



Helicopter Noise Management Plan

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Department	Sustainability
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Approval Table

	Position Title	Name	Date
Authored by	Senior Environmental Advisor	Shane Reynolds	26/01/2026
Reviewed by	Superintendent - Geological Services	Caroline Steward	19/06/2026
Approved by	Superintendent - Environment	Cassie McArthur	19/06/2026

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1. PURPOSE

This Helicopter Noise Management Plan (HNMP) is prepared to meet the relevant conditions of the Hauraki District Council (HDC) Land Use Consent (LUC) for the Waihi North Project (WNP) (**LUSE-202.2025.00002152.001**) and the requirements of the HDC LUC (**LUSE-202.2025.00002058.001**) for the operation of the Golden Cross helipad. These conditions are included in Appendix A and discussed in Section 6.

This HNMP describes the management measures and monitoring programme implemented to ensure that helicopter noise does not exceed a reasonable level in accordance with Section 16 of the Resource Management Act 1991.

2. SCOPE

The scope of this HNMP covers the first year of WNP activities in Areas 1, 2, and 5 (refer to section 5). Subsequent years of WNP activities, including the Gladstone Open Pit, will be added to future versions of this Plan. It has been prepared to specifically address the matters contained in Condition 25A of the WNP LUC and Condition 5 of the Golden Cross helipad consent.

This HNMP is also prepared to comply with OceanaGold's Environmental Performance Standard (Appendix B), which requires compliance with legal requirements.

3. REFERENCE AND COMPLIANCE

Level	Source
Legislation or Guidelines	<ul style="list-style-type: none"> Resource Management Act 1991
	<ul style="list-style-type: none"> NZS 6807:1994 – Noise Management and Land Use Planning for Helicopter Landing Areas
	<ul style="list-style-type: none"> Refer to Appendix A for the full list of relevant consent conditions
	<ul style="list-style-type: none"> Fly Neighborly Guide – Fly Neighborly / Environmental Working Group of Vertical Aviation International. 4th Edition.
Corporate	<ul style="list-style-type: none"> OGC-450-STD-019 - Environmental Performance Standards
	<ul style="list-style-type: none"> OGC-450-GUI-005 - Risk Management Guidelines
Site	<ul style="list-style-type: none"> WAI-200-PRO-040 – Sound Monitoring
	<ul style="list-style-type: none"> WAI-800-PRO-007 - Concerns, Complaints and Grievances Procedure

4. RISK ASSESSMENT

The site risk register is to be reviewed after all significant incidents. Formal Risk Assessments (FRA) are to be undertaken where changes to this document affect safety of personnel. Risk Assessments are to be conducted according to OGC-450-GUI-005 Risk Management Guidelines.

5. WAIHI NORTH PROJECT

5.1 Background

The Waihi North project integrates with OceanaGold's existing Waihi operations and includes five key components: The Wharekirauponga Underground Mine, Gladstone Open Pit, Tailings Storage Expansion, Northern Rock Stack and the Processing Plant upgrade. These key components are then further categorised into seven areas.

- Area 1: Wharekirauponga Underground Mine (WUG), WUG Dual Tunnel, surface exploration, environmental monitoring, and pest control activities
- Area 2: Willows Surface Facilities Area (SFA), the Willows Access Tunnel, and supporting infrastructure
- Area 3: Wharekirauponga Access Tunnel
- Area 4: Services Trench
- Area 5: Gladstone Open Pit (GOP), GOP Tailings Storage Facility (TSF), and Waihi SFA
- Area 6: Northern Rock Stack (NRS) and borrow pit
- Area 7: TSF3 and borrow pits

This HNMP has been prepared to include the first year of activities in Areas 1, 2, and 5.

5.2 Integration with Existing Department of Conservation Approvals

OGNZL is currently operating under an Access Arrangement (48614-AA) with the Department of Conservation (DOC) that allows up to three drill rigs to operate at any time at up to 11 drill sites at Wharekirauponga. Helicopter flights to service this number of drill sites and rigs are approved by existing DOC approvals.

