

APPROVED CONCEPT PLAN SUMMARY FIGURE WITH ADDITION OF HELIPAD



To provide a controlled helicopter landing site attached to and operated in conjunction with the marina.

Objective

To support Trinity Point as a regional destination and promote additional capture of the visitor economy, whilst minimising impacts to the immediate community around Bardens Bay and users of the wider Lake.

Helicopter Types:

Bell 407
 Bell 206B
 Bell 206L
 McDonnell Douglas MD 500 C/D/E
 Airbus H125
 Airbus 120
 Airbus 130
 Airbus 135
 Agusta Westland AW109

Guidelines

- 15.1 A Helicopter Landing Site (HLS) may be attached to the south-western side of the marina breakwater, clear of seagrass beds and not extending beyond the marina footprint to the north-east. The HLS has been sited to enable flight paths over water and to cater for different wind conditions.
- 15.2 Any HLS is to be limited to a maximum of eight (8) movements per day (ie. 4 landings and 4 departures) and a maximum of 38 movements per week (ie. 19 landings and 19 departures). No movements are to occur before 8am (Mon-Sat) and 9am (Sun, public holidays). No movements are to occur after daylight, and all night use is prohibited.
- 15.3 Use of the HLS is to be limited to the list of helicopter types (or equivalent), that do not exceed the weight and size limitations of the HLS as listed, the maximum of which is the Agusta Westland AW109. Joyflights from the HLS must be precluded. Use of the HLS by Robinson R22/44 helicopters (or equivalent) are precluded.
- 15.4 Use of the HLS is to be strictly by "Prior Permission" only protocol, which requires pilots and users of the HLS to receive, review and agree to the terms of the prior permission, including the type of helicopter able to use the HLS, the preferred flight paths as shown in Figure 15.1, to be used subject to safety, movements to meet 'fly neighbourly' procedures including mapped avoid areas, operating hours and safety procedures are to be complied with.
- 15.5 Design of the HLS is to be conceptually as shown in Figures 15.2-15.4, generally being a floating pontoon of size and standard to meet the requirements of 'Guidelines for the establishment and operation of onshore Helicopter Landing Sites' CAAP 92-2(2). Additionally, water quality measures are to be included into the design that prevents runoff of any accidental spills direct into the lake.
- 15.6 Installation of piles and construction of the helipad are to be undertaken to minimise construction impacts.
- 15.7 No refuelling and no maintenance of helicopters is permitted.
- 15.8 During landing and take-off only, access control is to be provided over part of the marina breakwater and part of surrounding waters that sits within a managed safety zone of 30m around the HLS (which includes consideration of rotor downwash), generally as shown on the concept plans. This access control is to be undertaken by trained and qualified staff.
- 15.9 A helicopter operations manual is to be prepared and approved prior to commencement of use of the HLS. This is to include appropriate emergency response and containment procedures and equipment, which can be linked into those associated with the marina operation.
- 15.10 A publicly accessible register is to be maintained that logs all prior permissions granted, movements to and from the HLS, types of helicopter used and use of preferred flight paths.
- 15.11 A complaints handling procedure is to be prepared prior to commencement of use of the HLS.

