

Online Further Submission

Further Submitters Name Richard Milner

Further Submitter #184

Further Submitter Number FS184

Wish to be heard Yes

FS qualifier a person who has an interest in the proposal that is greater than the interest the general public has (e.g. land owner, resource user)

FS qualifier reason I am Richard Milner the Executive Officer of the New Zealand Helicopter Association.

I represent the commercial interests of our members whom are helicopter operators in the Far North Region.

My background is a Commercial Helicopter Pilot and Aviation Consultant.

Aviation New Zealand (AvNZ) is an industry body representing professional aviation operators in New Zealand. The New Zealand Helicopter Association (NZHA) as a division of AvNZ, represents helicopter operators engaged in operations across a range of activities for the purposes of:

- Primary production not covered by Agricultural Aviation operations including:
 - Frost control
 - Heli logging
 - Pest control
 - Rural farm support such as sling loading fencing supplies, water tanks etc
- Heavy lift operations
- Transmission wire installation and inspection
- Supporting security of energy supply and communications infrastructure
- Tourism
- Helicopter flight training
- Carriage of people and material to and from remote areas in support of DOC
- Aerial photography/survey
- Special operations only possible by helicopter
- Firefighting, Search and Rescue (SAR), medical evacuation

FS184.01 - 184.53

At the time of writing the industry is made up of 103 Civil Aviation Authority (CAA) certificated organisations operating about 265 helicopters.

Helicopters are an essential adjunct to New Zealand's economy in a range of roles from flight training through to air transport, tourism operations, special roles, and critical infrastructure security roles which cannot be provided by other means.

Joint presentation No

Attention: Mr. Richard Milner

Contact organisation New Zealand Helicopter Association

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Wellington

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Online further submitter? Yes

Date raw FS lodged 01/09/2023 11:54pm

Further submission points

Raw FS number	Original submitter	Related Submission Point	Plan section	Provision	OS Decision Requested	SupportOppose	FS Decision requested	Reasons
FS184.1	Northland Federated Farmers of New Zealand	S421.199	Definitions	FARMING	Amend the definition for 'farming' to include aircraft and helicopter movements where these are being used for operations as a part of farming on rural airstrips and landing areas	Support	Allow	
FS184.2	Te Whatu Ora - Health New Zealand, Te Tai Tokerau	S42.006	Definitions	New Definition	Insert definition for Hospital Related Activities Hospital Related Activities means activities associated with the provision of medical, surgical or psychiatric care, treatment and rehabilitation of persons within a hospital, including: a. offices and administration	Support	Allow	

facilities;
b. pharmacies, food and beverage activities, bookstores, gift stores and florists;
c. commercial services including banks and dry cleaners;
d. ambulance facilities and first aid training facilities;
e. conference facilities;
f. helicopter facilities;
g. hospices;
h. hospital maintenance, operational and service facilities, including kitchens, storage facilities, waste processing and laundries;
i. medical research and testing;
j. mortuaries;
k. rehabilitation and recreational facilities;
l. training; and
m. private specialist and general medical facilities, services and practices.
o. Staff, patient and visitor accommodation;
p. Emergency Services; and
q. Care Centres
h. Signage
i. Lighting

FS184.3

Bentzen Farm
Limited

S167.002

Definitions

New Definition

Insert the following new
definition:

Support in part

Allow in part

"Helicopter landing
areas

means an identified
landing area for
helicopter landing,
loading and take-off
but does not include
refuelling, servicing, a
hangar, or a freight
handling facility".

A Helicopter landing area should allow of fuelling of the aircraft especially if a temporary landing area

Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large

Also Agricultural Aircraft will suffer from the same restriction if this is allowed

entirely.