WNP approvals authorise additional drill rigs and sites at Wharekirauponga, however an Authority to Enter and Operate is required from DOC prior to any increase in the number of drill rigs operating, or additional clearance of vegetation for new drill sites. Prior to an AEO being granted by DOC that allows an extension of OceanaGold's activities at Wharekirauponga, this Management Plan must be reviewed by DOC. OceanaGold must prepare a document outlining the amendments made to the plan to address DOC's comments, and outline where any comment or suggestion by DOC has not been incorporated and why.

5.3 Helicopter Operations

Helicopter operations form part of OGNZL activities associated with the WNP, providing essential support for exploration, construction (post Year 1) and operational phases. The consent authorises helicopter use for:

- Transporting staff and contractors, between the Golden Cross, Willows Road, Wharekirauponga and Baxter Road helipads.
- Lifting and placement of materials and equipment to and from remote sites.
- Occasional emergency response or maintenance activities where safe and practicable access is not otherwise available.

During the first year of the WNP, helicopters will primarily be used for the transport of personnel, equipment, and supplies between the drill sites, driller's camps, and the offsite helipads. Should helicopters be utilised to support construction activities then the Construction Noise Management Plan will apply.

OGNZL's contracted helicopter operator is Skyworks NZ Ltd, who operate aircraft including AS350 'Squirrel' or similar. Helicopters typically operate from the Golden Cross Mine car park staging area, and Baxter Road (Processing Plant helipad). A helipad will also be established at Willows Road.

Operations are undertaken in accordance with:

- The noise limits and operational restrictions specified in the resource consent conditions
- NZS 6807:1994 – Noise Management and Land Use Planning for Helicopter Landing Areas
- Fly Neighborly Guide – Fly Neighborly / Environmental Working Group of Vertical Aviation International. 4th Edition.

5.4 Consent conditions

The requirements related to helicopter activities and noise are set out in Conditions 20, 21, 22, 23A, and 25A of the WNP HDC LUC and cover the following matters:

- Limits on helicopter flight movements
- Restrictions on helicopter flight paths
- Restrictions on helicopter flight times
- Limits on helicopter noise
- The requirement for this HNMP and the matters to be addressed

The conditions are included in Appendix A and discussed in the following sections.

6. MANAGEMENT AND MONITORING OF HELICOPTER NOISE

This management plan will be circulated to all relevant OGNZL staff and contractors who use or operate helicopters to ensure applicable consent conditions are complied with.

Wherever practicable, helicopters will be operated in accordance with the "Fly Neighbourly" guide published by Helicopter Association International and recommended by the New Zealand Helicopter Association.

6.1 Helicopter Movements

Helicopter flights from the Willows Road, Baxter Road and Golden Cross helipads must not exceed the following rolling 7-day averages:

- Willows Road / Golden Cross combined: 50 movements
- Baxter Road: 10 movements

These limits apply to the combined number of flights associated with the WNP LUC and the Golden Cross helipad LUC.

Advice Note: A helicopter movement is any departure from or arrival at a helipad.

Skyworks NZ Ltd maintain accurate daily records on Inflight and provide these to OGNZL. Details recorded include the following:

- Flight numbers, routes, altitudes, and times;
- Helicopter types used; and
- Purpose of each flight.

OGNZL reviews flight numbers regularly to ensure compliance with the consent limits for rolling 7-day averages on flight movements. The Exploration Team discuss current average flight numbers in their daily prestart meetings to plan upcoming activities and assess compliance against the consent conditions.

6.2 Helicopter Flight Paths and Altitude Requirements

Helicopters must not fly over the Waihi Township area shown in Figure 1.



Figure 1: Waihi Township Area No Fly Zone

Flying over the Waihi Township Area is prevented by following three defined flights paths as shown in Figure 2.

