel BA, B2, B3 and AS350; or Kawasaki BK-117 or maybe a helicopter that can carry heavy loads. However, we do not believe the specifics of the helicopters being used should be included in any CARL concession as Aircraft Companies frequently replace their aircraft.</p>	<p>5 per day during ski season (150 days)</p>	<p>Based on most common helicopter size (6 pax) = 30 per day</p> <p>6 x 5 x 150 = 4,500 per year</p>
<p>Motatapu Conservation Area (part)</p> <p>North Motatapu Conservation (part)</p> <p>Refer figure 1 below</p>	<p>The entire Treble Cone ski field area (plus the areas utilised outside the ski field site identified in figure 4 below) including the access road for Helicopter activities to undertake repairs, maintenance, and upgrades of ski field infrastructure and potentially pest control activities for deer, chamois, and / or Tahr cull.</p>	<p>This Helicopter activity will be undertaken mainly by Wanaka (or Central Otago) based helicopter companies (not by CARL) using aircraft such as Squirrel BA, B2, B3 and AS350; or Kawasaki BK-117 or maybe a helicopter that can carry heavy loads. However, we do not believe the specifics of the helicopters being used should be included in any CARL concession as Aircraft Companies frequently replace their aircraft.</p>	<p>24 landings year round</p>	<p>N/A</p>

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 per year	Max number of people landed at each site per day/and total per year
<p>Motatapu Conservation Area (part)</p> <p>North Motatapu Conservation (part) Refer figure 1 below</p>	<p>Drone flights for photography / filming.</p> <p>Refer figure 4, 5, 6 & 7 below</p>	<p>We do not believe the specifics of the Drones being used should be included in any CARL concession as drone technology is evolving quickly accordingly drones are often being replaced with newer models with improved features.</p>	<p>120 per year – however might involve multiple deployments throughout the day especially when filming sporting events. Approximately 7 hours use during the day</p>	<p>N/A</p>
<p>Motatapu Conservation Area (part)</p> <p>North Motatapu Conservation (part)</p> <p>Refer figure 1 below</p>	<p>Drone flights for avalanche control work, monitoring and other activities associated with the operation of Treble Cone Ski Field including summer activities.</p> <p>Refer figure 4, 5, 6 & 7 below</p>		<p>120 per year however might involve multiple deployments throughout the day</p>	<p>N/A</p>