FS184.4	Ballance Agri-Nutrients Limited	S143.001	Definitions	New Definition	Insert new definition Agricultural aviation activities; means the intermittent operation of an aircraft (including fixed-wing aeroplanes and helicopters) from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's).	Support	Allow	Fully support
FS184.5	NZ Agricultural Aviation Association	S182.001	Definitions	New Definition	Include a new definition Agricultural aviation activities. means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock	Support	Allow	

					management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles (UAV's).			
FS184.6	NZ Agricultural Aviation Association	S182.006	Definitions	New Definition	<p>Insert a new definition of Helicopter landing area</p> <p>means any area of land, building, or structure intended or designed to be used, whether wholly or partly, for helicopter movement or servicing</p>	Support	Allow	Fully support
FS184.7	Horticulture New Zealand	S159.003	Definitions	New Definition	<p>Insert a definition of 'agricultural aviation movements' as follows:</p> <p>Agricultural aviation movements mean intermittent aircraft and helicopter movements for purposes ancillary to primary production activities, including topdressing, spraying, stock management, fertiliser application, and frost mitigation, and associated refuelling.</p>	Support	Allow	Fully support

FS184.8

P S Yates Family
Trust

S333.002

Definitions

New Definition

Insert the following new
definition:

Support in part

Allow in part

**“Helicopter landing
areas means an
identified landing area
for helicopter landing,
loading and take-off
but does not include
refuelling, servicing, a
hangar, or a freight
handling facility”.**

A Helicopter landing area should allow of fuelling of the aircraft especially if a temporary landing area

Field Maintenance should also be allowed as a temporary operation may require some inspection and routine maintenance during operations - Transits to maintenance at larger airports is not practical in Northland with Whangerei and Auckland as closest airports with helicopter maintenance facilities

Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the

dead leg to
and from a
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miles adding
unnecessary
cost to the
community
and economy -
Northland
does not have
many airports
so the transit
(dead leg) to
and from fuel
is possibly
large

Also
Agricultural
Aircraft will
suffer from the
same
restriction if
this is allowed
entirely.

FS184.9

Setar Thirty Six
Limited

S168.002

Definitions

New Definition

Insert the following new
definition for
'Helicopter landing
areas':

Support in part

Disallow in part

**Helicopter landing
areas means an
identified landing area
for helicopter landing,
loading and take-off
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refuelling, servicing, a
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same
restriction if
this is allowed
entirely.

FS184.10

Matauri Trustee
Limited

S243.003

Definitions

New Definition

Insert the following new
definition for helicopter
landing areas:

**Helicopter landing
areas means an
identified landing area
for helicopter landing,
loading and take-off
but does not include
refuelling, servicing, a
hangar, or a freight
handling facility.**

Support in part

Disallow in part

A Helicopter Landing area may be temporary in nature for activities that require helicopters to be used away from a base - such as lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like survey or agricultural activities or frost protection. All of these activities would require a helicopter landing site of a temporary

nature and it
should be
Permitted
Activity

A Helicopter
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especially if a
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Field
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operations -
Transits to
maintenance at
larger airports
is not practical
in Northland
with
Whangerei and
Auckland as
closest airports
with helicopter
maintenance
facilities

Example would
be for
Powerlines
assessment
and

FS184.11	The Shooting Box Limited	S187.002	Definitions	New Definition	Amend to add the following new definition: "Helicopter landing areas means an identified landing area for helicopter landing, loading and take-off but does not include refuelling, servicing, a hangar, or a freight handling facility".	Support in part	Disallow in part	<p>and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p> <p>Also Agricultural Aircraft will suffer from the same restriction if this is allowed entirely.</p>
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A Helicopter Landing area may be temporary in nature for activities that require helicopters to be used away from a base - such as lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like survey or agricultural activities or frost protection. All of these activities would require a helicopter landing site of a temporary

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Example would
be for
Powerlines
assessment
and