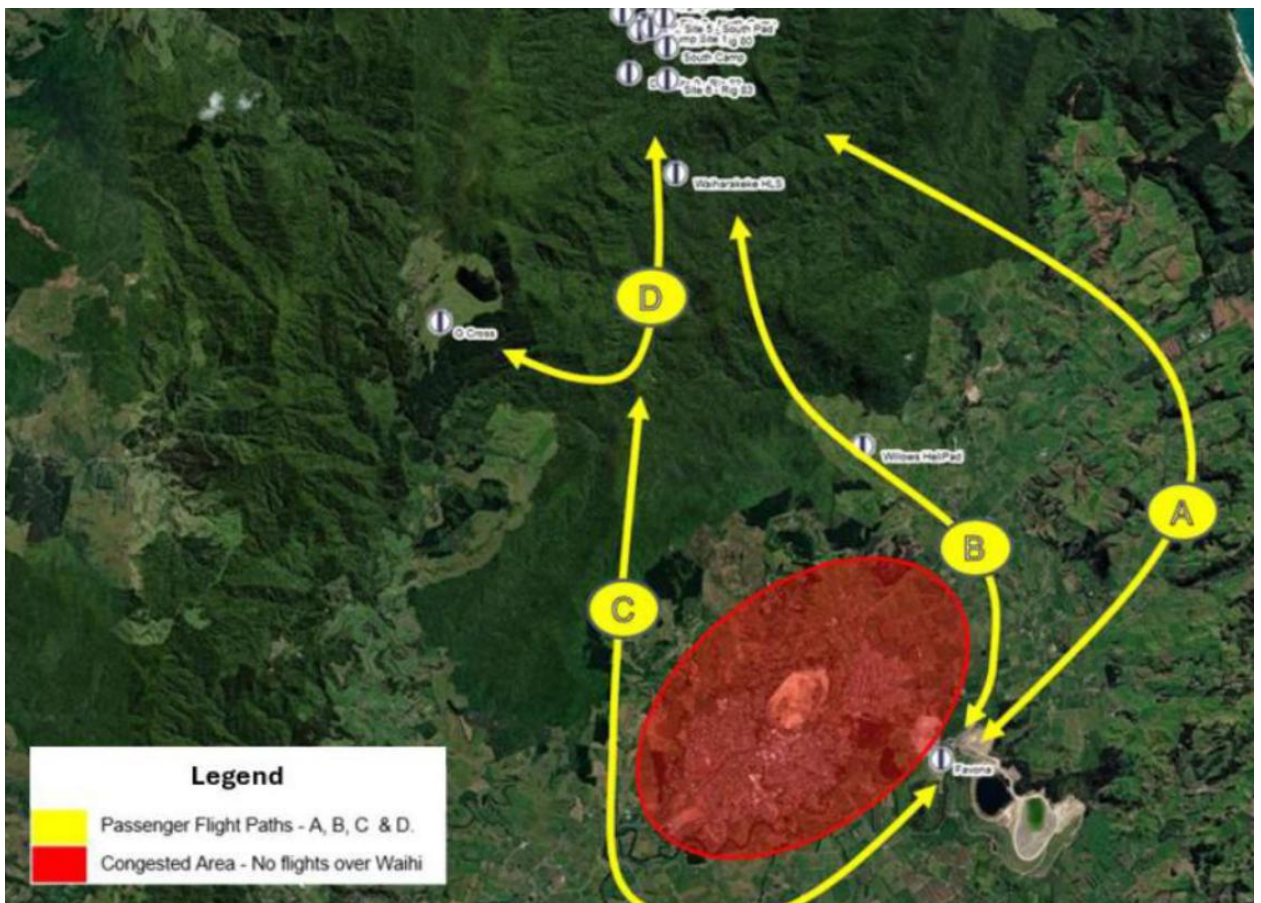


Figure 2: Flight paths taken by Skyworks to avoid Waihi Township

As can be seen, there is a substantial buffer zone between the flight paths and the No Fly Zone. Flight paths are recorded by Skyworks and provided to OGNZL for review to ensure compliance with

the consent condition. These flight paths have also been selected to minimise noise effects for receivers near landing areas and under flight paths. This is further achieved by alternating between the three flight paths as follows:

- **A** Monday and Tuesday
- **B** Wednesday and Thursday
- **C** Friday and weekends

GPS flight tracking will be used to verify compliance with preferred flight paths.

