

5.5 AIRCRAFT ACCESS

5.5.1 Fiordland (general)

Rationale

All aircraft operators taking off or landing in Fiordland National Park need a concession in accordance with section 17ZF of the Conservation Act 1987. This includes private aircraft. The definition of landing includes hovering or setting down or taking on people or goods.

Where flights do not originate or end within Fiordland National Park the Department of Conservation has limited ability to manage the effects of aircraft conducting flights over Fiordland National Park and to the adjoining waterways. However, the Department of Conservation can advocate to the Civil Aviation Authority, aircraft operators and the Southland Regional Council for the protection of park values. The Department of Conservation does have the ability to address the adverse effects of flights taking off from or landing in Fiordland National Park.

Aircraft activity can assist the use and enjoyment of Fiordland National Park by providing opportunities that would otherwise be unavailable. To access many areas of Fiordland National Park the use of aircraft is essential. Aircraft activity can also detract from values, such as natural quiet and remoteness, that people normally associate with national parks in general and most of Fiordland National Park in particular and may diminish the experience for other Fiordland National Park visitors. The adverse effects of aircraft access may include noise, visual intrusion, loss of remote experience, social conflicts, and conflicts with Ngāi Tahu cultural values.

The effects of aircraft activity are primarily related to the presence of aircraft, frequency of aircraft activity, the behaviour of aircraft and the noise characteristics of the aircraft.

Aircraft access within Fiordland National Park can be categorised as follows:

- Access for conservation management purposes;
- Access for emergency or search and rescue purposes;
- Access for wild animal recovery operations;
- Access for concessionaire infrastructure; and
- Access for recreation or tourism purposes.

Aircraft access undertaken by the Department of Conservation, or its contractors, for conservation management purposes does not require a concession. This work includes the Department of Conservation's hut and track servicing, wild animal control operations, species or habitat

protection work, weed control and protection of historical and cultural heritage. While this work is necessary, or desirable for the preservation of the park's natural and historic resources, or to provide for the public use and enjoyment of Fiordland National Park, the adverse effects are potentially the same as for other aircraft use. All flights should therefore be kept to a minimum and managed in a way that minimises adverse effects.

The Department of Conservation does not require concessions for aircraft access associated with emergency or search and rescue activity.

State Highway 94 (Milford Road) provides the primary access route to Fiordland National Park and it is recognised that, particularly during winter, landings are required for the essential management of the road (i.e. to keep the road open, including, but not limited to avalanche control work).

Aerial commercial Wild Animal Recovery Operations (WARO) operators require a concession. It is recognised that this type of access provides conservation benefit through the control of deer and other species. WARO concessions may include restrictions to minimise the effects of the activity on outcomes planned for different places identified in this plan or where other means of introduced animal control are more appropriate (see sections 4.5 and 5.11).

Aircraft access for the servicing of concessionaire infrastructure or events, which may include the construction and maintenance of telecommunications facilities, servicing of guided walks' huts, and the management of events such as the Kepler Challenge, will be addressed separately as part of concession applications. They shall be consistent with the visitor settings described in section 5.3. Again, flights should be kept to a minimum and managed in a way that minimises adverse effects. Other landings will be managed consistent with the visitor settings described in section 5.3 of this plan and the provisions of this section of the plan.

It is important to note that of the five visitor settings in section 5.3, gazetted wilderness areas are the only settings that is recognised in legislation. Although most of Fiordland is viewed by many as a wilderness now, legal designation as a wilderness area under section 14 of the National Parks Act 1980 ensures that these areas are managed to maintain their wilderness values. With explicit regard to wilderness areas, Section 14(2)(d) of the Act states that "No animals, vehicles or motorised vessels (including hovercraft and jet boats) shall be allowed to be taken into or used in the area and no helicopter or other motorised aircraft shall land or take off or hover for the purposes of embarking or disembarking passengers or goods in a wilderness area." Notwithstanding this, the Department of Conservation recognises the need to access such areas by mechanised means for management purposes, particularly for the control of introduced animals, including deer. Search and rescue operations are not restricted. Fiordland

National Park presently contains two gazetted wilderness areas, the Glaisnock and Pembroke, and a further possible wilderness area (South West / Cameron Remote Area). The Department of Conservation recognises the contribution to the preservation of indigenous biodiversity that hunters can have through the control of deer populations in these areas and may allow restricted access to these wilderness areas at certain times of the year (see Table 7).

Some use of Fiordland National Park by private pilots exists; however landings are intermittent and are primarily restricted to airstrips within Fiordland National Park. While these airstrips provide a unique opportunity for private pilots to access mountainous environments, the adverse effects of private landings are potentially the same as for other aircraft use. It is therefore important that the effects of private landings are managed in order to address these effects.

Helicopters dominate access and, although some purely scenic flights do occur, the reason for the landings are more likely to be as access for other recreational purposes such as hunting, fishing, climbing or tramping. Floatplane access on Lake Te Anau, particularly around the lakefront is reasonably common and Fiordland's abundance of lakes and waterways provide significant opportunities for floatplane experiences in remote and backcountry settings.