FS184.12	Northland Federated Farmers of New Zealand	S421.003	Definitions	New Definition	Insert a definition for 'Ancillary rural earthworks' as follows: ANCILLARY RURAL EARTHWORKS means <ul style="list-style-type: none"> • any earthworks or disturbance of soil associated with cultivation, land preparation (including the establishment of sediment and erosion control measures), for planting and growing operations of crops and pasture; • the harvesting of agricultural and horticultural crops (farming)and forests (forestry); and planting trees, removing trees and horticultural root ripping; 	Support	Allow in part	<p>and</p> <p>maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p> <p>Also Agricultural Aircraft will suffer from the same restriction if this is allowed entirely.</p>
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- **the maintenance and construction of facilities typically associated with farming and forestry activities. This includes (but is not limited to): farm/forestry tracks, roads, vehicle manoeuvring areas and landings, stock marshalling yards, stock races, silage pits, offal pits, farm effluent ponds, feeding pads, digging post holes, fencing and sediment control measures, drilling bores, the installation and maintenance of services such as water pipes and troughs, off-stream farm water storage**

A Helicopter Landing area may be temporary in nature for activities that require helicopters to be used away from a base

that are OTHER THAN AGRICULTURAL - such as lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like survey or agricultural activities or frost protection. All of these activities would

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maintenance
facilities

Example would

					<p>dams, hard stand areas for stock, fertiliser storage pads, airstrips and helipads; and</p> <ul style="list-style-type: none"> farm quarries where quarry winnings are only used within the farm site. 			<p>Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary</p>
FS184.13	Northern Rescue Helicopter Limited	S281.001	Noise	Rules	Insert rule to allow emergency rescue helicopters to be unconstrained and exempt from any noise rules.	Support	Allow	<p>cost to the community and economy - Northland does not have many airports so the transit</p>
FS184.14	New Zealand Defence Force	S217.011	Noise	NOISE-R5	<p>Insert a new Standard PER-3 to provide for helicopter landings areas associated with TMTA, in accordance with the NZDF noise limits request in Attachment 3 to this feedback, and shown below for completeness:</p> <p>NOISE-R3 PER-3:</p> <p>Helicopter landing areas shall comply with NZS6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas.</p>	Support in part	Disallow in part	<p>(dead leg) to and from fuel is possibly large</p> <p>Also Agricultural Aircraft will suffer from the same restriction if this is allowed entirely.</p>

**Noise levels shall be
measured in
accordance with
NZS6801:2008
Acoustics –
Measurement of
Sound.**

FS184.15	Bentzen Farm Limited	S167.087	Noise	NOISE-R7	Amend Rule Noise-R7 as follows (adding "Or"): Activity status: Permitted Where: PER-1 Flight movements are for emergency purposes such as medical emergencies, search and rescue or firefighting purposes; Or PER-2 The helicopter landing site complies with standard: NOISE-S4 Helicopter landing areas. This standard does not apply to: i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land). ii. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur away from the	Support in part	Allow in part
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permanently established helicopter base.

iii. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12 month period.

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like survey or agricultural activities or

frost
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FS184.16	New Zealand Defence Force	S217.019	Noise	NOISE-R7	Amend NOISE-R7 as follows: This standard does not apply to: iv. helicopter operation or landings associated with temporary military training activities which are addressed in NOISE-R5.	Support	Allow	with helicopter maintenance facilities Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large
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FS184.17	P S Yates Family Trust	S333.077	Noise	NOISE-R7	Amend Rule Noise-R7 as follows: <i>Activity status: Permitted</i> <i>Where:</i> <i>PER-1</i> <i>Flight movements are for emergency purposes such as medical emergencies, search and rescue or firefighting purposes;</i> Or <i>PER-2</i> <i>The helicopter landing site complies with standard:</i> <i>NOISE-S4 Helicopter landing areas.</i> <i>This standard does not apply to:</i> <i>i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land).</i> <i>ii. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur away from the</i>	Support in part	Allow in part
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*permanently established
helicopter base.*

*iii. Cropping, top
dressing, and spraying
for the purpose of
farming or conservation
carried out in the Rural
Production, Horticulture
zones, or within
Significant Natural Area
on a seasonal,
temporary, or
intermittent basis for a
period up to 30 days in
any 12 month period.*