Skyworks pilots will maintain sufficient altitude during transit flights to reduce ground-level noise:

- 400m (1,312ft) plus before Waihi Beach Road, Golden Valley Road or Baxter Road gatehouse
- 610m (2,000ft) plus before Waihi-Whangamata Road or Tauranga Road
- After Waihi-Whangamata Road or Tauranga Road, continue climbing to achieve at least 2,500ft AMSL

6.3 Helicopter Approach and Idling

OGNZL and Skyworks have changed from the Single Approach Angle to the Double Approach Angle method (Figure 3) to minimise noise effects for receivers near landing areas. The Double Approach Angle method involves the following:

- Initially a shallow angle may be flown to a point on the other side of the Landing Site until the landing area is visible.
- Once the touchdown point is visible the angle is steepened for final approach to hover.
- Maintain a steady, controlled Rate of Decent.
- In later stages reduce speed to slow apparent ground speed.
- Descend to establish a ground cushion at slightly higher than normal hover.

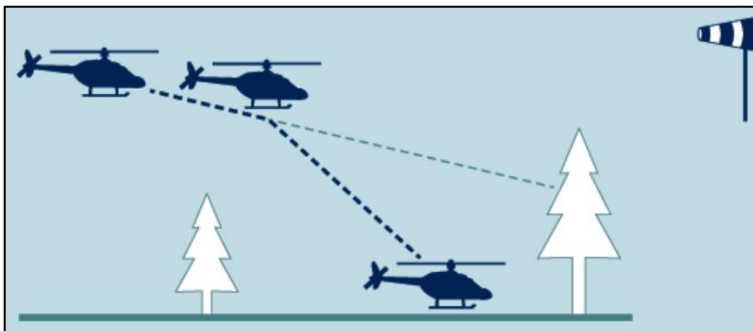


Figure 3: Double Approach Angle

Helicopter idling time whilst on the ground will be kept to a minimum. Where practicable during extended loading / unloading or waiting periods the pilot will shut down the engine. Effective communication between pilots and passengers will assist in keeping idling time at helipads to a minimum. Skyworks regularly runs general helicopter training sessions for OGNZL staff and contractors that covers safety, loading and unloading backage, door operation, communication etc. Specialised sessions are run separately for staff and contractors involved in longlining activities. OGNZL will conduct spot checks to ensure that idling times are minimised.

6.4 Helicopter Flight Times

Other than flights arriving or departing the Golden Cross helipad, helicopter movements must not occur between 8pm and 7am Monday – Saturday or at any time on a Sunday or statutory public holiday.

Refer to section 6.1 for the methods to manage flight times.

6.5 Helicopter Noise Limits

Noise from helicopter movements shall not exceed the following noise limits when measured and assessed at the notional boundary of any dwelling on land not owned by the consent holder:

- 50 dB L_{dn} when assessed as the rolling average over any 7-day period
- 53 dB L_{dn} on any single day
- 70 dB L_{AFmax} between 10pm and 7am the following day

OGNZL has engaged SiteHive to provide two continuous noise monitoring units that will be installed at the notional boundary of the nearest dwelling (on non-OGNZL land) to each of the Baxter Rd and Golden Cross helipads. Real time data will be accessed by the Environmental Team via website to assess compliance with the consent limits. Monitoring and compliance assessments shall be generally in accordance with WAI-200-PRO-016 Sound Monitoring SOP. Measurement and assessment will follow the requirements of NZS 6807:1994.

Indicative monitor locations of the monitors are shown in Figure 4 and Figure 5. Monitor locations may move periodically based on operational or land manager requirements.



Figure 5: Golden Cross Helipad, nearest residential receiver, and noise monitoring location



Figure 4: Baxter Road Helipad, nearest residential receiver, and noise monitoring location

The Willows Road helipad is not currently operational, and therefore a monitor is not currently planned to be installed at this location.

Should measured noise levels exceed consented limits or if substantiated complaints are received, OGNZL will investigate the source and implement corrective measures as required. Results of all monitoring and any corrective actions undertaken will be documented and reported to HDC.