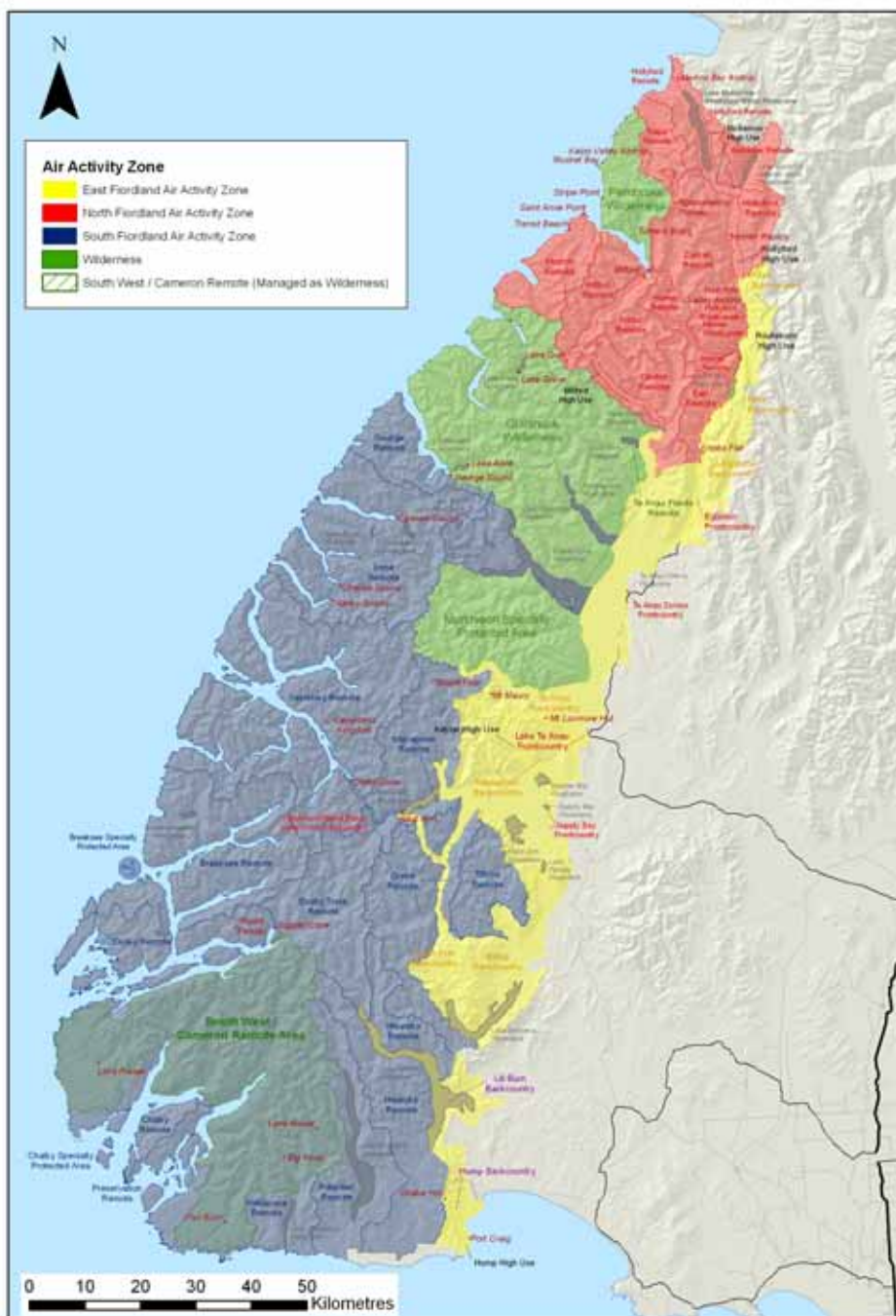
In the context of the vast area of Fiordland National Park, the generally infrequent and unscheduled commercial flights mean the adverse effects of aircraft access have not reached unacceptable levels in most places (excluding Milford Sound / Piopiotahi and the Milford Track). Consultation undertaken with submitters on the plan has indicated that (excluding Milford Sound / Piopiotahi) the existing aircraft operating in Fiordland National Park are generally providing an appropriate spectrum of opportunities. For areas other than the Milford airstrip, the plan uses a zoning technique based on the visitor settings identified in section 5.3. Each of the visitor settings has been divided into a series of catchments (the catchments are identified in Tables 7, 8, 9 and 10 and on Maps 16a, 16b and 16c). To ensure the effects of aircraft landings remain within the context of the recreation opportunity, the plan contains a regime that outlines limits for landings within Fiordland National Park.

To reflect the differing types of activities, Fiordland National Park (excluding Milford Sound / Piopiotahi) has been divided into three air activity zones. Air access to wilderness visitor settings is managed separately to these air activity zones (see Table 7).

While many types of activity occur in each air activity zone, the North Fiordland Air Activity Zone, which includes catchments north of the Glaisnock Wilderness (see Table 8) has a predominant level of use for scenic flights. The South Fiordland Air Activity Zone, which includes catchments south of the Glaisnock Wilderness (see Table 9) has a predominant level of use for recreational tramping and hunting access. The East Fiordland Air Activity Zone has a mix of both types of activity

and consists of more backcountry and frontcountry catchments (see Table 10). Limits for activity levels have been defined for all three air activity zones. Landings for 'one-off' activities should not be permitted outside of this.