Figure 1: Motatapu Conservation Area and North Motatapu Conservation Area



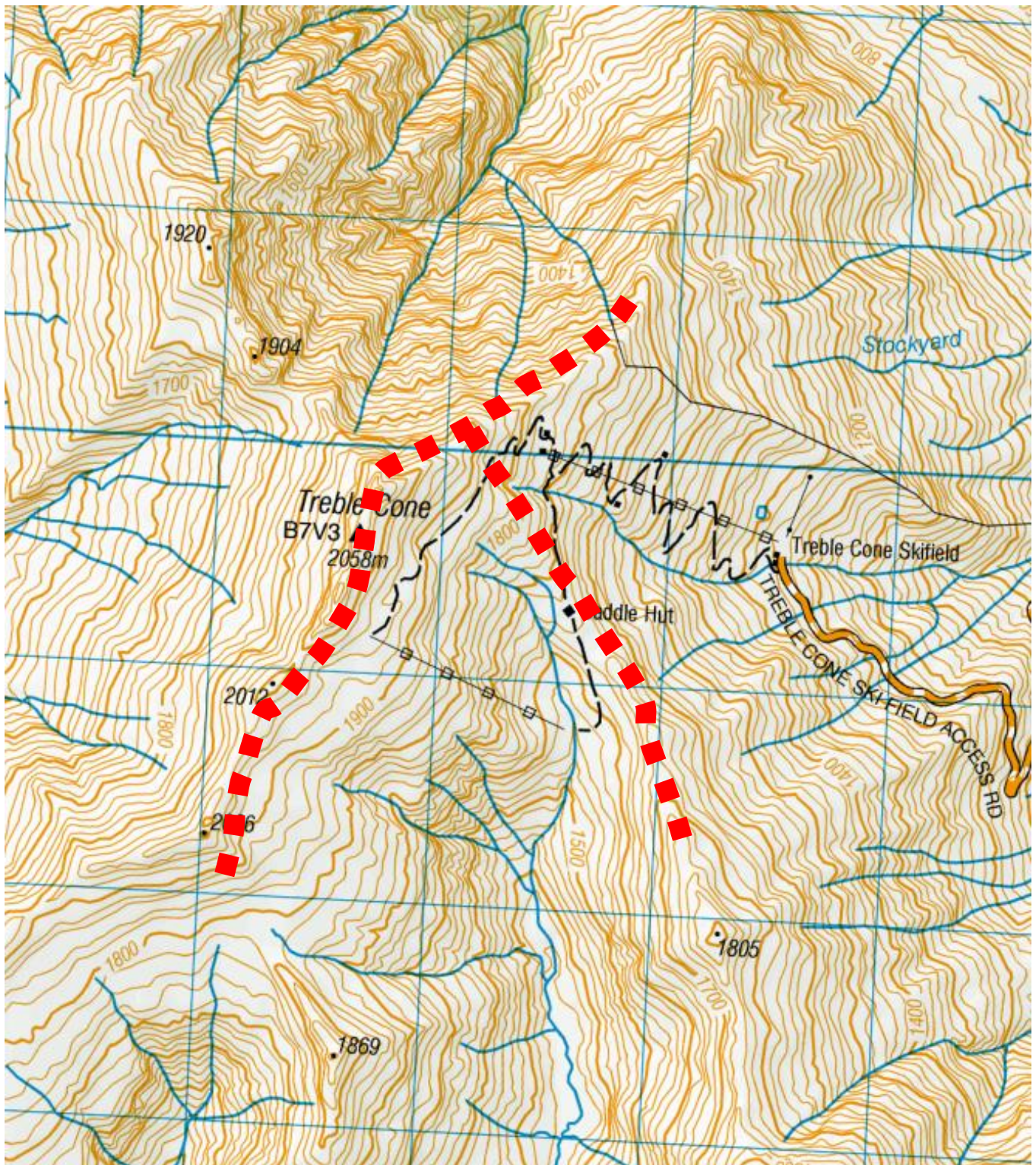
<https://maps.doc.govt.nz/mapviewer/>

Figure 2: Aerial view of Home Basin car parks, Base Building, and Snow Groomer/workshop building



<http://qldc.maps.arcgis.com/apps/webappviewer/index.html?id=614bedfd63a84ce8a954925551a93e7d>

Figure 3 Proposed site of Helicopter Landings (& take offs) for Heli Skiing (red dashed line)



