



**171st AVIATION SQUADRON
RELOCATION**

HOLSWORTHY BARRACKS NSW

**STATEMENT OF EVIDENCE
TO THE
PARLIAMENTARY STANDING COMMITTEE
ON PUBLIC WORKS**

**DEPARTMENT OF DEFENCE
CANBERRA ACT
October 2005**

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ATTACHMENTS

1. Location Plan Showing Liverpool Military Area and 171st Aviation Squadron
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3. Luscombe Airfield Site Master Plan
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INTRODUCTION

1. Australia's Special Forces have for many years been considered amongst the most capable in the world. In recent years Government initiatives in respect of these Forces have further enhanced Australia's domestic and offshore security capabilities. These initiatives have developed a significant Special Operations capability in Sydney with the establishment of the Tactical Assault Group (East) incorporated within the 4th Battalion Royal Australian Regiment (Commando) based at Holsworthy Barracks, Sydney.

2. The specialised training facilities under construction at Holsworthy will enable a large percentage of individual and collective training for Special Forces to be conducted on Holsworthy Range. Key elements of this training will be supported by the 171st Aviation Squadron, which is an independent squadron, under the direct command of Commander 16th Brigade (Aviation). While the squadron primarily supports the Tactical Assault Group (East), troop lift support is also provided to other Special Forces based at Holsworthy and Perth, and to other east coast and southern Australian based units.

3. Locating the 171st Aviation Squadron at Holsworthy will improve Army's ability to satisfy one of the recommendations of the Board of Inquiry into the Black Hawk accident at High Range in Townsville in June 1996. The recommendation was that dedicated Army aviation assets be allocated in support of the counter terrorist and special operations capability and that the units be collocated during training, planning and the conduct of operations. Collocation of the Tactical Assault Group (East) troop lift support is expected to improve the synergies of high tempo training and operation, thus enhancing capability and improving safety.

OBJECTIVE

4. The objective of this submission is to seek Parliamentary clearance for Defence to construct facilities to support the 171st Aviation Squadron relocation to Holsworthy Barracks. The 171st Aviation Squadron is required to be operational and accommodated at Holsworthy Barracks by January 2007. As permanent facilities cannot be completed before mid 2008, it is planned to construct and refurbish interim facilities as an element of this proposal. Thus the project consists of three components within the Holsworthy Barracks:

- the construction of interim facilities at Luscombe Airfield and Gallipoli Lines;
- the construction of permanent facilities at Luscombe Airfield; and
- the refurbishment of working accommodation at Jordan Lines for logistics elements, vehicle compound and vehicle shelters.

BACKGROUND

Recent Events

5. The Defence 2000 White Paper includes as one of its aims to introduce "...An additional squadron (about 12 aircraft) of troop-lift helicopters to provide extra mobility for forces on operations." Known as Additional Troop Lift Helicopters (ATH), these aircraft are to be delivered under Defence Materiel Organisation (DMO) Project AIR 9000 Phase 2 (included in the Defence Capability Plan and approved by Government in March 2003).

6. In October 2001, following terrorist attacks in the USA, the Government directed the establishment of additional counter terrorist capabilities. These were initially to be interim measures and included the establishment of a second Tactical Assault Group to be based in the Sydney region. The first Tactical Assault Group (West) is an element of the Special Air Service Regiment, based in Western Australia.

7. In December 2001, the Government approved a permanent counter terrorist capability, to be raised as Tactical Assault Group (East) and incorporated within the 4th Battalion Royal Australian Regiment (Commando) as its C Company.

8. On 19 December 2002 the Prime Minister announced that the "Government will also accelerate the purchase of the Additional Troop Lift Helicopters project to enable a squadron of helicopters to be based in Sydney. This would provide a potent addition to Australia's East Coast Special Forces capability." This squadron was formed in December 2004 based on A Squadron, 5th Aviation Regiment located at RAAF Base Townsville. The squadron, which has since been renamed the 171st Aviation Squadron, operates S-70A-9 Black Hawk aircraft.

Aim

9. The aim of the 171st Aviation Squadron Relocation Project is to develop the facilities required for the establishment of a squadron of helicopters in the Sydney region to enable more focused air mobile support to the East Coast Special Forces capability at Holsworthy, NSW.