6.6 Wharekirauponga Track

To minimise helicopter noise effects on users of the Wharekirauponga track, OGNZL will comply with the following conditions of the Wharekirauponga Access Arrangement:

- Not undertake exploration operations at any site(s) within 400 m of any open section of the Wharekirauponga track during the high visitor period of 23rd December to 6th February (inclusive) excepting those activities required to maintain the security and safety of the site(s).
- Not undertake any drilling activity and helicopter activity to service drill sites within 400 m of the Wharekirauponga Track from 1 December to 28 February (inclusive) when the track is open.
- Maintain a minimum buffer of 30 m between the location of any Drill Site or Portable Rig Site and any part of the Wharekirauponga Track.
- Maintain a minimum buffer of 250 m between the location of any Vent Shaft / Pump Test Site and any part of the Wharekirauponga Track.
- Schedule passenger and lifting flights to avoid peak use times on the track. Passenger flights are generally 07:30am to 09:00am and 04:00pm to 05:00pm and lifting flights from 08:00am to 11:00am. Track counter data collected from the Wharekirauponga track indicates the busiest time on the track is midday to midafternoon.

While the Wharekirauponga Track is closed, noise effects on recreational users of the area are expected to be low.

6.7 Helicopter Pilot Awareness

This HNMP will be provided to Skyworks and tool boxed with the pilots and relevant operational personnel.

7. COMMUNITY LIAISON

In accordance with Waihi North Project consents, OGNZL maintains a Community Liaison Officer (CLO) position to liaise between OGNZL, the community and HDC. The CLO has sufficient delegated authority to deal immediately with complaints received and shall investigate those complaints as soon as practicable after receipt.

The name of the CLO together with the contact phone numbers for that person will be periodically notified in local newspapers. The current CLO and contact details are:

Donna Fisher DDI: 07 863 9827 Mobile: 027 279 9739

Free call: 0800 WAIHIGOLD (0800 924 444)

The Projects Office provides a contact point for the community and numerous educational groups. At the Projects Office the public can obtain details about mining operations, including details on noise management.

OGNZL has developed a range of communication and engagement strategies that can be utilised for different stakeholder groups as appropriate, including:

- A monthly “Update” column in the HC Post providing information on current mining activities and items of interest.
- An OceanaGold Facebook page
- Press releases in local newspapers in response to media requests or project milestones.
- An actively managed website, <http://www.waihigold.co.nz/>, providing information on mining activities and including the “Update”.
- Public notice boards erected at Martha viewing areas to provide project information.
- Letter drops within the community when information about specific issues needs to be circulated.
- House visits to residents seeking further information.
- The use of various forums and groups to gain feedback and provide information (e.g. Waihi Community Forum and Iwi Advisory Group)
- Public meetings are held to present information and receive feedback on past and proposed mining activities, and monitoring results.
- Provide nearby building occupants information prior to starting construction, overall works with times and duration where possible.

8. COMPLAINT RESPONSE

OGNZL maintains a register of complaints (including environmental matters) and has done so since 1987. The register is held by the CLO, who is responsible for responding to complaints, and it gives details of each complaint received by the company and any follow up action. Summaries of the noise related complaints are included in the Quarterly Noise Monitoring Reports that are submitted to HDC. Summaries of complaints related to the Golden Cross helipad or Flight Path C are shared with Coeur Gold for their information quarterly contemporaneously with quarterly reporting to HDC (for clarity, a quarterly report to Coeur Gold is not required if there are no relevant complaints).

The Concerns, Complaints and Grievances Procedure (WAI-800-PRO-007) describes the process for receiving, investigating, and responding to complaints.

9. TRAINING

All management, staff and contractors undertake an induction when newly appointed, and refreshers are taken every two years. In addition to the site health and safety training, the induction aims at raising general awareness of individual responsibilities for managing and reporting environmental and community effects. Reporting procedures and accountabilities to departmental managers and environmental staff are outlined, and all inductees are provided with a site contact list.

Responsibility for staff environmental awareness and training rests with the Environmental Superintendent or delegated representative. Environmental personnel undertake noise monitoring under the guidance of existing experienced personnel, with additional specialist training, support and guidance provided periodically by acoustic consultants.

