

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.



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.