



Trinity Point Marina and Mixed Use Development

Proposed Helipad

FACT SHEET 3

HELIPAD OPERATIONS

Johnson Property Group (JPG) is proposing the inclusion of a helipad at the approved Trinity Point Marina and Mixed Use Development site at Morisset Park. This fact sheet details the proposed site based procedures and protocols for the safe and neighbourly operation of the helipad.

Strict, safe and appropriate operational controls will be critical to the successful operation of the helipad for the benefit of all those with potential interest or interaction with the site – this includes the marina itself, guests arriving and departing, boat owners, pilots, helicopter operators, recreational lake users, employees, regulators and residents that live in the vicinity of the site.

What guidelines apply to the helipad operation?

The Civil Aviation Safety Authority (CASA) ‘Guidelines for the establishment and operation of onshore Helicopter Landing Sites’ provides guidance to the aviation industry regarding the location and operation of helicopter landing facilities, including helipads. The Guidelines identify that safety risk can be reduced when the size and design of the helipad is compliant, when visual information, cues and positional markings are present and when the pilot in command has access to accurate, up-to-date information about the site, in a suitable and easily interpretable form.

JPG engaged Avipro, a specialist aviation and safety management consultancy, to assist develop and assess compliance of the helipad consistent with the CASA Guidelines and to prepare a draft Operations Procedure Manual, which forms a key component of the helipad proposal.

The AviPro study confirmed compliance and suitability of the helipad for the landing and taking off of helicopters in safety, supplementing physical elements with stringent operational procedures and protocols.

How will the helipad site operate?

As the helipad will be attached to a working marina, it is intended that the operation of the helipad will be an integral part of the marina operation. Specific controls have been developed that meet CASA guidelines, incorporate industry best practice and respond to community concerns identified during consultation.

This includes requirements around flight paths and protocols, numbers and hours of flights, prior communication and permissions with pilot, and a range of safety protections and procedures. Details are in the box to the right.

Key operational elements:

- Operations Procedures Manual shared with pilots and co-ordinated with marina;
- A trained Helicopter Landing Officer on site;
- “Prior Permission” and “Fly Neighbourly”, to be agreed and accepted prior to arriving on site;
- Limit of 8 movements a day (up to 38 a week) during daylight only;
- 4 designated flight paths and avoid areas;
- 30m temporary safety zone during take-off and landing;
- Limitation to type of helicopters able to land;
- No fuelling or maintenance on the pad; and
- No joyflights.

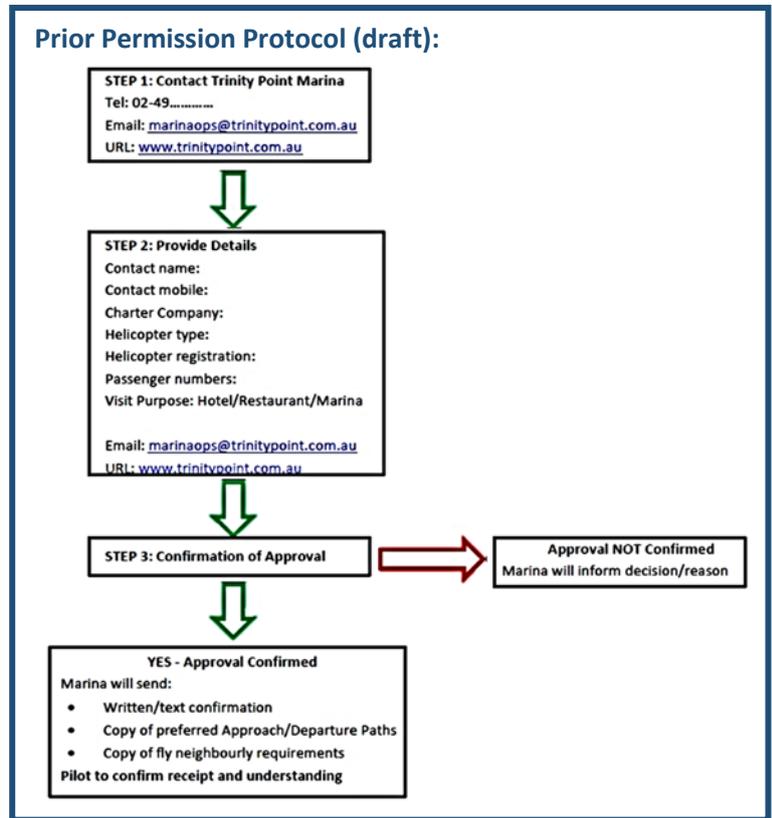
What is “prior permission” protocol?