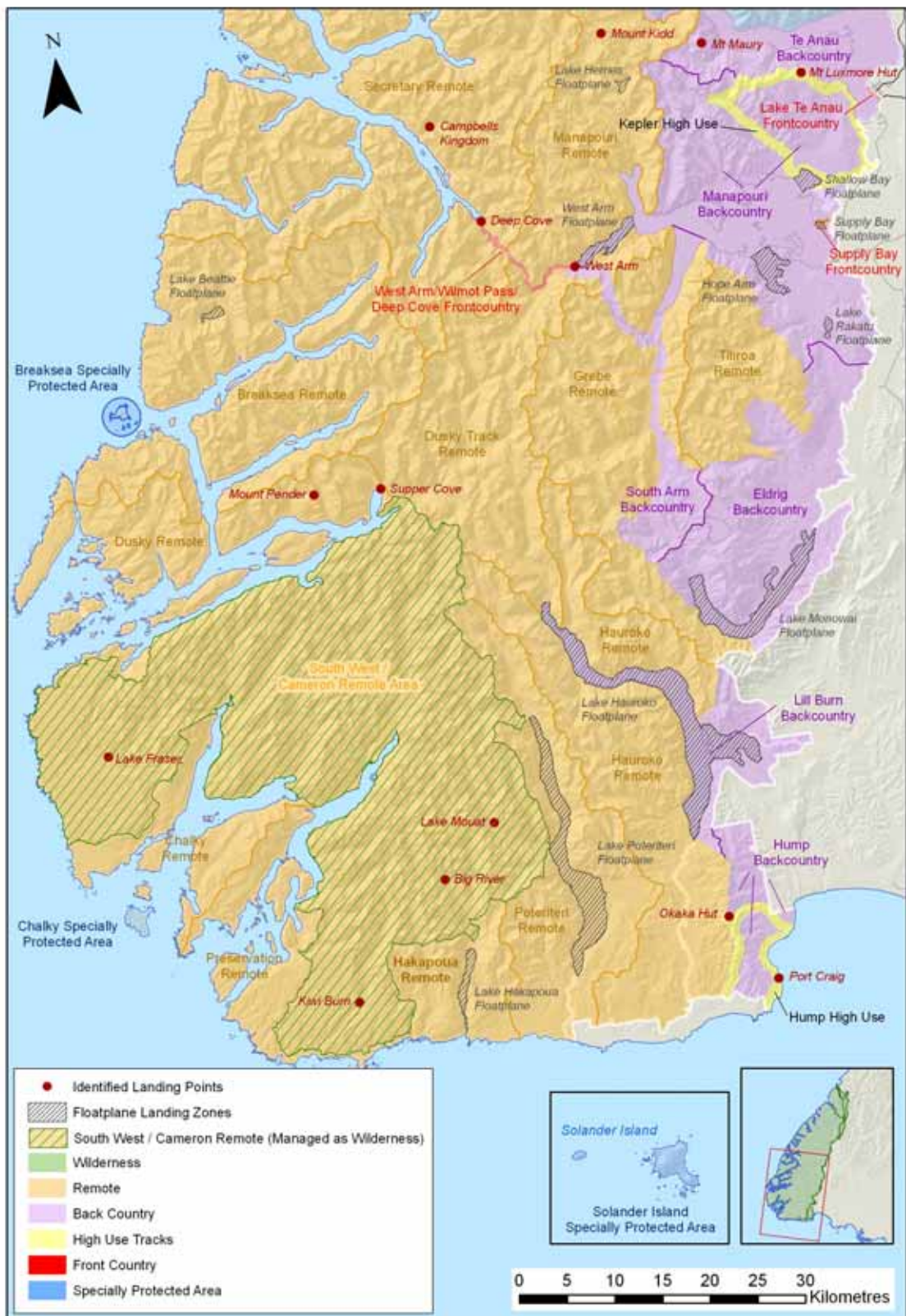
MAP 16A. AIRCRAFT ACCESS PART 1 – AIR ACTIVITY ZONES



MAP 16B. AIRCRAFT ACCESS PART 2 – NORTH FIORDLAND



MAP 16C. AIRCRAFT ACCESS PART 3 – SOUTH FIORDLAND



Unless specifically stated in Tables 8, 9 and 10, air access for recreation and tourism purposes in catchments will be managed to provide recreation opportunities (such as hunting, tramping and fishing). Where higher levels of access are required to provide for these opportunities, High Use Sites have been identified within a catchment and increased landings provided. In order to protect opportunities, aircraft access for filming will be considered as part of the catchment limits. In addition, locations and High Use Sites at which the provision of a scenic experience is appropriate have been identified in Tables 8, 9 and 10.

Activities such as scenic landings and heli-hiking are considered to be more compatible with the backcountry recreation opportunity and sites of these activities have been identified in Tables 8, 9 and 10.

Limits detailed in Tables 7 to 10 are based on the existing use depicted in activity returns provided by operators over a five-year period commencing 1999 (where available), existing concession activity levels and consultation to determine where potential growth or activities requiring higher levels of landings are appropriate. Limits include yearly seasonal or daily restrictions on the timing and number of landings to minimise conflict with other ground-based visitors and to maintain a level of aircraft use consistent with the visitor setting. Landings may also be restricted to particular activities in some places.

For Fiordland National Park (excluding Milford Airstrip) a level of flexibility in the location of landings has been developed in Tables 8, 9 and 10. However, set limits for annual numbers of landings within Fiordland National Park cannot be exceeded. In order for visitor experiences to be maintained especially for wilderness, remote, backcountry and frontcountry areas, users should not experience more than a certain number of landings at any one site during any time period.

Users of the North and South Fiordland Air Activity Zones should not experience more than three landings per week at any one location unless explicitly detailed in Tables 8 and 9.

Users of the East Fiordland Air Activity Zone should not experience more than three landings per day at any one location unless explicitly detailed in Table 10.

Concession opportunities offered for aircraft access to air activity zones do not include the opportunity to land at any High Use Site (as detailed in Tables 8, 9 and 10), unless explicitly detailed on a site-by-site basis in the concession.

The Department of Conservation will work with appropriate groups to develop a code of practice for air activities within Fiordland to enable recreation opportunities to be maintained.

It is considered that intensity of aircraft use associated with heli-skiing and aerial trophy hunting results in unacceptable effects on other

visitors and that these activities are generally unacceptable in Fiordland National Park. In addition, many of the areas within Fiordland National Park that might otherwise be suitable for heli-skiing are managed primarily for climbing or other similar activities and alternative areas for heli-skiing are readily available in many areas outside Fiordland National Park.

The use of non-powered aircraft such as gliders, hang-gliders and paragliders is generally considered compatible with national park values.

Objectives

1. To manage aircraft access in a way that facilitates public use and enjoyment of Fiordland National Park but does not have unacceptable adverse effects on natural values or visitors to Fiordland National Park.
2. To allow aircraft access for concessionaire infrastructure, event servicing or other authorised activity where the effects of that access have been considered as part of the overall activity and are acceptable.
3. To allow aircraft access for Fiordland National Park management, emergency and search and rescue purposes.
4. To monitor both the level of aircraft access in Fiordland National Park and its effects on other Fiordland National Park visitors.

