

CONCLUSIONS AND RECOMMENDATIONS

The Committee's conclusions and recommendations and the paragraphs in which they appear in the report are set out below:

- 1. The existing arrester gear on runway 03/21 is a portable system which requires manual rigging before use in emergencies and manual de-rigging to allow normal runway operations.**
- 2. The proposed replacement of the BAK 12 arrestor system on runway 03/21 with a BAK 14 system will overcome the potential in emergencies of having to route military aircraft in distress to civilian airfields and produce savings in manpower.**
- 3. Corrosion control of aircraft operating from HMAS *Albatross* involves the manual washing, drying and application of corrosion inhibitors.**
- 4. The current process is time consuming, labour intensive and environmentally unfriendly.**
- 5. The proposed new facility will provide efficiencies in terms of personnel hours and maintenance and be more environmentally friendly than the current process.**
- 6. Helicopters and fixed wing aircraft stationed at HMAS *Albatross* operate in a marine environment that require washing on return to base with fresh water to remove salt deposits.**
- 7. Squadron personnel are required to manually wash helicopters and fixed wing aircraft on return from sorties over water.**
- 8. Based on Defence experience with the aircraft wash facility at RAAF Base Edinburgh, the proposed aircraft wash facility will provide cost savings in terms of personnel hours and maintenance.**
- 9. The existing flight deck procedural simulator provides minimal flight deck realism.**
- 10. There is a need to train aircrew and flight deck operators in a realistic and controlled environment before practising manoeuvres in an operational role.**
- 11. The proposed flight deck procedural simulators will overcome deficiencies with the existing simulator and provide a realistic and controlled training environment.**
- 12. If technically and operationally feasible, facilities such as crew room and equipment storage should be located underneath the raised flight deck in order to reduce costs.**

- 13. The loss of aircraft hardstand area between G and J hangars has resulted in insufficient hardstand area to provide for the safe management of aircraft parking and maintenance.**
- 14. The proposed hardstand will overcome existing problems of insufficient hardstand capacity.**
- 15. The extension of taxiway B to join runway 08/26 is required to improve the operational availability of runways and air safety.**
- 16. The proposed new taxiway will provide the requisite interconnection between taxiway B and runway 08/26 to ensure required operational availability and air safety.**
- 17. Existing security fencing is inadequate to ensure controlled access of personnel to the airfield and restricted area.**
- 18. The proposed perimeter boundary and security fencing will ensure the appropriate security and safety of the airfield and define the Commonwealth property boundary.**
- 19. Aircrew and regular passengers are required to attend biannual courses in helicopter underwater escape training.**
- 20. The facility in West Sale, Victoria does not provide the necessary personnel management flexibility and cost effectiveness to conduct courses at short notice and realistic simulation of military helicopter types.**
- 21. The proposed helicopter underwater escape training simulator will overcome existing problems and provide improved training.**
- 22. The existing gymnasium, while containing state of the art equipment, is substandard and inadequate for the purpose of providing all HMAS *Albatross* and eligible personnel with a gymnasium facility.**
- 23. There is a need to provide gymnasium facilities at HMAS *Albatross* for the development and maintenance of physical fitness, health training and education.**
- 24. That existing gymnasium equipment and other related items owned by the Commonwealth be used in the new gymnasium facility.**
- 25. The existing HMAS *Albatross* OLA arrangements are inadequate and impose operational limitations.**
- 26. The proposed new loading apron will provide enhanced operational capabilities and ensure the safe loading and unloading of ordnance for helicopters.**

- 27. The demolition of the old facilities is necessary to facilitate completion of Stage 1 and 2 redevelopment projects.**
- 28. The cost of providing a new Aero Club building should not be included in the scope of the proposed work.**
- 29. Engineering services for proposed facilities are integral to the efficient functioning of each facility and HMAS *Albatross*.**
- 30. That the on-site sewage treatment plant at HMAS *Albatross* be checked on a regular basis, and if necessary improved, to ensure it is being operated and maintained in a manner consistent with State and local government requirements.**
- 31. The Committee recommends the proposed HMAS *Albatross* Stage 2 redevelopment at an out turn cost of \$41.0 million.**