

Work Practice 1.0

Helicopter Landing Work Practice

1. Introduction

Falls Creek Alpine Resort Management Board (FCARMB) has the power to issue an authority to a person to land or use an aircraft in an area of an alpine resort as set aside under Division 4, Regulation 20 of the *Alpine Resorts (Management) Regulations 2020*.

This Work Practice establishes the guidelines for the use of the Falls Creek Alpine Resort public helipad for helicopter pilots and operators. The use of the public helipad requires standards and guidelines to be adhered to. This ensures the safety of all pilots, operators, and guests. The following guidelines outline the obligations for helicopter pilots and operators intending to use the public helipad. The Civil Aviation Safety Authority (CASA) is the regulatory authority for Australian aviation safety.

2. Purpose

The purpose of this work practice is to support the operation of the public helipad to ensure the safe and efficient operation of helicopters arriving and departing to and from the Falls Creek Resort helipad. It intends to provide guidance to helicopter pilots, operators, and owners to ensure the smoothest and safest possible operations to deliver and pick up passengers arriving at Falls Creek resort via helicopter without disrupting the amenities of the village.

3. Scope

This Work Practice pertains to all helicopter pilots and operators intending to land within Falls Creek Alpine Resort.

4. Definitions

CASA means the Civil Aviation Safety Authority.

CASR means the Civil Aviation Safety Regulations 1988.

FCARMB means Falls Creek Alpine Resort Management Board.

FCRM means Falls Creek Resort Management.

Helicopter means a heavier- than-air aircraft supported in flight by the reaction of the air on one or more normally power-driven rotors on substantially vertical axes.

Helicopter operator means a person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation.

Helicopter VMC means Visual Meteorological Conditions in relation to helicopters.

Helipad means the designated landing facility for helicopters supplied by FCRM.

Non-controlled airspace means an airspace in which an air traffic control service is not operating.

Passenger means any person who is on board an aircraft other than a member of the operating crew.

Take off means the departure of the helicopter from the designated landing facility.

Touchdown means the arrival of the helicopter onto the designated landing facility.

Work Practice: means a formal management and control system prepared, documented, and operated by FCRM.

YMBT means Mount Beauty Airport.

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5. Responsibilities

Any person granted an authority by FCARMB has the responsibility to read and follow all provisions listed within this work practice. All FCARMB employees, contractors, and delegates on behalf of FCRM for any purpose also have the responsibility to follow this Work Practice.

6. Application for Authority

Any person or business who wishes to land a helicopter at Falls Creek must apply to have an authority granted. All Authority applications must be approved and signed by a delegate of FCARMB before any helicopter will be given approval to land.

7. Details

7.1 Permitted users

The FCRM helipad is accessible by commercial, recreational, and emergency flight pilots and operators where permission is granted by FCRM.

7.2 Conditions and hazards

Helicopter operators must ensure that the landing pad is clear of any objects, animals, or people that are likely to pose a hazard upon the landing of the helicopter.

7.3 Landing time

A helicopter must not exceed a landing time of more than 30 minutes. A helicopter that exceeds the landing time of 30 minutes will be requested to leave immediately. All helicopter pilots and operators must ensure that landing is done as quickly as possible to ensure the public helipad is accessible if an emergency aircraft is required to land.

7.4 Parking

Parking of a helicopter is not permitted at any time except for the onloading and offloading of passengers arriving to Falls Creek Resort. Parking that is not by way of the arrival and departure of guests will not be permitted. Parking facilities may be available at the Mount Beauty Airport (YMBT). It is the responsibility of the pilot and operator to facilitate parking arrangements outside of Falls Creek Resort and FCARMB takes no responsibility for parking arrangements outside of Falls Creek Resort.

7.5 Resort entry fees

All passengers arriving to Falls Creek Resort during the declared snow season via helicopter are required to pay a resort entry fee determined by FCARMB. Passengers arriving by Helicopter are not required to pay upon arrival at the resort as the entry fees will be invoiced to the specified helicopter operator. The entry fee is dependent on the length of the passengers stay and is in line with the pricing guide as approved by the Board annually. It is the responsibility of the operator to ensure they have invoiced the passengers the correct resort entry fee. Resort entry prices are subject to change upon review from the Falls Creek Resort Management Board in line with Division 2, Regulation 18 (1) of the *Alpine Resorts (Management) Regulations 2020*.

Passengers will not be permitted to enter the resort unless payment of resort entry has been arranged.

7.6 Landing fee

Aircrafts that intend to land on the FCARMB public helipad may be subject to a landing fee determined by the Board on a case-by-case basis. If required, it is the responsibility of the operator to ensure this

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fee is paid upon arrival. Aircrafts will not be cleared to land where financial arrangements for the landing fee have not been made. (TBC)

7.7 Aircraft registration

All aircrafts that intend to make use of the public helipad offered by FCRM must be a registered Aircraft with the Australian Civil Aircraft register. This requirement is in line with the requirements contained in Part 47 of the *Civil Aviation Safety Regulations 1998*. All details of aircraft registration must be provided to FCRM before arrival of the aircraft.