Implementation

1. All aircraft operators landing in Fiordland National Park require a concession, except landings for emergency or search and rescue purposes or landings undertaken by the Department of Conservation or its contractors for management purposes. Although landings for search and rescue, emergencies and park management purposes will be unrestricted, the number of landings will still be monitored and landings for park management purposes should, where practical, occur at locations, times and frequencies that minimise the impact on natural values or visitors to Fiordland National Park. The Department of Conservation should use aircraft concessionaires for management operations within Fiordland National Park where possible.
2. Where relevant, matters including, but not limited to, the following should be included on concessions for aircraft landings/take-offs:

- a) Provisions relating to frequency and timing of activity and the number of landings;
 - b) Provisions relating to restrictions on purpose of landing;
 - c) Provisions relating to noise mitigation measures;
 - d) Details of all aircraft that the concessionaire is entitled to possess and operate within Fiordland National Park (including the type, registration and number of aircraft);
 - e) Provisions specifying specific access points;
 - f) Maps detailing the catchments and/or sites at which landings are permitted;
 - g) A special condition allowing the review, suspension and/or termination of the concession should unauthorised landings be undertaken;
 - h) The requirement to provide activity return forms that should include information on the timing, number, location of landings, number of passengers in the aircraft and purpose of all aircraft landings. This information should be required on a monthly basis in an agreed format;
 - i) The requirement for all operators to record the location of landings using an approved Global Positioning Systems recorder, or a similar device. This information may be required by the Department of Conservation at agreed intervals;
 - j) Provisions relating to managing any adverse effects on visitor experience values and natural values;
 - k) The requirement that a minimum of 50% of all allocated landings in the concessions may be charged for at the start of the concession year regardless of whether they are used. The number of landings that are used above the first 50% may be charged for at a set time that should be detailed in the concession; and
 - l) The requirement that concessionaires should be required to contribute to the cost of monitoring and research to determine the effects of aircraft access in Fiordland National Park.
3. Concessions for heli-skiing and aerial trophy hunting should not be granted within Fiordland National Park.
 4. All fixed-wing wheeled aircraft (except hang-gliders and paragliders) will land at the following airstrips only:

- Hollyford Valley. This airstrip is not maintained by the Department of Conservation;
 - Kaipo. This airstrip is not maintained by the Department of Conservation;
 - Milford Sound / Piopiotahi. This airstrip is not maintained by the Department of Conservation; and
 - Martins Bay. This airstrip is not maintained by the Department of Conservation.
5. Endeavour to ensure that users of Fiordland National Park have realistic expectations of aircraft use. This message will be promoted in publications, at visitor centres and through the Department of Conservation’s website.
6. Advocate through processes under the Resource Management Act 1991 and other processes to ensure that aircraft activity occurring on areas adjoining or near Fiordland National Park does not affect the significant recreation opportunities within Fiordland National Park; or the significant natural character values (including remote and wilderness values) of the fiords adjoining Fiordland National Park.

Fiordland - General

7. Concession opportunities for aircraft activities within an Air Activity Zone exclude the opportunity to land at any High Use Site within that Air Activity Zone, unless explicitly detailed in the concession.
8. Where limited opportunities, on preservation grounds, are identified in conjunction with Tables 7, 8, 9 and 10 the opportunity(s) to make an application may be tendered, applications may be invited, or other actions that may encourage specific applications may be undertaken. If this occurs the Department of Conservation will recommend to the Minister the following criteria be given priority in the consideration of applications as part of the allocation process, but not be limited to:
- a) The experience (measured in flight hours) the applicant has flying in the Fiordland environment;
 - b) The history of the applicant’s operations including compliance with relevant statutes and regulations;
 - c) The visitor experience the applicant will offer its client including interpretation of national park values and world heritage values;

- d) How the applicant intends to work within the limits set in Tables 7, 8, 9 and 10 (as applicable). For example, how the applicant will implement frequencies, timings and purpose to meet these limits and provide for the opportunity specified;
 - e) Noise technologies utilised on aircraft to minimise the adverse effects of the aircraft;
 - f) Proposed flight paths to mitigate noise on Fiordland National Park; and
 - g) How the operator will manage any adverse affects on natural values.
9. Where limits have been provided in the remote and backcountry catchments listed in Tables 8, 9 and 10, they will be subject to the following restrictions in order to protect the remote trout fishing experiences:
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- a) Tributary streams and rivers feeding the western side of Lake Te Anau, from and including the Glade Burn in the north, to and including the Tutu Burn in the South. No landings below the 500 metre topographical contour line on or adjacent to tributary streams and rivers feeding the western side of lake Te Anau, from and including the Glade Burn in the north, to and including the Tutu Burn in the South from 1 Nov to 1 March inclusive;
 - b) Tributary streams and rivers feeding the Grebe River. No landings below the 500 metre topographical contour line on or adjacent to any of the tributary streams and rivers feeding the Grebe River from 1 Nov to 1 March, inclusive, except within 500 m of the Borland Road; and
 - c) Awe Burn - No landings below the 500 metre topographical contour line on or adjacent to the Awe Burn from 1 Nov to 1 March, inclusive.
10. All concessions authorising landings within Fiordland should include a condition requiring concessionaires to pay a monitoring fee to fund the Department of Conservation's research and / or monitoring of effects associated with landings within Fiordland.

Regular Aircraft Activity Levels in Fiordland (excluding Milford airstrip)

11. All aircraft landings/take-offs within Fiordland National Park (unless provided for under the other Implementations of this section) should be managed in accordance with Tables 7, 8, 9 and 10 and Maps 16A to 16C.
12. The total number of aircraft permitted should not exceed 32. This will comprise of up to 21 helicopters, up to nine fixed wing aircraft and up to two floatplane aircraft.
13. Annual numbers of landings within Fiordland National Park, will not exceed the following:
 - a) A combined maximum of 5493 helicopter landings for all regular aircraft operators per annum (excluding the Te Anau frontcountry helipad);
 - b) A combined maximum of 367 floatplane landings for all regular aircraft operators per annum (excluding the waters of Te Anau Frontcountry); and
 - c) A combined maximum of 1475 fixed wing aircraft landings for all regular aircraft operators per annum.