Strategic Planning

10. Defence strategic planning is that the Liverpool Military Area will remain a critical base in the Army's long term plan. This has been confirmed by Government commitment to using Holsworthy as an ongoing base for significant Special Operations capabilities. This project satisfies the objectives of the Defence White Paper Defence 2000 – Our Future Defence Force with regard to the Army's permanent commando capability and it meets Defence's long term objectives in terms of increased efficiencies and unit effectiveness.

Holsworthy Barracks

11. The proposed works will be constructed at Luscombe Airfield, with additional working accommodation located in refurbished buildings at Jordan Lines. To enable the Squadron to be in position by January 2007, interim works are also to be constructed at Gallipoli Lines and Luscombe Airfield.

12. Luscombe Airfield, Jordan Lines and Gallipoli Lines are sub-areas of the Holsworthy Barracks precinct, located within the Liverpool Military Area. Attachments 1 and 2 illustrate the location of Holsworthy Barracks and the various sub areas within the Barracks precinct and highlight the areas for the proposed works.

13. Holsworthy Barracks has been used for military training since 1906. World War I saw Holsworthy Camp become the principal training camp for troops in NSW, and during World War II, the training area was enlarged and facilities were constructed for the School of Military Engineering and for a Base Ordnance Depot at Casula.

14. After World War II, Holsworthy expanded to become the principal live firing training area for the Sydney region and ultimately the base for the full time 1st Brigade. In 1992 the 1st Brigade commenced a phased relocation from Holsworthy Barracks to Darwin and was replaced progressively by the General Reserve 5th Brigade.

15. Luscombe Airfield (originally known as Orchard Airfield), the former home of 161st Reconnaissance Squadron, operating nine Kiowa helicopters, has been in continuous operation since 1974. Luscombe replaced the ANZAC Airfield located on ANZAC Road, Holsworthy. Luscombe was used as a deployment base for up to 12 Black Hawk and three Iroquois helicopters over a period of 22 weeks in the lead up to and during the Sydney Olympics. Additionally 171st Aviation Squadron conducts regular exercises with Special Forces from Luscombe. Whilst helicopters have been the main aircraft using Luscombe in recent years, the airfield is still used by short take-off and landing fixed-wing aircraft.

16. A number of Regular Army units are also accommodated within the Holsworthy precinct, including the 4th Battalion Royal Australian Regiment (Commando), the Incident Response Regiment, the 3rd Battalion Royal Australian Regiment, the 1st Health Services Battalion, A Field Battery and the 17th Construction Squadron.

Other Works Projects

17. A discrete but associated element of the Government's counter terrorist strategy, that of specialist training facilities for the Tactical Assault Group (East), was granted exemption from Public Works Committee examination by the Governor-General in May 2004.

18. The Special Operations Working Accommodation and Base Redevelopment Stage 1 project at Holsworthy Barracks underwent Public Works Committee examination in June 2005 and was granted Parliamentary approval in August 2005.

19. The Holsworthy Program of Works, including the Special Operations Working Accommodation and Base Redevelopment Stage 1, is programmed to commence construction in early 2006 and be completed in 2009. The construction will overlap with that for the 171st Aviation Squadron.

20. In the course of developing the Holsworthy Program, the requirement to address a number of issues was identified, including: the working accommodation requirements of other units located within the Barracks; the rationalisation of messing; area support facility requirements; and the augmentation and upgrade of engineering services and infrastructure. This further redevelopment requires definitional studies.

21. Permanent living-in accommodation for single personnel required to live in is being developed under Project Single Living Environment and Accommodation Precinct (Single LEAP). The Holsworthy requirement, which encompasses existing personnel required to live in and others in the Holsworthy region, will be considered under this Project.

GOVERNING CONSIDERATIONS

22. The primary consideration for the relocation of the 171st Aviation Squadron is to improve the ability of Army aviation to provide troop lift support to the newly established Special Operations Command and the east coast counter terrorist and special operations capability being raised in Holsworthy. The location of Special Operations Command units and specialised training facilities at Holsworthy, dictates that a large percentage of Special Operations individual and collective training be conducted on Holsworthy range. Key elements of this training will involve the troop lift support of the 171st Aviation Squadron.