10. RESPONSIBILITIES AND ACCOUNTABILITIES

Role	Responsibility
Asset President	<ul style="list-style-type: none"> Overall responsibility for ensuring that legal and other requirements in this Plan are fulfilled and resources are available to achieve this.
Managers	<ul style="list-style-type: none"> Delegated responsibility for ensuring that all staff and contractors comply with the requirements in this Plan.
Environmental Superintendents	<ul style="list-style-type: none"> Fulfilment of all monitoring and reporting requirements under the consents / licences and this Plan The Plan is reviewed every two years at a minimum Noise monitoring programmes identified in this Plan are developed, implemented and maintained where appropriate Mitigation actions are identified and communicated where necessary
Dept Superintendent	<ul style="list-style-type: none"> Responsible for ensuring that controls are maintained and utilised Ensure that maintenance procedures and conditions of contracts with implications are supervised and enforced Ensure adequate resources are available to carry out the requirements of this Plan safely Ensure relevant training is provided for all personnel Shall demonstrate personal accountability through compliance to this Plan
Dept Supervisors	<ul style="list-style-type: none"> Ensure relevant personnel are trained in this Plan Conduct regular workplace inspections to ensure all personnel are following the guidelines set out in this Plan Shall demonstrate personal accountability through compliance to this Plan
Company Liaison Officer	<ul style="list-style-type: none"> Responsible for responding to complaints and liaising with the community. The CLO has sufficient delegated authority to require that mitigation measures be undertaken to meet consent requirements.
Workers	<ul style="list-style-type: none"> Comply with the requirements of this Plan Provide feedback to the supervisor on improving ways to carry out a task and any concerns with current practices

Role	Responsibility
Contractors	<ul style="list-style-type: none"> Responsible for ensuring that their activities comply with the requirements of this Plan and the directions of the OGNZL supervision

11. RECORDS AND DOCUMENTATION

OceanaGold uses the on-line management system and software INX to record and store Health, Safety, Environment, & Training requirements. Records are stored securely and indefinitely within this facility. The following suites are specific to the type of data stored and managed:

- InControl – Event and incident reporting, action tracking, audits, inspections, task observations, Mine Record Entries and Management of Change
- InTuition – Worker’s training and competency requirements

All inspection and maintenance records are to be held by the relevant department or through corporate maintenance databases i.e., Pronto

This document is a controlled document secured within the OceanaGold document control system Team Binder and published to the site through SharePoint. Any changes made to this document must be documented in the revision reference.

Records of all noise monitoring will be maintained and may be provided to HDC on request.

12. REPORTING

Compliance with relevant consent conditions will be assessed and documented in the quarterly noise report.

13. AUDIT AND REVIEW

This Plan should be regarded as a working document. Although there is no review period specified in consents, amendments to this document will be required in any of the following circumstances:

- Prior to the second year of WNP activities commencing
- Following any event or investigation that impacts on this plan
- Any amendments to the site risk register regarding helicopter noise
- Any amendments to legislation in relation to helicopter noise

Reviews are subject to recertification by the HDC.

14. DEFINITIONS

Term	Definition
BPO	Best Practicable Option
CLO	Community Liaison Officer

Term	Definition
CNMP	Construction Noise Management Plan
GOP	Gladstone Open Pit
HDC	Hauraki District Council
HNMP	Helicopter Noise Management Plan
NRS	Northern Rock Stack
OGNZL	OceanaGold New Zealand Ltd
ONMP	Operational Noise Management Plan
SFA	Surface Facilities Area
SOP	Standard Operating Procedure
TSF	Tailings Storage Facility
WNP	Waihi North Project
WUG	Wharekirauponga Underground Mine

15. REFERENCES

OGNZL, 2023 WAI-200-PRO-016 Sound Monitoring Standard Operating Procedure for sound monitoring. Internal OGNZL document.

OGNZL, 2023 WAI-800-PRO-007 Concerns, Complaints and Grievances Procedure Standard Operating Procedure for managing public concerns, complaints and grievances. Internal OGNZL document.

Fly Neighborly / Environmental Working Group of Vertical Aviation International. 4th Edition. Fly Neighborly Guide.

Marshall Day Acoustics, February 2025. Waihi North Project, Assessment of Noise Effects. Supporting document for Waihi North Project Consent Application.