Tables 8, 9 and 10 provide details of specific landing opportunities within Fiordland National Park (excluding Milford Airstrip).

Landings related to wild animal recovery operations are managed separately to these provisions, see Implementations 18 - 21. Landings at Milford Airstrip are managed separately to these implementations (see Section 5.5.2).

Irregular and one-off Aircraft Activity Levels in Fiordland (excluding Milford)

14. Irregular and one-off landings/take-offs within Fiordland National Park should be managed as follows:
 - a) A combined maximum of 50 irregular and one-off landings/take-offs within Fiordland National Park per annum should be permitted.
 - b) In addition to a) above, up to 50 regular landings/take-offs per property may be permitted to those who own freehold land at Martins Bay where these landings are associated with accessing their land for recreational purposes (not commercial). Permits should only be issued to those who are the owner(s) of the land or owners' immediate family. This being defined as the grand parents, parents, partner, children or grandchildren of the holder;

- c) All landings/take-offs (except those authorised by point b of this implementation) should be managed in accordance with the visitor settings defined in section 5.3 of this plan;
 - d) Non commercial aircraft landings/take-offs should be managed in accordance with this Implementation, Tables 7, 8, 9 and 10 and Maps 16A to 16C.
15. All concessions granted for irregular and one-off landings/take-offs will be required to provide activity returns that will include information on the timing, number and location of landings, the number of passengers in the aircraft and the purpose of landings. The total number of irregular and one-off landings/take offs will be monitored through activity returns and they should occur at locations, times and frequencies that minimise the impact on natural values or visitors to Fiordland National Park. In addition to this, where relevant, irregular and one-off landings/take-offs may be subject to the requirements of Implementation 2.

Concessionaire infrastructure servicing, scientific activity and the management of State Highway 94

16. Aircraft landings/takeoffs required for the essential servicing of concessionaire infrastructure events or scientific activity authorised by way of the concession process that are justified will be considered separately to the limits identified in Tables 7, 8, 9 and 10. The effects of landings/takeoffs will be considered as part of that concession application that authorises the infrastructure. Landings/takeoffs will need to be consistent with the recreation opportunities identified in section 5.3 of this plan. In addition to this, where relevant, landings/takeoffs associated with the servicing of concessionaire infrastructure or events will be subject to the requirements of Implementation 2.
17. While landings/takeoffs occurring in Fiordland National Park that are required for the essential management of State Highway 94 will be unrestricted, concessions granted for this purpose may, where appropriate, be subject to relevant requirements of Implementation 2 (such as details of the type and registration of aircraft and the requirement to provide activity return forms).

Wild animal recovery operations

18. Conditions for wild animal recovery operations should include but not be limited to:
 - a) Excluding access to the Takahē Specially Protected Area;
 - b) Restrictions on the seasonal timing and type of animals taken in the wapiti-type deer area (see sections 4.5 and 5.11);
 - c) Excluding access to the whole of Fiordland National Park from Good Friday to Easter Monday inclusive;
 - d) Excluding access to the Tūtoko Töpuni area (see section 2.2); and
 - e) Managing effects on gazetted Wilderness Areas.
19. Aircraft access into specially protected areas and wilderness visitor settings will not be allowed except where necessary for the preservation of the area's indigenous plants and animals, emergency and search and rescue purposes, subject to Implementation 14 below (refer section 14 National Parks Act 1980).
20. The presence of deer in a national park and Wilderness Area is inherently detrimental to the ecological values. Recreational hunters can contribute to deer control in certain circumstances. Aircraft movements at designated sites, identified in Table 7 for hunter access into wilderness visitor settings should only be considered during the roar (15 March to 15 May) and from 1 October to 30 November, when deer hunting is most effective, when the following conditions are met:
 - a) The Department of Conservation considers that deer densities in Wilderness Areas are high;
 - b) That there is no practical alternative access to the area;
 - c) It can be shown that no other visitor group is likely to be significantly adversely affected by the landings;
 - d) All hunters hold a current hunting permit for the area;
 - e) Any continued access should be dependent upon the effectiveness of the hunting parties, which should be assessed by analysing returns in accordance with point a) above; and
 - f) Unless deer densities determined otherwise, with this being reflected in the concession document, aircraft

landings should only be permitted at the designated sites identified below in Table 7.

Continued access will be dependent on all criteria being met.

21. Within the Glaisnock Wilderness Area it is considered that deer numbers are lower than in the Pembroke and the terrain is more suitable for aerial wild animal recovery operations. With the exception of Lake Alice and Lake Grave, aircraft access for recreational hunting will not be permitted in this Wilderness Area. The plan allows aircraft access at lakes Alice and Grave in recognition of the otherwise inaccessible nature of these sites. It is considered that air access to these lakes is appropriate for balloted hunters to access the wapiti hunting block during the roar only (15 March to 15 May). Please refer to section 4.5 for the management of wild animal recovery operations.

Research, monitoring and the revision of opportunities

22. The level of aircraft use and its effects in Fiordland National Park and on areas adjoining Fiordland National Park should be monitored with research being undertaken where appropriate. Priority will be given to the following (in no particular order):
 - a) Assessing the effects of aircraft landings/takeoffs at Milford Sound / Piopiotahi and on the areas affected by the associated flight paths;
 - b) Understanding use levels and purpose of landings/takeoffs of aircraft within Fiordland National Park, particularly in remote areas; and
 - c) Assessing the effects of aircraft on wilderness and remote users of Fiordland National Park.

Refer also to section 5.16 Visitor Monitoring.

