MYTH

By stopping the development, helicopters will not be able to operate in Mission Beach.

FACT

Helicopters can use the area provided that they are approved by CASA. The site can be used for landing/take-off in its current undeveloped state.

MYTH

The site should be for farmland or agricultural use.

FACT

The site is a derelict farm that has not been used in many years and is currently covered in impenetrable native grasses. The facility will utilise 1% of the total site area of 10.5Ha.

MYTH

This facility is for private use by the business owner.

FACT

Our owners have long-standing involvement in the area and see a genuine commercial purpose for this proposed facility and significant community betterment investment.

MYTH

This will be an industrial aviation hub.

FACT

The primary use of the facility will be to conduct passenger transport and to support high-end tourism activities in the region. This will facilitate rapid transit from Cairns/ Townsville to Mission Beach.

MYTH

Passers-by will be impacted by the helicopter downwash.

FACT

Downwash is contained with the metres around the main rotor system. The design of the facility and approach/departure flight path is such that it will mitigate any possible impacts from the aircraft.

MYTH

Kestrel are going to put super-heavy helicopters at the facility, like their Erickson Air Crane® and Blackhawk aerial firefighting aircraft.

FACT

Our large helicopters are too big for the proposed helipad and facility, nor is there a justifiable market for them in Far North Queensland.

We will be predominately be using our Bell 206L3 LongRanger and Sikorsky S-76 helicopters, and on rare occasions, our Bell Medium (212 or 412) fleet when need requires (such as in response to natural disasters).

The Sikorsky S-76 is 16m long and has a max. take-off weight of 5,306kg. It can carry up to 13 passengers.

The Bell 412 is 17m long and has a max. take-off weight of 5,398kg. It can carry up to 13 passengers. It is used for search & rescue and aerial project work.

The Bell 206L3 LongRanger is 12m long and has a max. take-off weight of 1,520kg. It can carry up to 6 passengers.

MYTH

Helicopters are a noise nuisance for the community.

FACT

We have considered the flight plan and used accredited international procedures as set out in the *Fly Neighbourly* standards, a voluntary noise abatement program developed by the HAI.

kestrel

KESTREL'S ON A MISSION

Did you know that Kestrel Aviation, Australia's leading provider of specialist aviation services, also operates Mission Helicopters, a far north Queensland focused operation catering to both high-end tourism and commercial helicopter charter with quick change multi-function platforms.

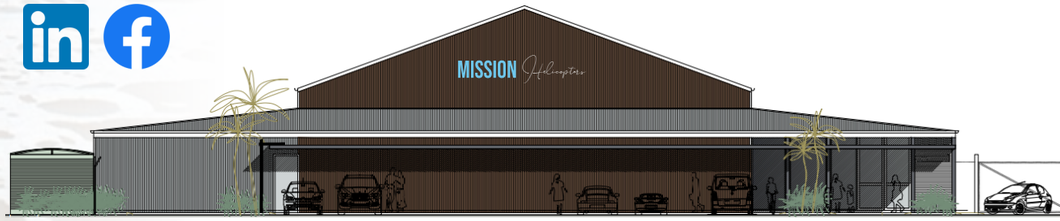
Established in 2019, Mission Helicopters lodged a development application for its site at 2224 Tully Mission Beach Road, Mission Beach to construct a dedicated helicopter and passenger handling facility for the region, providing a professional and formal facility from which helicopter operations could be safely operated from.

Whilst Kestrel could already undertake helicopter operations from the current site, it desires to create a more formal operation that will only lead to increased aviation safety and benefit the local and surrounding communities. The site has been designed to hangar two (2) helicopters at a time, which will come from Kestrel's fleet of light reconnaissance and medium aircraft.

The benefits to the community extend beyond that of the initial construction, with ongoing employment opportunities at the facility and associated businesses. It will also provide a quick link to popular destinations like Cairns, Port Douglas and Townsville, promoting high-end tourism activities, including tourism associated with Dunk and Bedarra Island resorts and the Great Barrier Reef.

As a quality installation, the facility will also add to the overall ambiance and attractiveness of the Mission Beach area, whilst providing a facility from which rapid deployment can occur in response to natural disasters or emergency response incidents.

For more information on Kestrel's operation and exciting developments at Mission Beach, keep an eye on our website and social media channels.



kestrel

Proudly Australian Owned
Est. 1985

12 January 2021

Assessing Officer and Interested Parties

Development Assessment Team

Cassowary Coast Regional Council

via email

REF: KESTREL/MH/OUT/2021/001

To whom it may concern,

RE: MISSION HELICOPTERS DEVELOPMENT

Since being tabled at the Council meeting on the 10 December 2020, the application for the Aviation Facility proposed for 2224 Tully Mission Beach Road, Mission Beach has been deferred until the next meeting, to be held on the 21 January 2021.