23. In announcing the increase in special operations capabilities, the Government was specific that the new capabilities, including the squadron of helicopters, would be located in the Sydney region.

24. Options considered for the location of 171st Aviation Squadron included Holsworthy Barracks, HMAS Albatross in Nowra and RAAF Base Richmond. The preferred option is Holsworthy Barracks due to the operational training and whole of life cost benefits of having the 171st Aviation Squadron collocated at Holsworthy with the 4th Battalion Royal Australian Regiment (Commando) and its C Company component of the Tactical Assault Group (East).

25. The relocation of the 171st Aviation Squadron to Holsworthy Barracks by January 2007 will require the construction of interim and permanent working accommodation.

THE REQUIREMENTS

Works Required

26. The 171st Aviation Squadron requires facilities for a wide range of functions including: operational command and control, administrative support, logistic support, workshops for aircraft, vehicles, ground support equipment, communications equipment and weapons, aircraft corrosion control, aircraft and vehicle shelters, vehicle compounds, runway, taxiways, apron, pads, tow paths and refueling facilities.

27. The project includes the following works at Holsworthy Barracks:

- a. interim facilities at:
 - i. Gallipoli Lines in the refurbished Mackie Building to accommodate the 171st Aviation Squadron command, operations and logistics elements; and
 - ii. Luscombe Airfield to accommodate technical support, aircraft repair, avionics and repair parts store; and
- b. permanent facilities at:
 - i. Luscombe Airfield comprising new buildings to accommodate the 171st Aviation Squadron command and operations, refuelling, aircraft shelters, workshops and aircraft corrosion control functions, plus a new apron and new taxiways connecting to the existing runway; and
 - ii. Jordan Lines comprising refurbished buildings to accommodate the 171st Aviation Squadron logistics function, vehicle compound and shelters.

Options Considered

Location Options

28. After initial preliminary consideration of RAAF Bases Richmond and Williamstown as viable options, three options based on Holsworthy and Nowra were developed for consideration for the location for the 171st Aviation Squadron:

- a. Holsworthy basing;
- b. Nowra basing; and
- c. Nowra basing with limited facilities at Holsworthy for training.

29. Basing 171st Aviation Squadron at Holsworthy was selected due to the following advantages:

- a. a higher standard of operational capability and efficiency;
- b. improved coordination with Special Operations units; and
- c. lower capital and operating costs.

30. The Minister for Defence confirmed the selection of Holsworthy in July 2005 and issued a media release advising of the selection on 30 July 2005.

TECHNICAL AND DESIGN CONSIDERATIONS

Site Selection, Zoning, Master Planning and Approvals

31. The sites selected are Commonwealth owned and Defence controlled and zoned for Defence Purposes. No State or local government approvals are necessary, however Defence will comply with the intent of both State and local government laws and regulations. Development will comply with the requirements of the draft Liverpool Military Area Master Plan, which provides a framework for rational future development of the Area, guidance on future infrastructure requirements and the general siting of proposed facilities. Attachment 3 is the Site Master Plan for Luscombe Airfield and Attachment 4 shows the Site Master Plan for the Jordan Lines Logistic Compound. Attachment 5 shows the Interim Facilities in the Mackie Building at Gallipoli Lines. Attachment 6 shows the northern elevation of the Headquarters and Aircraft shelters building.

32. Defence is conducting an initial environment assessment and will produce a public environment report for community consideration and review. This will enable an assessment of the project, and for appropriate action to be taken, in accordance with the *Environment Protection Biodiversity Conservation Act 1999*.

Land Acquisition

33. There is no requirement for the acquisition of any additional land.

Project Scope

34. New and refurbished buildings and enhanced infrastructure will be required at Holsworthy Barracks to provide appropriate accommodation for 171st Aviation Squadron. The following works elements are proposed:

- a. command and operations facility;
- b. runway, taxiways, apron, pads, and tow paths;
- c. refueling facility;
- d. aircraft shelters;
- e. workshop facilities;
- f. aircraft corrosion control facility;
- g. logistics compound and facilities; and
- h. vehicle compound and shelters.

