

Response to RFI

APPLICATION FOR MATERIAL CHANGE OF USE –
AIR SERVICE (HELIPAD) - IMPACT ASSESSABLE,
LOT 3 AY29, LOCATED ON GREGORY
DEVELOPMENT ROAD, LLANARTH

JVS Planning
8 Nugent Court, Kirwan Qld
PH: 0428136814
E: jvsplanning@gmail.com

Table of Contents

1: Introduction 1

2: Request Item 1 – Helicopter Landing Site Standards 2

3: Request Item 2 – Avgas storage safety assessment 3

4: Conclusion 5

Ref: MCU: Belyando

29 May 2026

Chief Executive Officer
Charters Towers Regional Council
PO Box 189
Charters Towers Qld 4820

Attention: Planning and Development

Dear Suzette

RE: MCU24026/0006 - RESPONSE TO RFI - MATERIAL CHANGE OF USE FOR AIR SERVICE (HELIPAD), LOT 3 AY26, GREGORY DEVELOPMENT ROAD LLANARTH

1: Introduction

Thank you for the Request for Further Information dated 24 April 2026. Please find below responses to each of the matters raised.

2: Request Item 1 – Helicopter Landing Site Standards

The application indicates that, subject to the success and uptake of the venture, larger rotorcraft such as the AS350 may be introduced to the fleet. The planning report includes a diagram of a helipad designed to accommodate an AS350.

However, pursuant to Section 2.4.2 Secondary HLS of AC 91-29 v1.3 – Guidelines for Helicopters: Suitable Places to Take Off and Land, helipad dimensions are to be determined by reference to 'D', being the maximum overall dimension of the rotorcraft.

The planning report does not specify the value of 'D' for the proposed aircraft. As a result, Council is unable to verify whether the proposed helipad provides compliant dimensions for the Touchdown and Lift-Off Area (TLOF), Final Approach and Take-Off Area (FATO), or the Safety Area

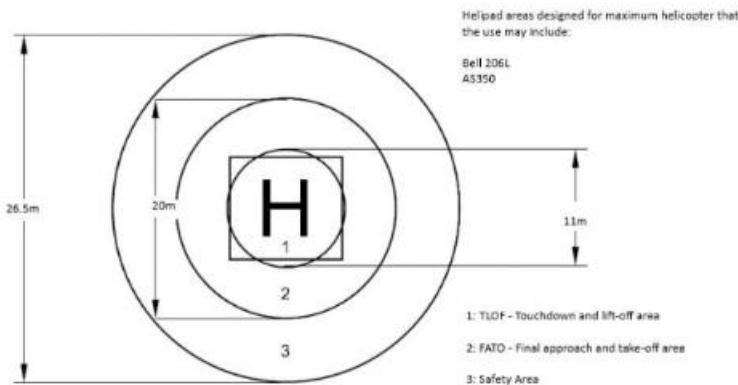
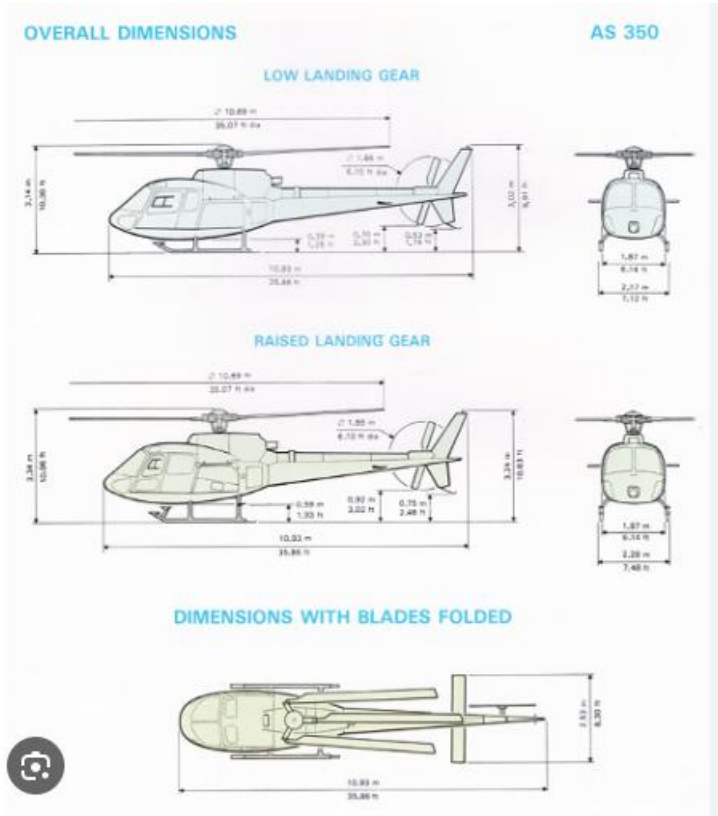
Information Required:

