



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

CASA Ref: F23/23053-48

DPHI Ref: MP060310-Mod-4 (Lithgow City)

Email Fri 24/04/2026 11:38 AM

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Submitted via email

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TEMPORARY CHANGES TO HELICOPTER TRANSPORT (MP06_0310-MOD-4) EMIRATES WOLGAN VALLEY RESORT

The Department has sent CASA a request for advice in relation to the Mod 4 - Temporary Changes to Helicopter Transport.

Historical Note: Under F23/23053-48 CASA reviewed the Modification Report (Mod. No.3) by Pitt and Sherry, dated 22 May 2023 on 12 October 2023.

The Mod-4 is described in a Modification Application 'SECTION 4.55(2) MODIFICATION' 'MODIFICATION TO MP06_0310 Emirates Wolgan Valley Resort' of 9 April 2026 by de Witt Consulting.

Purpose of the Modification Application (extracted from the Modification Application):

- modifying the approved Final Approach and Take Off (FATO) directly to and from the west (and within the Resort property) of the approved and operating helipad and the subsequent flight path southward to and from the resort; and
- modifying the maximum number of weekly helicopter trips to and from the helipad from 14 trips a week to be temporarily increased up to 15 trips a day/105 per week until restoration of all-weather two wheel drive road access to Wolgan Valley and the resort is restored.

The Modification Report MOD 4, appears primarily related to issues surrounding the emission of noise and associated environmental impacts. The increase in the number of helicopter movements is not a matter for CASA provided each movement has been assessed by the responsible pilot as a safe aviation activity. CASA is not concerned about the number of helicopter trips provided it is not excessive from an Aviation Safety perspective. 15 trips a day/105 per week is not excessive from an Aviation Safety perspective. CASA does not consider noise / environmental aspects – they are not Aviation Safety as such.

CASA Advisory Circular AC 91-29v1.3 'Guidelines for helicopters - suitable places to take off and land' advises that "*The pilot in command (PIC) is ultimately responsible for the safe conduct of their flight.*"

Communications with standard CTAF and Class G Airspace procedures and broadcasts followed by non-conflict flight profiles is expected. Separation of aircraft and determination that the Helicopter Landing Site (HLS) is suitable are the responsibility of the pilot.

Helicopter Landing Sites that are not located within a certified aerodrome are not subject to CASA's formal regulatory framework. CASA does not regulate helicopter landing sites outside an aerodrome. CASA regulates the helicopter operators. The suitability of the Helicopter Landing Site is outside the scope of this commentary.

Figure 5 indicates that the proposed flight path includes a steeper gradient (9.9%) than the currently approved flight path (6.3%). It is also noted that two of the three helicopters are single engine. The description in Table 3 advises '*to and from the west*'. Section 5.1 advises '*from the west and then the flight path travels to and from south as altitude is gained/lost respectively*'. The Helicopter Operator should review the Modification Application and be requested to confirm feasibility of the proposed flight paths. Provided that the Helicopter Operator has no objections, then CASA does not object to Mod 4.

Yours faithfully



David Alder
Aerodrome Engineer

7 May 2026