APPENDIX A

WAIHI NORTH PROJECT - HAURAKI DISTRICT COUNCIL LAND USE CONSENT

Helicopter Consent Conditions

20	<p>Helicopter flights from the Willows Road, Baxter Road and Golden Cross helipads must not exceed the following rolling 7-day averages:</p> <ol style="list-style-type: none"> a. Willows Road / Golden Cross combined: 50 movements b. Baxter Road: 10 movements <p><i>Advice Note: A helicopter movement is any departure from or arrival at a helipad. These movements are inclusive of and not in addition to any movements that form part of any authorisations identified in Part E.02 of the Application and supporting technical documents submitted by OceanaGold New Zealand Limited to the Environment Protection Authority in support of authorisations for the Waihi North Project under the Act</i></p>
21	<p>Helicopters must not fly over the Waihi Township area shown in Map 1 provided in Attachment 2.</p>
22	<p>Other than flights arriving or departing the Golden Cross helipad, helicopter movements must not occur between 8pm and 7am Monday – Saturday or at any time on a Sunday or statutory public holiday.</p>
23A	<ol style="list-style-type: none"> 1. The Consent Holder must ensure that the noise from helicopter movements does not exceed the following noise limits when measured and assessed at the notional boundary of any dwelling on land not owned by the consent holder: <ol style="list-style-type: none"> a. 50dB Ldn when assessed as the rolling average over any 7-day period b. 53dB Ldn on any single day c. 70dB LAFmax between 10pm and 7am the following day 2. Except that 122 Willows Road are owned by the Consent Holder or subject to a covenant or a written agreement (in accordance with Condition 19.b), the noise from helicopter movements must be at least 5dB below these LDN levels when measured and assessed at the notional boundary of 111 and 122 Willows Road. 3. The measurement and assessment of helicopter noise must be undertaken in accordance with NZS6807:1994 Noise management and land use planning for helicopter landing areas <p><i>Advice Note: A helicopter movement is any departure from or arrival at a helipad.</i></p>
25A	<ol style="list-style-type: none"> 1. The Consent Holder must provide a Helicopter Noise Management Plan for written certification under Condition C5 of Schedule One. The Helicopter Noise Management Plan applies to the use of helicopters for construction and operations. 2. Certification is required to verify that the Helicopter Noise Management Plan: <ol style="list-style-type: none"> a. Includes actions, methods and monitoring programmes to meet the objectives in this Condition; and b. To ensure that helicopter noise meets the noise limits in condition 23A. 3. The objectives of the Helicopter Noise Management Plan are to ensure: <ol style="list-style-type: none"> a. Compliance with Condition 23A of this consent; and b. That noise from all helicopter use authorised by this consent is managed in accordance with the requirements of Section 16 of the Resource Management Act 1991 and adopts the BPO to ensure the emission of noise from the activities does not exceed a reasonable level. 4. The Helicopter Noise Management Plan must as a minimum, address the following matters:

	<ul style="list-style-type: none">a. Defined approach and departure tracks from each formal landing area that minimise noise effects for receivers near to all landing areas;b. Preferred flight paths, flight procedures and any minimum altitude requirements for regular helicopter movements to minimise noise to all receivers under the flight paths, including users of the Wharekirauponga track;c. Procedures to ensure that helicopter idling time on the ground is kept to a minimum;d. Methods and procedures to record flight numbers and track movements and helicopter types to ensure that compliance with the noise limits in condition 23A can be determined on a daily basis;e. Methods and procedures to ensure that all pilots are aware of the requirements of all conditions relating to helicopter activity, including the noise limits, the need to minimise noise as far as practicable and the need to comply with the certified ONMP.
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GOLDEN CROSS HELIPAD - HAURAKI DISTRICT COUNCIL LAND USE CONSENT 202.2025.00002058.0001