Since the December 2020 Council meeting, a number of concerns have been expressed by members of the local community about the intended use of the site, and the types of activities which will be undertaken.

There are a number of clarifications we seek to address based on some mis-information that appears to be currently circulating:

1. **The proposal is for the development of the site, not the operation of the aircraft**
   It is important to note that Kestrel Aviation, Mission Helicopter's parent company and holder of the Australian Civil Aviation Safety Authority (CASA) issued Air Operator's Certificate (AOC, no. CASA.TAAOC.0321) already holds approval to operate aircraft, which includes operating from the proposed site on Tully Mission Beach Road. This is the same arrangement that is in place for other civilian commercial operators and the Australian Defence Force (ADF) aircraft which use the surrounds of the region.

Kestrel Aviation Pty. Limited
ABN 24 074 552 284

325 Aerodrome Road
Mangalore VIC 3663
Australia

Phone: +61 (0) 3 5796 2373
Email: admin@kestrelaviation.com.au
Web: www.kestrelaviation.com.au

The proposed development is for a permanent structure to provide a safe and formalised helicopter landing site with associated support equipment. Therefore, the operation of helicopters into or from this site, or other regional sites currently being used by other operators, does not form part of this current application process, as it is already in place through CASA as the federal agency responsible for aircraft operations.

2. **The aircraft being described by opponents are not the aircraft being proposed for the site**

It is noted on materials being circulated by opponents to the development that images of ultra-heavy helicopters are being used, such as the Erickson Air Crane® and Sikorsky Blackhawk, both of which Kestrel operate as part of its aerial firefighting fleet in conjuction with US based partners.

Neither of these aircraft would be positioned to the Mission Helicopters operation, and when not engaged under specific firefighting contracts, are generally positioned overseas to participate in northern hemisphere fire seasons. There is no justifiable market in Far North Queensland to operate such aircraft.

Kestrel propose to position to Mission Beach its Bell 206L3 LongRanger and Sikorsky S-76 units:

<u>Sikorsky S-76</u>

LOA 16.0m

MTOW 5,306kg

Passengers 13

<u>Bell 206L3 LongRanger</u>

LOA 12.09m

MTOW 1,520kg

Passengers 6

On occasion, especially in response to flood or other natural disaster assistance, Kestrel may mobilise aircraft from its Bell Medium fleet (Bell 212 or 412), both of which are in the same category as the Sikorsky S-76.

To alleviate any doubt with the community, we are prepared to offer an ammendment to the application to provide a weight limit of 5,700 kg maximum take-off weight (MTOW), which is the weight break used by the regulator for performance and qualifications between smaller sized helicopter and very large helicopters, other then for emergency response activities.

3. Operational Purpose

The primary use of the Mission Helicopters facility will be to conduct passenger transport operations from regional aviation hubs to support high-end tourism activities in the area. Helicopter island transfers are currently conducted to Bedarra and Dunk Island which are limited in capacity, and it is intended to offer to support those activities and other tourist opportunities to the islands and Great Barrier Reef.

4. Pedestrian Impacts

There has been public narrative about the effects of helicopter downwash on pedestrians and/or bike riders on the easement footpath of the proposed site. The design of the facility is such that this would not be the case and the effects of downwash, in any case, would be contained within meters of the main rotor system.

5. Operational Impacts

We have considered the footprint the operations will have into and from the facility, and the proposal has detailed a flight path and profile that minimise the impact on the area. This is an approach which aligns with the company's corporate responsibilities and is considered a responsible approach to helicopter operations.

Further to the assessment of impact, it is important to note, for those not familiar with transport helicopter activities, that the start cycle for those proposed to operate from the facility is a total of two (~2) minutes at the commencement of engine start to lift off (and vice-versa on landing), plus a twenty (~20) second transit time between the facility and the coast, resulting in a total time of less than three (~3) minutes of impact on each aircraft movement.

As we stated in our previous communiation, we aim to provide a professionally managed helipad and corporate passenger handling facility to value add to the community's tourism reputation. In doing so, this will permit helicopters to operate within the region with minimal community impact whilst maximising the benefits such an operation would bring to the area.

If council members require further information on Kestrel's operations and history, or should an inspection of the company's Victorian headquarters and facility be required, please feel free to contact me.

Kind regards,

Ray Cronin

Managing Director