<https://maps.doc.govt.nz/mapviewer/>

Figure 4

Current Main Ski Field Lease Area

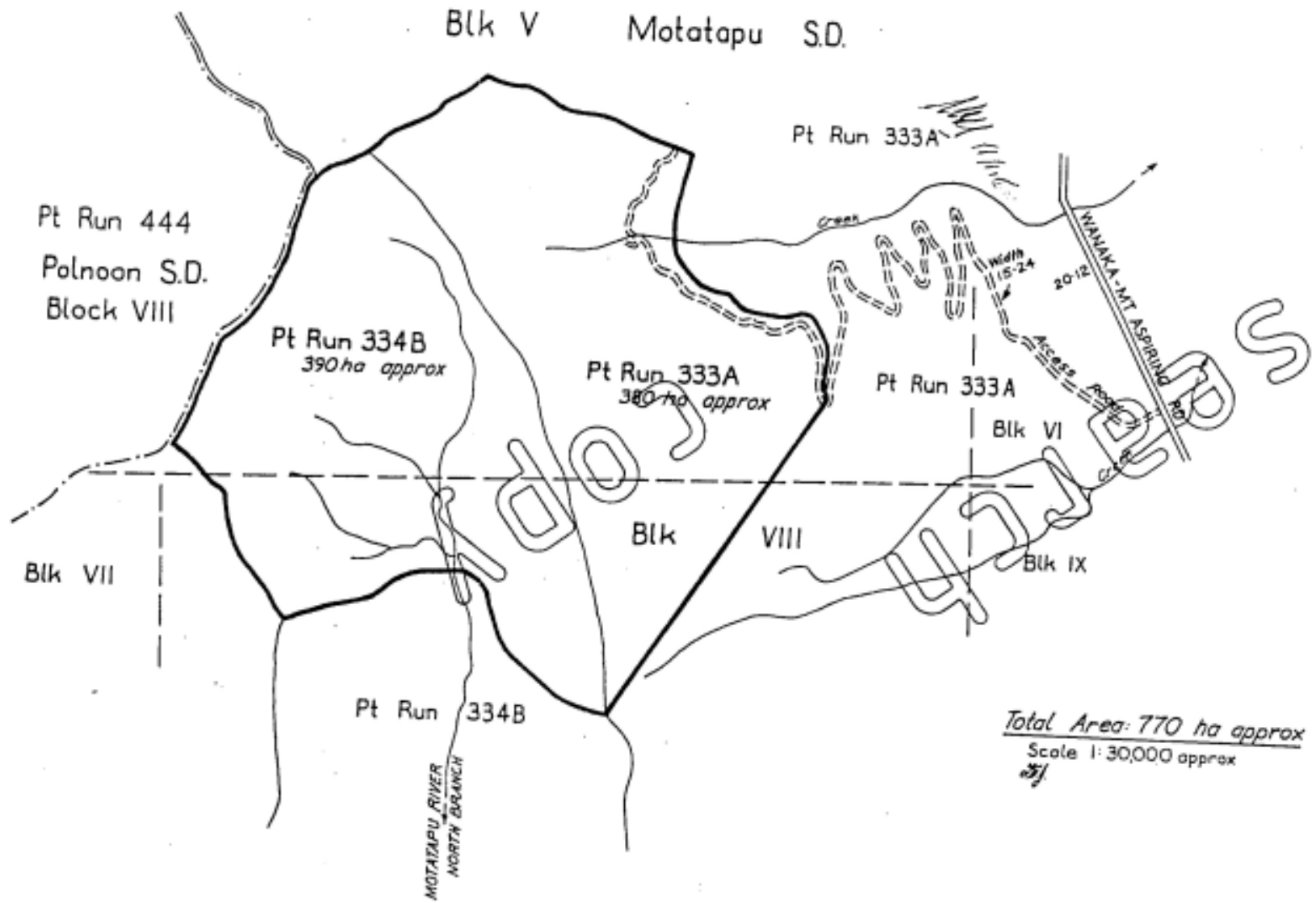
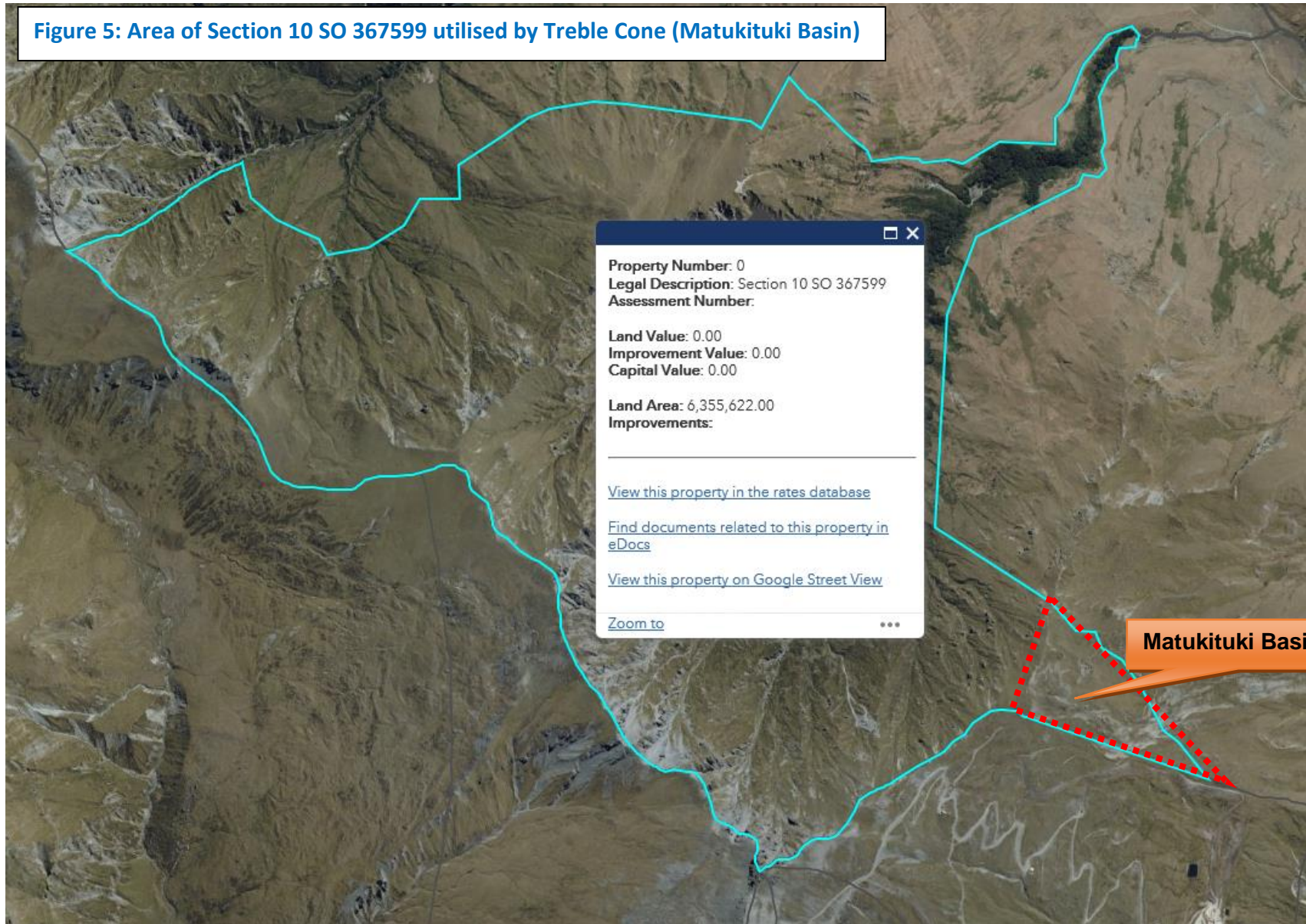