Non Air
transport
commercial
aviation should
be added to R7
PER 2 as Item
IV for the use
of Helicopter
Operations
conducted for
Utility,
Maintenance,
Inspection or
Survey
purposes such
as but not
limited to:

lifting of
equipment,
water tanks,
machinery,
gravel,
livestock etc.
Removal of
trees,
maintaining or
constructing
infrastructure
such as
Powerlines,
Cell towers etc,
Maintaining or
developing
tracks, roads,
slips. Survey
operations,
flight training
and utility
work like
survey or
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with helicopter

FS184.18	Horticulture New Zealand	S159.088	Noise	NOISE-R7	Amend Rule PER-2 of NOISE-R7 as follows: PER-2 The helicopter landing site complies with standard: NOISE-S4 Helicopter landing areas. This standard does not apply to: 1. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land). 2. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur away from the permanently established	Support in part	Allow in part	with helicopter maintenance facilities Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large
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helicopter base.

3. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12-month period.

Insert:

PER-3

Cropping, topdressing and spraying and the use of drones for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones or within Significant Natural areas on a seasonal, temporary or intermittent basis for a period up to 30 days in any 12-month period.

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like survey or agricultural activities or

frost
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Whangerei and
Auckland as
closest airports
with helicopter

**Activity status where
compliance does not
achieve with PER-3:
Restricted
discretionary**

with helicopter
maintenance
facilities

Example would
be for
Powerlines
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FS184.19

Setar Thirty Six
Limited

S168.085

Noise

NOISE-R7

Amend Rule NOISE-R7
as follows:

Support in part

Allow in part

Activity status:
Permitted

Where:

PER-1 ...

Or

PER-2 ...

Agree with the addition of OR but also

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility

work like
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operations -
Transits to
maintenance at
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in Northland
with

FS184.20	Ironwood Trust Limited	S337.001	Noise	NOISE-R7	Amend Rule NOISE-R7 to provide for landing areas that do not meet the standard referred to in PER-2 to be identified as restricted discretionary activities instead of discretionary.	Oppose	Disallow	<p>Whangarei and Auckland as closest airports with helicopter maintenance facilities</p> <p>Example would be for</p> <p>Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p>
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FS184.21	Ironwood Trust Limited	S337.003	Noise	NOISE-R7	Amend the exclusion provisions in Rule NOISE-R7 to clarify that the exclusions relate to PER-2, and delete sub-clauses i and ii of the exclusions	Support in part	Allow in part
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Non Air transport commercial aviation should be added to R7 PER 2 as Item IV (as it currently reads) for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility work like

survey or agricultural activities or frost protection. All of these activities would require a helicopter landing site of a temporary nature and it should be Permitted Activity

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FS184.22	Matauri Trustee Limited	S243.105	Noise	NOISE-R7	Amend Rule Noise-R7 as follows:	Support in part	Allow in part	w/manager and
					Activity status: Permitted			Auckland as closest airports with helicopter maintenance facilities
					Where:			Example would be for
					PER-1			Powerlines assessment and
					Flight movements are for emergency purposes such as medical emergencies, search and rescue or firefighting purposes;			maintenance - on site fuelling should be
					Or			allowed as the dead leg to
					PER-2			and from a fuelling station
					The helicopter landing site complies with standard:			could be many miles adding unnecessary
					NOISE-S4 Helicopter landing areas.			cost to the community and economy -
					This standard does not apply to:			Northland does not have many airports
					i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land).			so the transit (dead leg) to
					ii. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur			and from fuel is possibly large

away from the permanently established helicopter base.

iii. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12 month period.

Support the inclusion of:
OR

and

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations,

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operations -
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maintenance at
larger airports
is not practical

FS184.23	The Shooting Box Limited	S187.076	Noise	NOISE-R7	<p>Amend Rule Noise-R7 as follows:</p> <p>Activity status: Permitted</p> <p>Where: PER-1</p> <p>Flight movements are for emergency purposes such as medical emergencies, search and rescue or firefighting purposes;</p> <p>Or</p> <p>PER-2</p> <p>The helicopter landing site complies with standard:</p> <p>NOISE-S4 Helicopter landing areas.</p> <p>This standard does not apply to:</p> <p>i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land).</p> <p>ii. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur</p>	Support in part	Allow in part	<p>is not practical in Northland with Whangarei and Auckland as closest airports with helicopter maintenance facilities</p> <p>Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p>
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away from the permanently established helicopter base.

iii. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12 month period.