“Prior permission” is permission granted by the appropriate authority (operator of the helipad) prior to the commencement of a flight.

A ‘prior permission’ protocol is intended where the helicopter pilot requests early permission from the marina operation to land on the Marina helipad. It must be sought and agreed to prior to coming to site.

“Prior permission” protocol enables important information to be communicated to users of the helipad, and ensures pilots know the type of helicopter that can land as well as the Fly Neighbourly requirements, preferred flight paths, operating hours and other safety or licence procedures. A copy of the draft protocol is shown to the right.

It will also be used as part of registering and demonstrating compliance with the helipad’s maximum daily and weekly movements, in conjunction with other operational procedures.



How will public access be controlled?

A bollard and chain will be installed on the marina at the helipad gangway connection to restrict access to the helipad pontoon.

To protect the safety of marina users, lake users and the general public from risks such as those potentially associated with a helicopter landing and taking off (including rotor wash, public access to the marina and immediate area around the pontoon) being a 30m wide area around the edge of the pontoon, will be controlled during take-off and landing only.

To manage access of the 30m safety zone from the marina breakwater, two bollards will be installed on the gangway either side of the managed safety zone so that access is physically restricted during helicopter take-off and landing by the trained helicopter landing officer. Access to this part of the breakwater will be already restricted by security gate controlled, so the control will be specifically for berth owners, or any public utilising the causal berthing further along the breakwater.

To manage access of the 30m safety zone from the water, the Marina Operator as part of landing and take off procedures will visually check the area for water borne people and craft. An imminent arrival or departure will also be communicated through the use of a flashing light system. No helicopter will land until this area is clear.

What about pollution risk and spills?

The helipad will not include any fuel storage and there will be no fuelling or maintenance of helicopters permitted on the helipad limiting the likelihood of a fuel spillage or other hazard such as fire or explosion.

Given the co-location with an approved marina, the same emergency spill equipment that is required to service the marina will be able to contain any pollutants stemming from the helipad.

Design based water quality measures will be implemented including bunding of the helipad to prevent runoff from directly entering the lake, provision of readily accessible oil / fuel spill kits and containment boom and a first flush treatment for the deck of the pontoon structure.

The final operations manual will include refined safety and routine procedures.

What's in the draft Operations Manual?

The draft Operations Manual sets out agreed information and procedures for pilots and the marina operator and helicopter landing officer to adhere to whilst operating the helipad.

For pilots, the manual advises that the helipad:

- can only be used under a 'prior permission' process;
- is committed to Fly Neighbourly procedures and Fly Neighbourly Avoid areas;
- has preferred approach and departure paths;
- is available only during daylight hours with certain operating hours, and has no refuelling facilities;
- is designed for a maximum weight and helicopter size (exclusion of Robinson R22/44 helicopters will also be included in the final manual); and
- requires the pilot to need to ensure their flight-path is clear of potential objects, small craft, masts and public, in conjunction with the marina helipad landing officer.

For the marina operator, advises all the above, plus:

- Staff Training;
- Prior Permission procedure including reporting;
- Daily inspection requirements;
- Pre-arrival inspection requirements;
- Duties to ensure persons and craft are clear of, and objects secure, within the 30m management zone for landing and take-off; and
- Helicopter Reception/Dispatch procedures.
- Provision of emergency procedures, integrated into marina emergency procedures.

Need more information?

JPG is committed to ensuring accurate and up to date information about the proposed helipad is available to all interested community members. We have established a Community Information web page <http://trinitypoint.com.au/helipad> that has details around the environmental studies and consultation activities, as well as a series of fact sheets including:

- Fact Sheet 1 – Why a Helipad?
- Fact Sheet 2 – Noise, Helicopter Survey and Flight Paths
- Fact Sheet 3 – Helipad Operations
- Fact Sheet 4 – Public Access and Safety
- Fact Sheet 5 – Community Engagement

We welcome your questions and feedback. Please contact JPG on 8023 8888 or visit the above designated webpage and use the feedback form.