23. Should changes be sought to the limits detailed in Tables 8, 9 and 10 or implementation 12, the applicant should be required to undertake appropriate research approved by the Department of Conservation that will address issues including but not limited to physical and social carrying capacity effects and demonstrate that no other visitor group is likely to be significantly adversely affected by landings.
24. Other high use sites, not currently illustrated on Maps 16a, 16b and 16c, may be specifically identified through

concession conditions so long as they do not detract from the recreation opportunity provided within this location. An applicant would have to demonstrate this prior to the granting of any concession. Research may be required (as per Implementation 23) in order to progress any such application. Additional High Use Sites should only be granted in backcountry catchments.

25. The Department of Conservation will work with Aviation Control Authorities, Aircraft Operators and other stakeholders to develop a code of practice to minimise the adverse effects of landings/take-offs within Fiordland National Park and adjoining conservation lands on national park values, including natural quiet, in order to achieve the standards detailed in Tables 7, 8, 9 and 10.
26. Where the Department of Conservation receives complaints about the adverse effects of aircraft activity within Fiordland National Park, the Department of Conservation will refer them to the Fiordland Aviation User Group (or other such group that may represent the aircraft concessionaires within Fiordland) to consider in accordance with the Code of Practice and to make recommendations to the Department of Conservation to minimise adverse effects.
27. In the event that the Fiordland Aviation Users Group (or other such user group that may represent the aircraft concessionaires in Fiordland), is unsuccessful in minimising the effects, the Department of Conservation will consider management of these effects by way of concessions. Options that may be considered (but not limited to) include:
 - a) Limits established per Air Activity Zone, catchment or high use site may be revised and / or reduced; and
 - b) Consideration should be given to suspending or terminating specific concessions in conformity with the provisions contained in the concession documents.

Table 7 - Aircraft Landings in the Wilderness Areas				
Catchment	Location Description	Landings numbers	Number of concessions	Limits
Pembroke Wilderness	General	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20.	Not applicable	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20. Landing sites may be identified by the Department of conservation as applicable
Glaisnock Wilderness	General	No aircraft landings permitted except as provided for in Implementations 18, 19, 20 and 21.	Not applicable	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20. Landings should they be permitted will be restricted to the sites listed below only: On or adjoining Lake Alice On or adjoining Lake Grave.
South West / Cameron Remote	General	No aircraft landings permitted except as provided for in Implementations 18, 19 and 20.	See South Fiordland Air Activity Zone.	This catchment should be managed as a Wilderness Area with the exception of limited aircraft access. Landings within this catchment will be permitted at the following high use sites only: Big River On or adjoining Lake Mouat On or adjoining Lake Fraser Kiwi Burn It is expected that no more than three aircraft landings per week will occur at any of the sites within the South West / Cameron Remote Area. Landing numbers for the South West / Cameron Remote Area are included within the South Fiordland Air Activity Zone permitted activity totals.

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
General with the exception of areas and sites listed below	All areas north of the Glaisnock Wilderness and West of Eglinton Frontcountry (excl Milford)	A combined total of up to 24 helicopter landings per week inclusive of all concessions	Up to 8 concession opportunities are available in the North Fiordland Air Activity Zone	Users of the North Fiordland Air Activity Zone should not experience more than three landings per week at any one site unless explicitly detailed below.	Up to 1248 helicopter landings per annum.	
Darran Remote	General	Nil	Nil	No landings are permitted in this catchment with the exception of Ngapunatoru Plateau and Turners Bivvy (see separate).		
	Ngapunatoru Plateau High Use Site	A combined total of up to 10 helicopter landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 500 landings per year. Landings will be restricted to scenic glacier landings and climbing / backcountry ski access only.	Up to 500 helicopter landings per annum.	
	Turners Bivvy High Use Site	A combined total of up to 2 helicopter landings per day inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to activities for climbing / backcountry ski access only. No scenic landings will be permitted. Landings will be permitted between 01 March and 30 November only.	Up to 550 helicopter landings per annum.	
Kaipō Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Kaipō Airstrip High Use Site	A combined total of up to 50 landings per year inclusive of all concessions	This site is available for up to 2 fixed wing and 2 helicopter concessions	Up to an additional 8 landings per day will be permitted during the roar from 15 March to 15 May only. Landings are restricted for access for remote recreation opportunities with increased access for hunters only during the roar.	Up to 50 landings per annum (excluding additional landings during the roar).	
Hollyford Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Martins Bay Airstrip High Use Site	A combined total of up to 50 landings per year inclusive of all concessions	This site is available for up to 1 fixed wing and 1 helicopter concessions	Up to an additional 8 landings per day will be permitted during the roar from 15 March to 15 May only. Landings are restricted for access for remote recreation opportunities with increased access for hunters only during the roar.	Up to 50 landings per annum (excluding additional landings during the roar).	
Homer Remote	General	Included as part of the North Fiordland Air Activity Zone				

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone (Continued)						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
Morton Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Transit Beach High Use Site	A combined total of up to 100 landings per annum inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities.	Up to 100 helicopter landings per annum.	
	St Annes Point High Use Site	A combined total of up to 20 landings per annum inclusive of all concessions	This site is available for up to 1 concession	An annual maximum of 20 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities.	Up to 20 helicopter landings per annum.	
Arthur Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Lake Quill High Use Site	A combined total of up to 10 landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 200 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities. It is expected that operators will develop a voluntary flight path to avoid flying over the Milford Track.	Up to 200 helicopter landings per annum.	
Clinton Remote	General	Included as part of the North Fiordland Air Activity Zone		NB The Milford Track High Use Area is detailed separately.		
Earl Remote	General	Included as part of the North Fiordland Air Activity Zone		Helicopter opportunities will not be granted in the Earl Remote and landings will not be permitted during weekends and public holidays. Landings are restricted to access for remote tramping opportunities only.		
	Dore Pass	Nil	Nil	No landings are permitted at this site		
	U Pass	Nil	Nil	No landings are permitted at this site		
Alabaster Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Waters of Lake Alabaster / Wāwāhi Waka High Use Site	A combined total of 20 floatplane landings per annum will be permitted inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities.	Up to 20 floatplane landings per annum.	
Milford Sound / Piopiotahi frontcountry	Milford Airstrip	See separate				