7.8 Use of helipad

An operator that intends to use the helipad must make contact at least 24 hours prior to their intended arrival time at Falls Creek Resort. Their intention to land must be determined appropriate and approved by the Assets and Operations Manager of FCRM. In addition to this requirement, operators must also contact FCRM and confirm their designated landing time when in-bound to the destination.

7.9 Emergency services accessibility

In the event of an emergency that requires Air Ambulance access, the planned landing of a commercial or recreational helicopter will not be permitted. If the helicopter has already departed from its origin and is enroute to Falls Creek Resort, it will be required to make alternative arrangements to land elsewhere immediately. Helicopter pilots and operators will be notified at the earliest time possible where an emergency landing is required and must not proceed with their designated landing under any circumstances. FCRM is not responsible for arranging alternative landing arrangements in the event of an emergency. Landing may be permitted upon request at the Mount Beauty Airport (YMBT) and it is the operator's responsibility to arrange the alternative landing.

7.10 Approach and departure flight paths

The approach and departure flight paths should not traverse the village upon departure or arrival to Falls Creek Resort. Helicopters must stick to the arranged flight path. Helicopter pilots and operators should be cautious in their approach to landing to ensure they do not disrupt the village amenities.

7.11 Visual meteorological conditions

It is the responsibility of the helicopter pilot and operator to assess the landing conditions and determine whether it is safe to land the aircraft. All helicopter pilots and operators must adhere to the visual meteorological conditions (VMC) as regulated by the *Civil Aviation Regulations 1988* (Cth). The visual meteorological conditions for non-controlled airspace can be found on the following link:

<https://vfrg.casa.gov.au/helicopter-operations/procedures/visual-meteorological-conditions/>

Note: It is the responsibility of the helicopter pilot or operator to ensure they are adhering to the most recent VMC regulations from CASA.

Helicopters must have flight visibility of 800 metres when operating below 700ft above ground. The conditions must be clear of cloud and the following additional conditions are attached as regulated by CASA in AIP ENR 1.2.

- a) Day operation only
- b) At a speed that allows the pilot adequate opportunity to see any obstructions or air traffic in sufficient time to avoid collision

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- c) If operating less than 10 nm from an aerodrome with an approved instrument approach procedure, then:
 - i) in accordance with all requirements to report, broadcast and maintain a listening watch and
 - ii) maintaining a separation of at least 500ft vertically from any aircraft conducting an IFR operation less than 10 nm from the aerodrome.

Weather: All pilots and operators must assess the weather accordingly and ensure they are able to land the helicopter in the weather conditions. Where weather conditions are not suitable for landing, the pilot or operator must make alternate arrangements to land the helicopter at a more suitable landing spot not provided by the Falls Creek Alpine Resort Management Board.

Regulation 239 of the *Civil Aviation Regulations 1988* (Cth) states that:

Planning of flight by pilot in command

- (1) Before beginning a flight, the pilot in command shall study all available information appropriate to the intended operation, and, in the cases of flights away from the vicinity of an aerodrome and all I.F.R flights, shall make a careful study of:
 - a) Current weather reports and forecasts for the route to be followed and at aerodromes to be used;
 - b) The airways facilities available on the route to be followed and the condition of those facilities;
 - c) The condition of aerodromes to be used and their suitability for the aircraft to be used; and
 - d) The Air traffic control rules and procedure appertaining to the particular flight; and the pilot shall plan the flight in relation to the information obtained
- (2) When meteorological conditions at the aerodromes of intended landing are forecast to be less than the minima specified by CASA, the pilot in command shall make provision for an alternative course of action and shall arrange for the aircraft to carry the necessary additional fuel.
- (3) An offence against subregulation (2) is an offence of strict liability

7.12 Noise regulations

All helicopter aircrafts operating in Australia must meet the noise standards listed in the Air Navigation (Aircraft Noise) Regulations 2018 and the noise control guidelines under the Environmental Protection Authority Victoria. This ensures that the village amenities and visitors are not disrupted.

7.13 Compliance with CASA regulations

It is the responsibility of the pilot and operator to ensure that they are following the operational aviation rules and regulations under Australian Law. The current rules and regulations can be found on the following link provided by the Australian Government Civil Aviation Safety Authority (CASA).

<https://www.casa.gov.au/rules-and-regulations>

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8. References

Legislation:

Airspace Act 2007.

Air Navigation (Aircraft Noise) Regulations.

Alpine Resorts Management Act 1997.

Civil Aviation Act 1988.

Civil Aviation Regulations 1988.

Related FCRM Policies:

Related FCRM Work Practices:

Resort Entry Work Practice

Other:

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Forms:

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