Figure 5: Area of Section 10 SO 367599 utilised by Treble Cone (Matukituki Basin)



<http://qldc.maps.arcgis.com/apps/webappviewer/index.html?id=fe81f015fb1f44c48837f29b5f8a887c>

Figure 6: North Motatapu Conservation Area

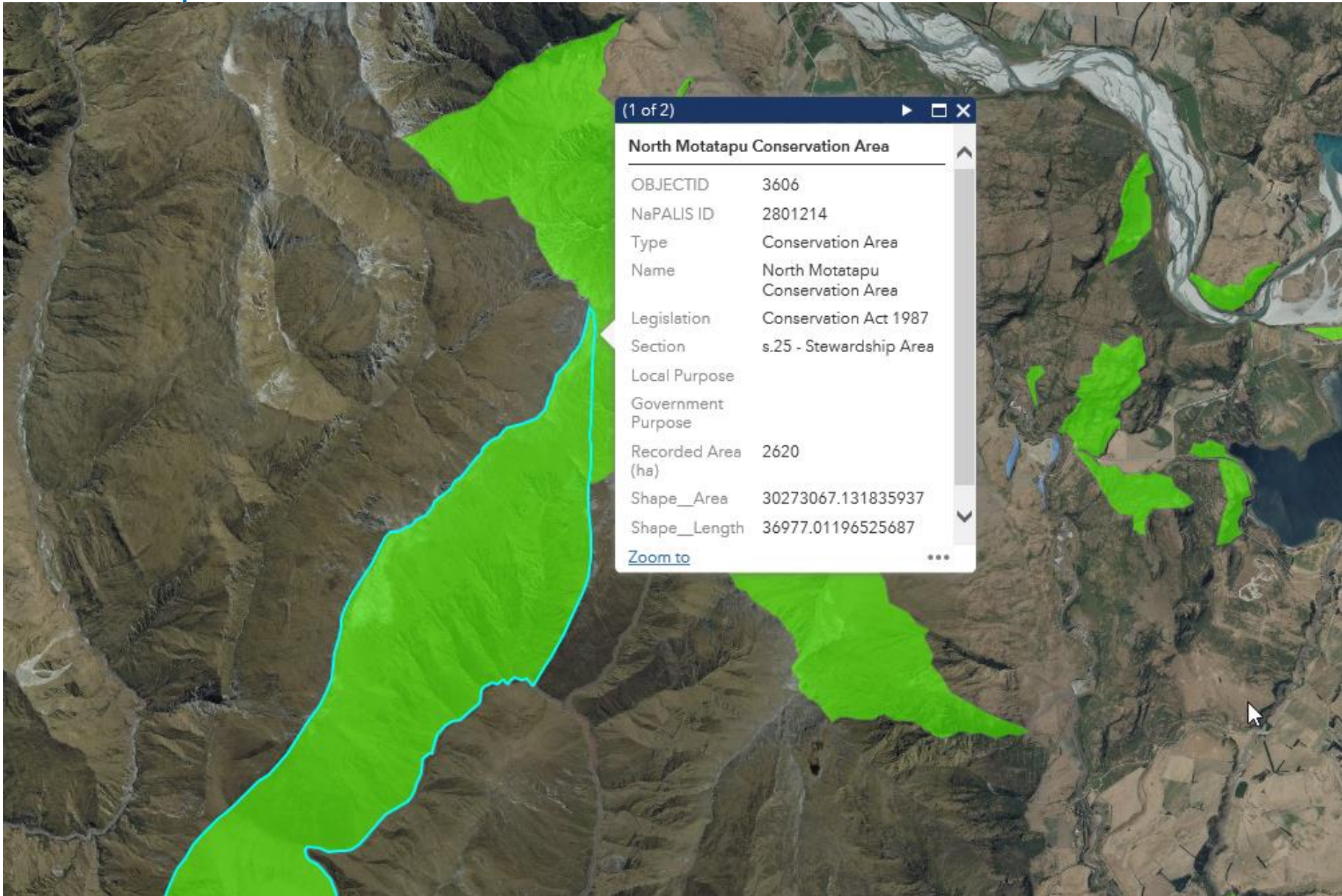
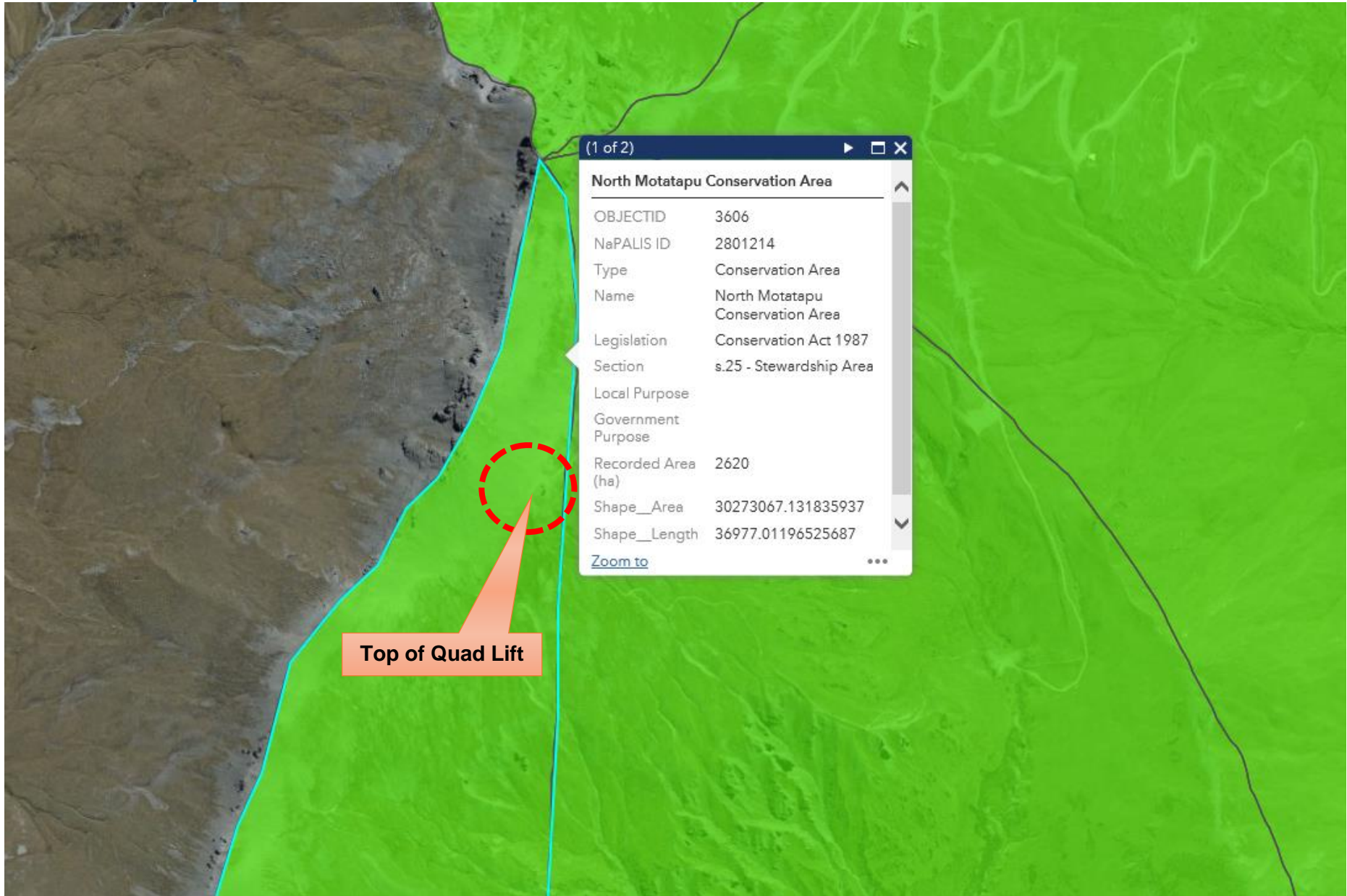