- 1) The applicant is required to provide a report demonstrating that the proposed Secondary Helicopter Landing Sites meets the standards set out in section 2.4.2 Secondary HLS of AC 91-29 V1.3 Guidelines for helicopters – suitable places to take off and land.*

Response

The above guideline requires the FATO is to be $1.5 \times D$ with D being the overall length of the helicopter. An AS350 is 10.93m in length and therefore $10.93 \times 1.5 = 16.395\text{m}$. The helipad dimensions provided in the application provide a FATO of 20m. Further, the guidelines requires the TLOF to be $D \times .83$, again D being the length of the helicopter and therefore $D \times .83 = 9.0719$. The helipad dimensions provided in the application provide a TLOF of 11m.

The images below provides a diagram of the dimensions of an AS350 helicopter and the dimensioned helipad provided with the application.



3: Request Item 2 – Avgas storage safety assessment

The planning report proposes that Avgas will be stored in a 200-litre drum within an existing 2.4m x 6m (14.4m²) shipping container on site. The Avgas will then be decanted into 20 litre jerry cans to allow 'hot refuelling'.

The proposed storage method of Avgas is of concern to Council. According to CASA's *Advisory Circular AC 91-25 v.12 – Fuel and oil safety*:

AVGAS is an extremely volatile liquid, which gives off highly flammable vapours at very low temperatures—down to about minus 40°C. Under most situations these vapours are invisible, and when mixed with air, these vapours can form a flammable atmosphere that will readily burn or explode if an ignition source is present. A mixture containing between about 1% and 8% of AVGAS vapour is flammable. These flammable vapours are heavier than air and may accumulate in drains, vents, or enclosed areas.

Information Required:

- 2) The applicant is requested to provide an assessment of the proposed fuel storage in accordance with AS1940:2017 Storage and handling of flammable and combustible liquids. The assessment must address spill containment, fire protection, tank design, safety signage and operation

Response

To address the concerns raised regarding the storage of Avgas inside a shipping container, all Avgas drums will be stored inside the existing ventilated shed located near the proposed helipad area. This shed is constructed with mesh walls, providing excellent natural ventilation and preventing the accumulation of flammable vapours, consistent with the intent of AS1940:2017 – Storage and handling of flammable and combustible liquids.

The following safety measures will be implemented:

Storage Location: Avgas drums will be stored in the ventilated shed, not in an enclosed shipping container. This ensures continuous airflow and prevents vapour build-up;

Spill Containment: A compliant spill tray/bunded pallet will be used under the 200-litre drum to contain any leaks or spills in accordance with AS1940 requirements;

Fire Protection: A dry chemical fire extinguisher (minimum 4.5kg ABE) will be installed adjacent to the storage area, with clear access at all times;

Tank/Drum Design: All Avgas will remain in approved 200-litre aviation fuel drums, with decanting into approved 20-litre jerry cans for refuelling operations; and

Safety Signage: The shed will display appropriate signage including:

- *Flammable Liquid*
- *No Smoking / No Ignition Sources*
- *Authorised Personnel Only*
- Operational Controls:
 - Refuelling will only occur in open air, away from structures.
 - The area will be kept free of vegetation and ignition sources.
 - Only trained personnel will handle fuel.

These measures ensure the storage and handling of Avgas on site complies with the relevant sections of AS1940:2017 and addresses the safety concerns raised in the information request.

4: Conclusion

The above represents the applicant's full and final response to the RFI request items.

If you have any queries please do not hesitate to contact me on 0428136814.

Regards

Jeff Smith