Support the inclusion of:
OR

and

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations,

flight training
and utility
work like
survey or
agricultural
activities or
frost
protection. All
of these
activities would
require a
helicopter
landing site of
a temporary
nature and it
should be
Permitted
Activity

A Helicopter
landing area
should allow of
fuelling of the
aircraft
especially if a
temporary
landing area

Field
Maintenance
should also be
allowed as a
temporary
operation may
require some
inspection and
routine
maintenance
during
operations -
Transits to
maintenance at
larger airports
is not practical

FS184.24	Wendover Two Limited	S222.079	Noise	NOISE-R7	<p>Amend Rule Noise-R7 as follows:</p> <p>Activity status: Permitted</p> <p>Where: PER-1</p> <p>Flight movements are for emergency purposes such as medical emergencies, search and rescue or firefighting purposes;</p> <p>Or</p> <p>PER-2</p> <p>The helicopter landing site complies with standard:</p> <p>NOISE-S4 Helicopter landing areas.</p> <p>This standard does not apply to:</p> <p>i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land).</p> <p>ii. Emergency or rescue helicopter landings, departures, overflights or activity during</p>	Support in part	Allow in part	<p>is not practical in Northland with Whangarei and Auckland as closest airports with helicopter maintenance facilities</p> <p>Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p>
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operations that occur away from the permanently established helicopter base.

iii. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12 month period.

support the inclusion of:
OR

and

Non Air transport commercial aviation should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations,

flight training
and utility
work like
survey or
agricultural
activities or
frost
protection. All
of these
activities would
require a
helicopter
landing site of
a temporary
nature and it
should be
Permitted
Activity

A Helicopter
landing area
should allow of
fuelling of the
aircraft
especially if a
temporary
landing area

Field
Maintenance
should also be
allowed as a
temporary
operation may
require some
inspection and
routine
maintenance
during
operations -
Transits to
maintenance at
larger airports
is not practical

FS184.25	Waiaua Bay Farm Limited	S463.082	Noise	NOISE-R7	Amend PER-2 of Rule NOISE-R7 as follows: PER-2 Helicopter movements and landings at the helicopter landing areas comply with standard: NOISE-S4 Helicopter landing areas.	Oppose	Disallow	is not practical in Northland with Whangerei and Auckland as closest airports with helicopter maintenance facilities Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large
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Does not seek
change to
existing
wording
however

Non Air
transport
commercial
aviation should
be added to R7
PER 2 as Item
IV for the use
of Helicopter
Operations
conducted for
Utility,
Maintenance,
Inspection or
Survey
purposes such
as but not
limited to:

lifting of
equipment,
water tanks,
machinery,
gravel,
livestock etc.
Removal of
trees,
maintaining or
constructing
infrastructure
such as
Powerlines,
Cell towers etc,
Maintaining or
developing
tracks, roads,
slips. Survey
operations,

FS184.26	Ngā Tai Ora - Public Health Northland	S516.068	Noise	NOISE-R7	<p>Delete the following text from Rule NOISE-R7:</p> <p>This standard does not apply to:</p> <p>i. Emergency or rescue helicopter operation occurring to or from Bay of Islands, Rawene or Kaitaia Hospital (excludes established helicopter bases on hospital land);</p> <p>ii. Emergency or rescue helicopter landings, departures, overflights or activity during operations that occur away from the permanently established helicopter base;</p> <p>iii. Cropping, top dressing, and spraying for the purpose of farming or conservation carried out in the Rural Production, Horticulture zones, or within Significant Natural Area on a seasonal, temporary, or intermittent basis for a period up to 30 days in any 12 month period.</p>	Oppose	Disallow	<p>flight training and utility work like survey or agricultural activities or frost protection. All of these activities would require a helicopter landing site of a temporary nature and it should be Permitted Activity</p> <p>A Helicopter landing area should allow of fuelling of the aircraft especially if a temporary landing area</p> <p>Field Maintenance should also be allowed as a temporary operation may require some inspection and routine maintenance during operations -</p>
FS184.27	Te Whatu Ora - Health New	S42.016	Noise	NOISE-S4	Amend the noise provisions in the chapter to ensure that	Support	Allow	<p>Transits to maintenance at larger airports is not practical</p>