Figure 7: North Motatapu Conservation Area



C. Environmental Impact Assessment

Refer Appendix VIII

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.

30 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~~ / NO

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.

No fuel is stored at Treble Cone in relation to this application.

F. Safety Plan

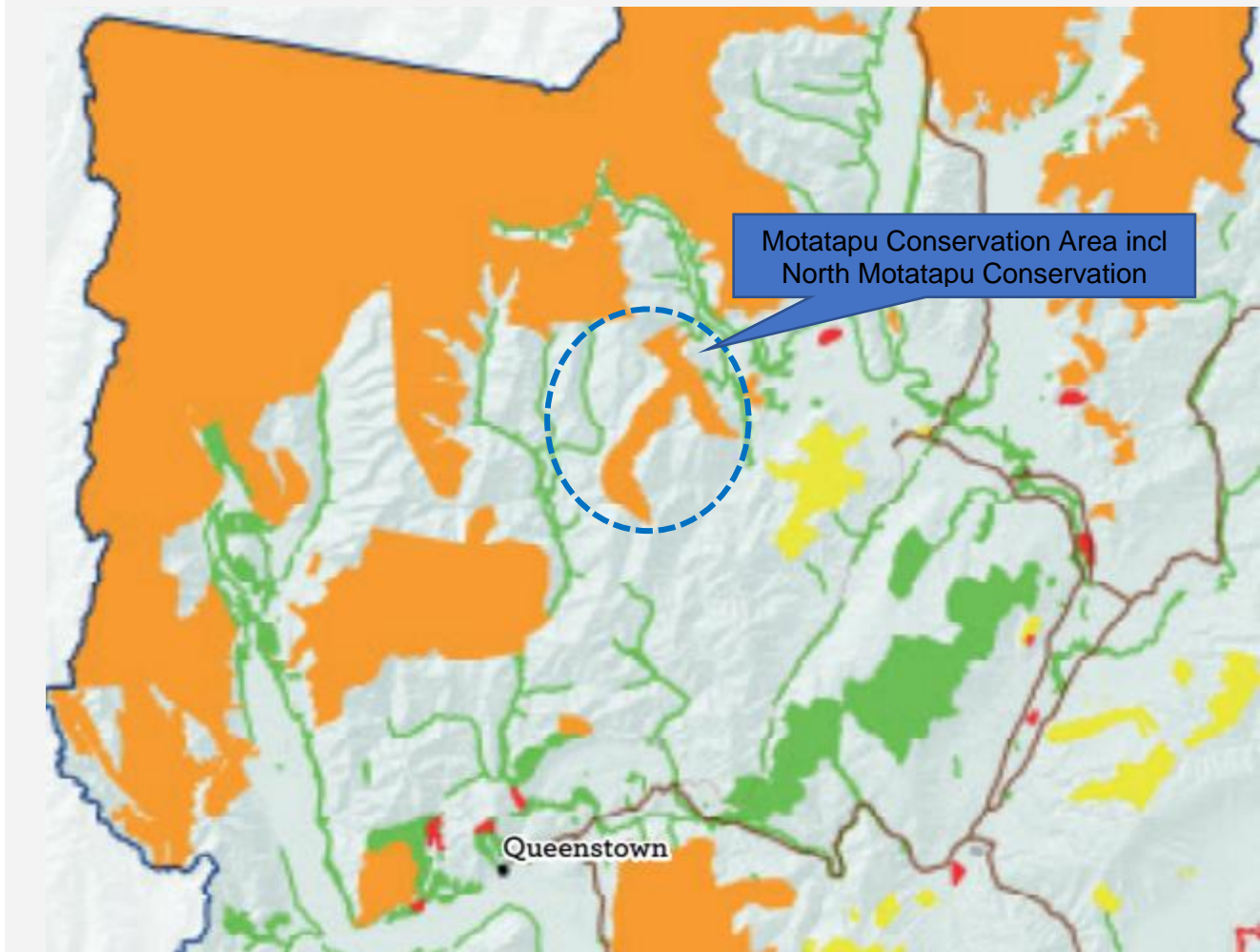
The Department requires that all concessionaires holding concessions for recreation or tourism activities have a safety plan which has been audited by an external expert.