Helicopter Consent Conditions

3	<p>Helicopter movements to and from the Golden Cross helipad must not exceed an average of 50 per day when averaged over any rolling 7-day period. This limit is inclusive of and not in addition to those movements authorised by Condition 20(a) of Resource Consent FTAA-2504-1046 Appendix B2: Conditions for the Hauraki District Council Land Use Consent</p>
4	<p>The Consent Holder must ensure that the noise from helicopter movements does not exceed the noise limits set out in Condition 23A of Resource Consent FTAA-2504- 1046 Appendix B2: Conditions for the Hauraki District Council Land Use Consent.</p>
5	<p>Within 30 working days of the granting of this consent, the Consent Holder must provide a Helicopter Noise Management Plan for certification by Hauraki District Council.</p> <p>Certification is required to verify that the Helicopter Noise Management Plan:</p> <ul style="list-style-type: none"> a. Includes actions, methods and monitoring programmes as appropriate to meet the objectives in this condition; and b. Ensures that helicopter noise meets the noise limits in Condition 4. The objectives of the Helicopter Noise Management Plan are to ensure: <ul style="list-style-type: none"> • Compliance with Condition 4; and • That noise from all helicopter use authorised by this consent is managed in accordance with the requirements of Section 16 of the Resource Management Act 1991 and adopts the best practicable option to ensure the emission of noise from the activities does not exceed a reasonable level. <p>The Helicopter Noise Management Plan must as a minimum, address the following matters:</p> <ul style="list-style-type: none"> i. Defined approach and departure tracks from each formal landing area to minimise noise effects for receivers near to all landing areas; ii. Preferred flight paths, flight procedures and any minimum altitude requirements for regular helicopter movements to minimise noise to all receivers under the flight paths; iii. Procedures to ensure that idling time on the ground is kept to a minimum; iv. Methods and procedures to record flight numbers and track movements and helicopter types to ensure that compliance with the noise limits in Condition 4 can be robustly determined on a daily basis; and v. Methods and procedures to ensure that all pilots are aware of the requirements of all conditions relating to helicopter activity, including the noise limits and the need to minimise noise as far as practicable. <p>Advice Note: The Helicopter Noise Management Plan required by this consent can be implemented in conjunction with the Helicopter Noise Management Plan prepared in accordance with the requirements of the Consent Holder's other Waihi consents.</p>

6	Prior to providing the Helicopter Noise Management Plan to the Hauraki District Council for certification, the Consent Holder must provide the plan to Coeur Gold and invite them to review the plan (insofar as it relates to activities associated with the Golden Cross helipad) and provide comments on, and any suggested amendments or additions to, the plan to the Consent Holder within 20 working days following the date on which the plan is provided to Coeur Gold.
7	The Consent Holder must take into account all comments and suggested amendments and additions to the plan received from Coeur Gold.
8	The Consent Holder must prepare a document (or documents) outlining what if any amendments or additions have been made to the plan in response to comments and suggestions made by Coeur Gold and provide that document to the Hauraki District Council contemporaneously with the plan when it is submitted for certification.
9	The document required under Condition 8 must include an explanation of where any comment or suggestion made by Coeur Gold has not been incorporated into the plan and the reasons why.
10	A copy of the plan that is submitted for certification must be provided to Coeur Gold for their information, together with the document required under Condition 8.
11	Helicopters must not fly over the Waihi Township – Congested Area - No-Flights Area shown on Map 1 provided in Appendix 1 to this consent.

APPENDIX B

ENVIRONMENTAL STANDARDS

9 Environmental Noise, Vibration and visual impacts

Purpose

To ensure effective control measures and monitoring programs are implemented to manage noise, vibrations and visual impacts and comply with relevant regulatory requirements.

Minimum Standards

- 9.1 Where noise, vibration and visual impacts are not assessed as Material Risks, the Business Unit shall document systems and processes that demonstrate how impacts from these aspects are managed at the Business Unit.
- 9.2 Baseline noise and visual impact conditions shall be characterised prior to the construction of new facilities and extensions to existing facilities.
- 9.3 Business units shall identify all affected external receivers that will be impacted by noise, vibration and intrusive visual impacts.

Where applicable, noise, vibration and visual impact monitoring shall be undertaken to identify any adverse effects from the Business Unit.
- 9.4 Equipment design and purchasing requirements shall consider the minimisation of noise and vibration levels.
- 9.5 Blasting activities shall comply with regulatory requirements and consider the potential impacts to the community.
- 9.6 In the absence of host country requirements and guidelines, peak overall sound pressure level due to air blasts shall not exceed 128 dB (unweighted) at any residential property not owned by Business Units.
- 9.7 Blasting shall be designed to prevent damage to structures unless they are owned by Business Units.
- 9.8 Monitoring systems and programs shall be established to ensure Business Units activities operate in compliance, including a mechanism for assessing noise and vibration monitoring results against the relevant criteria.
- 9.9 In the absence of host country requirements or guidelines Australian Standard AS 2 187.2- 2006, Explosives – Storage and Use of Explosives (or equivalent) shall be applied.