	Zealand, Te Tai Tokerau				the zone provisions don't constrain hospital activities nor the design and future expansion of the facilities; protect the rights of helicopters to operate on the hospital sites.			is not practical in Northland with Whangarei and Auckland as closest airports with helicopter maintenance facilities
FS184.28	NZ Agricultural Aviation Association	S182.023	Noise	NOISE-S4	Amend NOISE-S4 Note by adding NZS6807:1994 does not apply to agricultural aviation activities	Support	Allow	Example would be for Powerlines assessment and maintenance -
FS184.29	NZ Agricultural Aviation Association	S182.023	Noise	NOISE-S4	Amend NOISE-S4 Note by adding NZS6807:1994 does not apply to agricultural aviation activities	Support in part	Allow in part	on site fuelling Amend NOISE-S4 by adding allowed as the NZS6807:1994 dead leg to does not apply and from a fuelling station aviation could be many activities and non Air unnecessary transport cost to the community Aviation and economy - Activities Northland
FS184.30	Bentzen Farm Limited	S167.088	Noise	NOISE-S4	Delete NOISE-S4 Helicopter landing areas and replace with a rule that: 1. Applies the rule to helicopter landing areas only as sought to be defined by this submission. 2. References an appropriate noise limit to be complied with (for example 50 dB Ldn at	Oppose	Disallow	does not have many airports so the transit (dead leg) to and from fuel is possibly large

					the notional boundary of a vulnerable activity).		
FS184.31	P S Yates Family Trust	S333.078	Noise	NOISE-S4	<p>Delete NOISE-S4 Helicopter landing areas and replace with a rule that:</p> <p>1. Applies the rule to helicopter landing areas only as sought to be defined by this submission.</p> <p>2. References an appropriate noise limit to be complied with (for example 50 dB Ldn at the notional boundary of a vulnerable activity).</p>	Oppose	Disallow
FS184.32	Setar Thirty Six Limited	S168.086	Noise	NOISE-S4	<p>Delete standard NOISE-S4 Helicopter landing areas and replace with a rule that:</p> <p>1. Applies the rule to helicopter landing areas only as sought to be defined by this submission.</p> <p>2. References an appropriate noise limit to be complied with (for example 50 dB Ldn at the notional boundary of a vulnerable activity).</p>	Oppose	Disallow
FS184.33	Ironwood Trust Limited	S337.002	Noise	NOISE-S4	Amend Standard NOISE-S4 to clarify that noise generated from helicopter movements complies with the limits	Oppose	Disallow

set out standard NZS 6807:1994 when measured at any point within the boundary of the General Residential and Rural Residential zones, or within the notional boundary of any noise sensitive activity in the Rural Production, Rural Lifestyle, Settlement, Horticulture or Maori Purposes zones

FS184.34	Matauri Trustee Limited	S243.106	Noise	NOISE-S4	Delete NOISE-S4 Helicopter landing areas and replace with a rule that: 1. Applies the rule to helicopter landing areas only as sought to be defined by this submission. 2. References an appropriate noise limit to be complied with (for example 50 dB Ldn at the notional boundary of a vulnerable activity).	Oppose	Disallow
FS184.35	The Shooting Box Limited	S187.077	Noise	NOISE-S4	Delete NOISE-S4 Helicopter landing areas and replace with a rule that: 1. Applies the rule to helicopter landing areas only as sought to be defined by this submission.	Oppose	Disallow

2. References an appropriate noise limit to be complied with (for example 50dB at the notional boundary of a vulnerable activity).