Table 8 - Aircraft Landings in the North Fiordland Air Activity Zone (Continued)					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Hollyford Frontcountry	General	Nil	Nil	No landings are permitted in this catchment with the exception of Hollyford Airstrip (see separate)	
	Hollyford Airstrip High Use Site	A combined total of 8 landings per day inclusive of all concessions	This site is available for up to 2 fixed wing and 2 helicopter concessions	Where private individuals undertake less than 10 landings/takeoffs at this site per annum, these will be considered under Implementation 14	Up to 2920 landings per annum.
Hollyford High Use Corridor	General	Nil	Nil	No landings are permitted in this catchment with the exception of the Homer Rapids (see separate)	
	Homer Rapids High Use Site	A combined total of 20 helicopter lifts of boats per week over the Little Homer Rapids only inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 lifts per year. A week being defined as Monday to Sunday	Up to 100 helicopter lifts per annum.
McKerrow High Use Corridor	General	Nil	Nil	No landings are permitted in this catchment with the exception of the waters of Lake McKerrow / Whakatipu Waitai	
	Waters of Lake McKerrow / Whakatipu Waitai High Use Site	A combined total of 20 floatplane landings per annum will be permitted inclusive of all concessions	This site is available for up to 2 concessions		Up to 20 floatplane landings per annum.
Milford Track High Use Corridor	General	No limit on the number of landings		No landings within 500m of the Milford Track. Landings for the essential servicing of huts and the track will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr). (Please note that the Quintin Airstrip is currently used for track / concession management purposes. It will only be used for this purpose. This airstrip is only accessible by helicopter. No landings are permitted at / on Glade Wharf	

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
General with the exception of areas and sites listed below	All areas south of the Glaisnock Wilderness Area and west of the Backcountry zones. See also the South West / Cameron Remote Area (Table 7).	A combined total of up to 24 helicopter landings per week inclusive of all concessions	Up to 8 concession opportunities are available in the South Fiordland Air Activity Zone	Users of the South Fiordland Air Activity Zone should not experience more than three landings per week at any one site unless explicitly detailed below	Up to 1248 helicopter landings per annum.	
Secretary Remote	General	Included as part of the South Fiordland Air Activity Zone				
	Campbells Kingdom High Use Site	A combined total of up to 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 150 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities	Up to 150 helicopter landings per annum.	
Te Anau Fiords Remote	General	Included as part of the North Fiordland Air Activity Zone				
	Waters of North Arm, Worsley Arm, Middle Fiord, (including North West and South West Arms), Lake Hankinson, Lake Wapiti, Lake McIvor High Use Site	A combined total of up to 40 floatplane landings per annum inclusive of all concessions	These sites are available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities.	Up to 40 floatplane landings per annum.	
Dusky Remote	General	Included as part of the South Fiordland Air Activity Zone				
	Supper Cove High Use Site	A combined total of 10 helicopter landings per day inclusive of all concessions	This site is available for up to 5 concessions	An annual maximum of 100 landings per year. Landings are restricted to provide access for remote recreation opportunities. No scenic landings are allowed.	Up to 100 helicopter landings per annum. Floatplane landings will be outside Fiordland National Park.	
	Mt Pender High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 150 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities only.	Up to 100 helicopter landings per annum.	

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
Dusky Track Remote	General	Included as part of the South Fiordland Air Activity Zone				
Manapouri Remote	General	Included as part of the South Fiordland Air Activity Zone				
	Mt Kidd High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for remote recreation opportunities	Up to 100 helicopter landings per annum.	
	Waters of Lake HERRIES High Use Site	A combined total of 20 floatplane landings per year inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities	Up to 20 floatplane landings per annum.	
Grebe Remote	General	Included as part of the South Fiordland Air Activity Zone				
Poteriteri Remote	General	A combined total of 40 helicopter landings per year inclusive of all concessions		All landings in this catchment will be restricted to those activities associated with non-commercial recreational use only. No scenic landings will be permitted	This maximum annual landing number is included in the South Fiordland Air Activity Zone annual total.	
	Waters of Lake Poteriteri High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.	
Hakapoua Remote	General	A combined total of 40 helicopter landings per year inclusive of all concessions		All landings in this catchment will be restricted to those activities associated with non-commercial recreational use only. No scenic landings will be permitted.	This maximum annual landing number is included in the South Fiordland Air Activity Zone annual total.	
	Waters of Lake Hakapoua High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.	
Hauoko Remote	General	Included as part of the South Fiordland Air Activity Zone				
Preservation Remote	General	Included as part of the South Fiordland Air Activity Zone				

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum)	
Chalky Remote	General	Included as part of the South Fiordland Air Activity Zone				
Titiroa Remote	General	Included as part of the South Fiordland Air Activity Zone		Helicopter opportunities will not be granted on Mt Titiroa. Landings will be restricted to access for remote tramping and hunting opportunities only. No landings will be permitted during weekends and public holidays		
Breaksea Remote	General	Included as part of the South Fiordland Air Activity Zone				
George Remote	Waters of Lake Beattie High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.	
George Remote	General	Included as part of the South Fiordland Air Activity Zone				
George Remote	George Sound High Use Site	A combined total of 20 helicopter landings per annum inclusive of all concessions	This site is available for up to 3 concessions	Landings will be restricted to access for remote tramping and hunting opportunities only	Up to 20 helicopter landings per annum	
Irene Remote	General	Included as part of the South Fiordland Air Activity Zone				
George Remote	Waters of Lake Shirley / Lake Marchant High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with a floatplane experience and access to remote recreation opportunities only	Up to 20 floatplane landings per annum.	
George Remote	Charles Sound, Caswell Sound and Nancy Sound High Use Site	A combined total of 20 helicopter landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to access for remote tramping and hunting opportunities only	Up to 20 helicopter landings per annum	