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

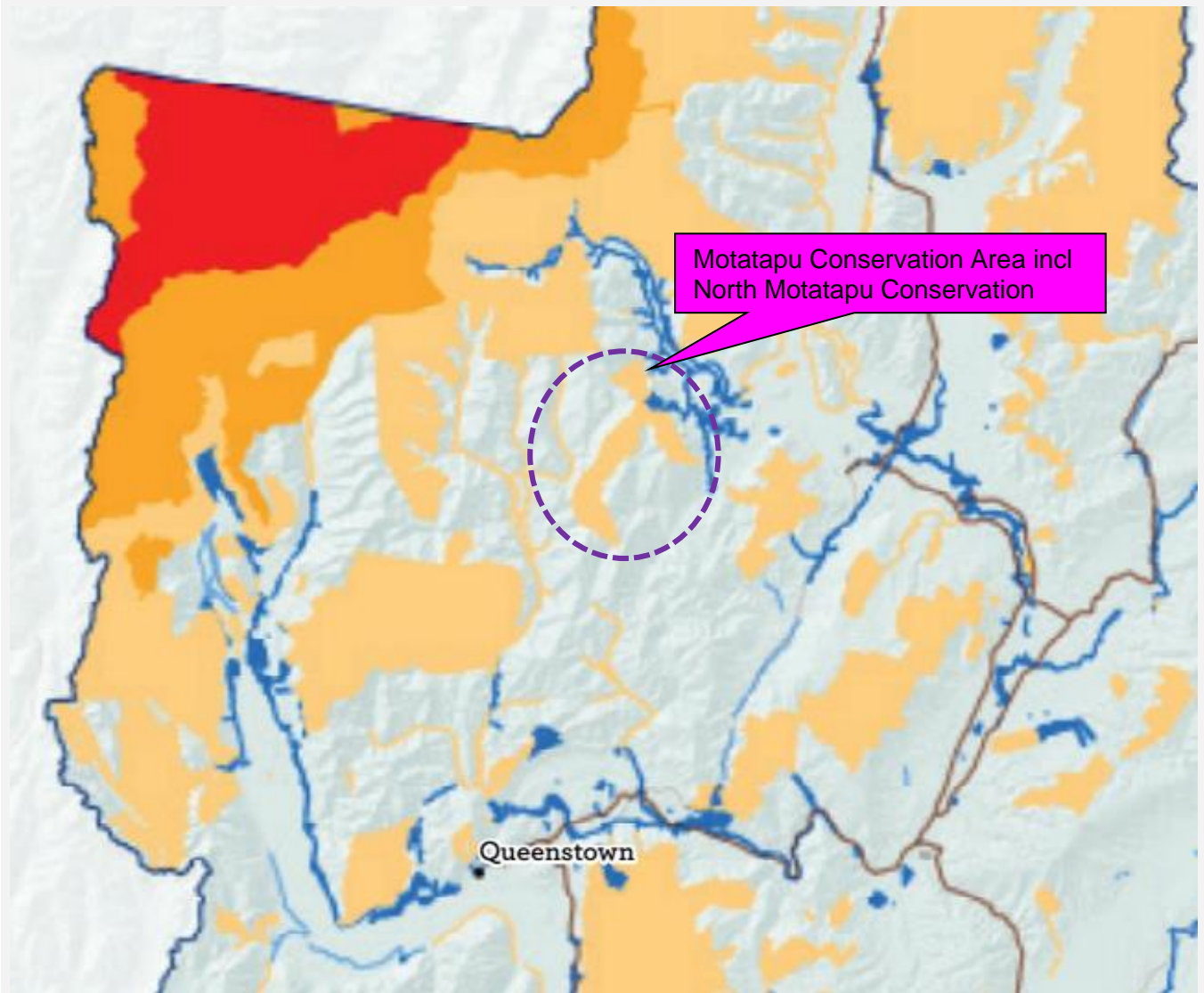
Is there any further information you wish to supply in support of your application? Please attach if necessary and label Attachment 4c:G.



Otago Conservation Management Strategy is applicable – refer, Map 4 Aircraft access zones overview (above). *Treble Cone Ski Field is located within Motatapu Conservation Area and North Motatapu Conservation Area which is an Orange Aircraft Zone – that is areas where there are complex issues to be managed, which require the use of limits and/or other criteria to guide whether concessions for aircraft landings may be granted. This zone may apply:*

- i) in situations that involve limited opportunities, areas of intensive aircraft activity or where precautionary approach is required;*
- ii) where there are historic or legal reasons for an approach that does not fit within the other three zones;*
- iii) to provide for a specific recreational activity (e.g. heli-skiing, heli-fishing, ground based hunting);*
- iv) to only allow specific types of aircraft (e.g. non-powered aircraft);*
- v) where there are variations in seasonal use;*
- vi) to protect visitor experiences; or*
- vii) where landings do not fit within the circumstances described in the other three zones.*

CONSERVATION AREA(S)	ORANGE ZONE CRITERIA—TO BE MANAGED
North Motatapu Conservation Area, Motatapu Conservation Area (part)	<p>For heli-skiing in part of this area</p> <p>For regular landings with specified daily limits per operator based on visitor management zones as follows:</p> <ul style="list-style-type: none"> ▪ For frontcountry sites, 10 per operator per day ▪ For backcountry sites, 5 per operator per day (Motatapu including North Conservation Area is Backcountry) ▪ For remote sites, 2 per operator per day. Some sites have seasonal restrictions on landings ▪ One-off landing concessions considered on a case-by-case basis



Accordingly, CARL is making application to hold one of the “operators” (or the five operators) allocation for the backcountry site in the Motatapu Conservation and North Motatapu Conservation Areas.

Motatapu Conservation Area and North Motatapu Conservation Area are in Western Lakes and Mountains/Ngā Puna Wai Karikari a Rākaihautū Place

The Visitor Management Zones Overview is per above; and Motatapu Conservation Area incl North Motatapu Conservation is ‘Backcountry’ visitor zone.