FS184.36

Wendover Two Limited

S222.081

Noise

NOISE-S4

Delete NOISE-S4 Helicopter landing areas and insert a rule that:

Oppose

Disallow

1. Applies the rule to helicopter landing areas only as sought to be defined by this submission.

2. References an appropriate noise limit to be complied with (for example 50 dB Ldn at the notional boundary of a vulnerable activity).

FS184.37	Russell Protection Society (INC)	S179.108	Kororāreka Russell Township	Rules	Insert rule for helicopter landing areas, except for emergency pruposes should be a non complying activty	Oppose	Disallow
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This submission does not allow for Non Air transport commercial aviation and should be added to R7 PER 2 as Item IV for the use of Helicopter Operations conducted for Utility, Maintenance, Inspection or Survey purposes such as but not limited to:

lifting of equipment, water tanks, machinery, gravel, livestock etc. Removal of trees, maintaining or constructing infrastructure such as Powerlines, Cell towers etc, Maintaining or developing tracks, roads, slips. Survey operations, flight training and utility

FS184.38	Northland Federated Farmers of New Zealand	S421.199	Definitions	FARMING	Amend the definition for 'farming' to include aircraft and helicopter movements where these are being used for operations as a part of farming on rural airstrips and landing areas	Support	Allow	work like survey or agricultural activities or frost protection. All of these activities would require a helicopter landing site of
FS184.39	NZ Agricultural Aviation Association	S182.005	Definitions	GENERAL AVIATION ACTIVITY	Amend the definition for General aviation activity means the range of activities both commercial and non-commercial that are compatible to Airport activities and passenger services, and ancillary to the activities within the Airside or Landside Facilities and Operation Areas. These include, but are not limited to: - Flying clubs - Flight training - Agricultural aviation - Light aircraft manufacturing - Aircraft maintenance	Support	Allow	a temporary nature and it should be Permitted Activity A Helicopter landing area should allow of fuelling of the aircraft especially if a temporary landing area Field Maintenance should also be allowed as a temporary operation may require some inspection and routine maintenance during
FS184.40	Ballance Agri-Nutrients Limited	S143.001	Definitions	New Definition	Insert new definition Agricultural aviation activities;	Support	Allow	operations - Transits to maintenance at larger airports is not practical in Northland with

					<p>means the intermittent operation of an aircraft (including fixed-wing aeroplanes and helicopters) from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's).</p>			<p>Whangarei and Auckland as closest airports with helicopter maintenance facilities</p> <p>Example would be for Powerlines assessment and maintenance - on site fuelling should be allowed as the dead leg to and from a fuelling station could be many miles adding unnecessary cost to the community and economy - Northland does not have many airports so the transit (dead leg) to and from fuel is possibly large</p> <p>Amend NOISE -S4 by adding NZS6807:1994 does not apply to agricultural aviation activities and non Air Transport</p>
FS184.41	NZ Agricultural Aviation Association	S182.001	Definitions	New Definition	<p>Include a new definition</p> <p>Agricultural aviation activities.</p> <p>means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed</p>	Support	Allow	

					wing aeroplanes, helicopters, and unmanned aerial vehicles (UAV's).		Commercial Aviation Activities
FS184.42	NZ Agricultural Aviation Association	S182.002	Definitions	New Definition	<p>Include a new definition</p> <p>Aircraft</p> <p>means any machine that can derive support in the atmosphere from the reactions of the air otherwise than by the reactions of the air against the surface of the earth</p>	Support	Allow
FS184.43	NZ Agricultural Aviation Association	S182.010	Definitions	New Definition	<p>Insert a new definition of Rural Airstrip</p> <p>means any defined area of land intended or designed to be used, whether wholly or partly, for the landing, departure, movement, or servicing of aircraft in the rural area.</p>	Support	Allow
FS184.44	Horticulture New Zealand	S159.003	Definitions	New Definition	<p>Insert a definition of 'agricultural aviation movements' as follows:</p> <p>Agricultural aviation movements mean intermittent aircraft and helicopter movements for purposes ancillary to primary production activities, including topdressing, spraying, stock management,</p>	Support	Allow