Table 9 - Aircraft Landings in the South Fiordland Air Activity Zone (continued)						
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)	
West Arm, Wilmot Pass, Deep Cove Frontcountry	General	Nil	Nil	No landings are permitted in this catchment with the exception of Deep Cove and West Arm (see separate)		
	Deep Cove High Use Site	A combined total of 80 helicopter landings per annum inclusive of all concessions	This site is available for up to 6 concessions	Landings will be restricted to those parts of the Meridian Wharf within Fiordland National Park when this is otherwise unoccupied (other use of the wharf will have priority) or the gravel pit adjacent to the road turning off to the tail race. The gravel pit site will serve as an alternative landing site to the Meridian Wharf and will not be maintained by the Department of Conservation. Landings will be managed to maintain existing recreation and user experiences. Landings will be restricted to those providing access to remote areas and the servicing of surface water activities. No scenic landings will be permitted. Landings undertaken at the Meridian Lease area for purposes associated with power generation are excluded from limits detailed above	Up to 80 helicopter landings per annum	
	West Arm High Use Site	A combined total of 80 helicopter landings per annum inclusive of all concessions	This site is available for up to 6 concessions	Landings will be managed to maintain existing recreation and user experiences. Landings at the Meridian helpad will require a concession from the Department of Conservation and prior approval from Meridian. Landings will be restricted to those providing access to backcountry and remote areas and the servicing of surface water activities. No scenic landings will be permitted. Landings undertaken at the Meridian Lease area for purposes associated with power generation are excluded from limits detailed above	Up to 80 helicopter landings per annum.	

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
All areas encompassing the easterly backcountry, frontcountry, and high use zones		A combined total of up to 24 helicopter landings per day inclusive of all concessions	Up to 8 concession opportunities are available in the East Fiordland Air Activity Zone	Users of the East Fiordland Air Activity Zone should not experience more than three landings per day at any one site unless explicitly detailed below	Up to 8760 helicopter landings per annum.
Ailsa Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
Livingstone Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Lake Marian	Nil	Nil	No landings are permitted at this site	
	Gertrude Saddle	Nil	Nil	No landings are permitted at this site	
Te Anau Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Mt Maury High Use Site	A combined total of 3 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	An annual maximum of 100 landings per year. Landings are restricted to scenic landings and access for backcountry recreation opportunities	Up to 100 helicopter landings per annum.
	Waters of Lake Te Anau adjoining Glade Wharf and Te Anau Downs High Use Site	A combined total of 80 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings should be timed to avoid vessel arrival and departure times and will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities	Up to 80 floatplane landings per annum.
Manapouri Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Lake Rakatu and Lake Manapouri High Use Site	A combined total of 50 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings on the waters of Lake Manapouri will be restricted to the waters adjoining the following sites: Hope Arm, West Arm, Supply Bay, Shallow Bay. Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 50 floatplane landings per annum.
South Arm Backcountry	General	Included as part of the East Fiordland Air Activity Zone			

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone (continued)					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Eldrig Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Waters of Lake Monowai High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 20 floatplane landings per annum.
Lill Burn Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
	Waters of Lake Hauroko High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 2 concessions	Landings will be restricted to those associated with a floatplane experience and access for backcountry recreation opportunities only	Up to 20 floatplane landings per annum.
Hump Backcountry	General	Included as part of the East Fiordland Air Activity Zone			
Eglinton Frontcountry	General	A combined total of 80 helicopter landings per annum inclusive of all concessions	This location is available for up to 3 concessions		Up to 80 helicopter landings per annum.
	Lake Gunn High Use Site	A combined total of 20 floatplane landings per annum inclusive of all concessions	This site is available for up to 1 concession	Landings will be restricted to those associated with access for backcountry and remote recreation opportunities only	Up to 20 floatplane landings per annum.
	Knobs Flat High Use Site	A combined total of 50 helicopter landings per annum inclusive of all concessions	This site is available for up to 3 concessions		Up to 50 helicopter landings per annum.
Supply Bay Road Frontcountry	General			Landings will only be permitted for approved activities under the Manapouri Te Anau Development Act	
Te Anau Frontcountry	Helipad High Use Site	No limit on helicopter landing numbers		Helicopter landings will be permitted between the hours of 7am and 10pm only. A total of 4 helicopters will be permitted to operate from this site	No limit
	Lake surface High Use Site (zones defined in section 5.3.9.5)	No limit on floatplane landing numbers	This site is available for up to 2 concessions	Floatplane landings will be permitted between the hours of 7am and 10pm only. A total of 2 floatplanes will be permitted to operate from this site	No limit
Lake Te Anau Downs Frontcountry	General	Nil		No landings are permitted at this location	

Table 10 - Aircraft Landings in the East Fiordland Air Activity Zone (continued)					
Catchment	Location Description	Landings numbers	Number of concessions	Limits	Maximum landing numbers (subject to annual maximum numbers)
Routeburn Track High Use Corridor	General	No limit on the number of landings		No landings within 500m of the track Landings for the essential servicing of the huts and track will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr)	No limit
Kepler Track High Use Corridor	General	No limit on number of helicopter landings		No landings within 500m of the track Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr)	No limit
	Luxmore Hut High Use Site	A combined total of 8 helicopter landings per day inclusive of all concessions	This site is available for up to 3 concessions	Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr) Landings will only be permitted for the activity of hell-hiking. No scenic landings will be permitted	Up to 150 helicopter landings per annum.
Hump Ridge Track High Use Corridor	General	No limit on number of helicopter landings		No landings within 500m of the track except at the Okākā and Port Craig Huts. Landings will be permitted at the hut sites for the purpose of transporting packs only. Carrying of passengers will only be permitted where there is room on the flight carrying the packs. Passenger ferrying (other than described above) will not be permitted. Landings will be managed to maintain existing recreation and user experiences and should occur between 10:00am and 3:00pm during the walking season (1 Oct to 30 Apr).	