					fertiliser application, and frost mitigation, and associated refuelling.		
FS184.45	Ballance Agri-Nutrients Limited	S143.009	Noise	Rules	Insert a new rule: NOISE-RX Agricultural aviation activities Rural production zone Horticulture Zone Open Space and Recreation Zone Natural Open Space Zone Agricultural aviation activities for the purpose of farming, forestry or conservation on a seasonal, temporary or intermittent basis meets the relevant requirements of standard NOISE-S1.	Support	Allow
FS184.46	NZ Agricultural Aviation Association	S182.022	Noise	Rules	Insert new rule NOISE-RXX Agricultural aviation activities Rural production zone Horticulture zone Open Space and Recreation zone Natural Open Space zone	Support	Allow

Agricultural aviation activities for the purpose of farming, forestry or conservation on a seasonal, temporary or intermittent basis for a period up to 30 days in any 12 month period or 315 aircraft hours (whichever is greater).

FS184.47	Ngā Tai Ora - Public Health Northland	S516.072	Noise	NOISE-S1	<p>Delete Standard NOISE-S1 and insert a table containing noise limits for each zone, applying to noise received in sites in each zone, regardless of whether the noise originated from other sites in that zone or sites in another zone.</p> <p>Only set airport noise limits at one boundary (outer control or air noise) for each airport.</p> <p>If separate noise limits are maintained for aircraft engine testing, amend the metric to read:</p> <p>"...dB LAeq(15 min) (9 hour) ..."</p>	Support	Allow
FS184.48	NZ Agricultural Aviation Association	S182.003	Definitions	CONSERVATION ACTIVITY	Amend the definition of Conservation activity	Support	Allow

means the use of land for activities undertaken for the purposes of maintaining, protecting and/or enhancing the natural, historic and/or ecological values of a natural or historic resource. It may include activities which assist to enhance the public's appreciation and recreational enjoyment of the resource and includes:

- planting;
- pest and weed control

including the use of agricultural aviation;

- plant and tree nurseries; and
- track construction.

- biosecurity

FS184.49	NZ Agricultural Aviation Association	S182.004	Definitions	FARMING	Amend the definition of Farming	Support	Allow in part
					means the use of land for the purpose of agricultural, pastoral, horticultural or apiculture activities, including accessory buildings and agricultural aviation , but excludes mining, quarrying, plantation forestry activities, intensive indoor primary production and processing activities.		

Note: this definition is a subset of primary production.

FS184.50	NZ Agricultural Aviation Association	S182.009	Definitions	PLANTATION FORESTRY ACTIVITY	Amend the definition of Plantation Forestry Activity to include Agricultural Aviation Activities	Support	Allow
FS184.51	NZ Agricultural Aviation Association	S182.008	Definitions	PRIMARY PRODUCTION	Retain the definition of Primary Production	Support	Allow
FS184.52	NZ Agricultural Aviation Association	S182.001	Definitions	New Definition	<p>Include a new definition</p> <p>Agricultural aviation activities.</p> <p>means the intermittent operation of an aircraft from a rural airstrip or helicopter landing area for primary production activities, and; conservation activities for biosecurity, or biodiversity purposes; including stock management, and the application of fertiliser, agrichemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed wing aeroplanes, helicopters, and unmanned aerial vehicles (UAV's).</p>	Support	Allow
FS184.53	NZ Agricultural Aviation Association	S182.016	Ecosystems and	IB-R1	Insert point 14 in PER-1 - the clearance of regenerating	Support	Allow

indigenous
biodiversity

indigenous vegetation
for the maintenance of
improved pasture

Include a definition of
Improved Pasture as per
previous submission
point

Amend point 10 in PER-
1 -The removal or
clearance from land
which was previously
cleared ~~and the~~
~~indigenous vegetation~~
to be cleared is less
than 10 years old;