Command and operations facility

35. The 171st Aviation Squadron Command Building will accommodate the following operational command and control users:

- Squadron Headquarters, including executive management, administration and human resource management, organisational development and training personnel, and specialised military functions associated with liaison, intelligence and electronic warfare;
- aircrew, including offices and flight planning facilities to accommodate three air mobile troops;
- operations and flightline, including operational management, airfield supervision, storage and maintenance of Aircraft Life Support Equipment (ALSE) and management of aircraft maintenance; and
- primary care health personnel, treatment area and stores.

Runway, taxiways, apron, pads, and tow paths

36. The existing runway is to be maintained and a new apron constructed for aircraft standing and new taxiways to and from the new aircraft facilities. The apron will consist of eight pads and will be orientated such that aircraft will be able to ground taxi from the runway to the pads and be towed to the adjacent shelter facilities.

Refuelling facility

37. A new Forward Arming and Refueling Point facility will provide the following accommodation for 171st Aviation Squadron:

- office and associated amenities for operating personnel responsible for the operation of the Forward Arming and Refueling Point;
- fuel quality control centre consisting of a laboratory and store;
- shelter for fuel tanker vehicles and tank and pump assemblies;
- area for truck to truck refueling;
- open area for associated plant, treatment and waste holding; and
- bunding to protect the environment from fuel spillage.

Aircraft shelters

38. New aircraft shelters will be constructed to accommodate the following functions for 171st Aviation Squadron:

- aircraft storage;
- the first line ground and logistic support capability; and
- storage of ground support equipment.

Workshops

39. New aircraft workshops will be constructed to accommodate functions associated with the operational maintenance of the 171st Aviation Squadron aircraft. Deeper maintenance of aircraft will be carried out elsewhere.
40. The Aircraft Repair Parts Store will store spare parts ready for operational maintenance and emergency repairs to Black Hawk aircraft and associated systems.
41. As part of Logistics Support, a general engineering workshop will accommodate personnel and assets of the Technical Support Troop Ground Equipment Repair Section. This sub-unit will provide first line maintenance and recovery support for vehicles, weapons, plant equipment and communications equipment.

Aircraft Corrosion Control

42. A new Aircraft Corrosion Control Facility will accommodate special servicing activities required for corrosion protection of rotary wing aircraft operated by 171st Aviation Squadron. These special services all involve a process of inspection, cleaning and lubrication. In some cases, removal of some aircraft parts will be required to ensure optimum protection.
43. This facility is required due to operations in the Sydney Region which will involve the flying of aircraft close to or over the sea.

Logistics compound and facilities

44. Logistic support to 171st Aviation Squadron will include re-use of and refurbishment of the Quartermaster-Store (Q-Store), vehicle workshops and vehicle shelters within Jordan Lines. The Q-Store will accommodate the management and storage of materiel, and the storage and first line repair of weapons.

Vehicle compound and shelters

45. Collocated with the logistics compound at Jordan Lines, a fenced vehicle compound will contain vehicle shelters, open paved spaces for vehicle standing, a number of minor storage buildings and space for vehicle circulation.
46. The vehicle shelters will provide vehicle cover from rain and hail and will accommodate limited secure storage of vehicle related equipment.

Codes and Standards

47. Where appropriate, the design of new facilities will conform to the relevant sections of:

- a. Building Code of Australia;
- b. Relevant Australian Standards and Codes;
- c. Defence Manual of Fire Protection Engineering;
- d. Defence Security Manual;
- e. *Environment Protection and Biodiversity Conservation Act 1999*;
- f. *Occupational Health and Safety Act 1991*;
- g. *Workplace Health and Safety Act* and Regulations;
- h. Australian Defence Force Publication 602 Aerodrome Design Criteria;
- i. International Civil Aviation Organisation Annexe 14;
- j. International Civil Aviation Organisation Aerodrome Design Manual;
- k. Air Standard 90/14 Helicopter and Helipad Lighting and Marking;
- l. Civil Aviation Authority Manual of Standards; and
- m. Australian Operating Conditions Manual of Standards.

Planning and Design Concepts

48. The general philosophy to be adopted in the design of new facilities will incorporate the following considerations:

- the provision of cost effective, robust and utilitarian facilities of energy efficient design suitable for the climatic conditions, and of a style sympathetic to other facilities at Holsworthy Barracks;
- achieving Ecologically Sustainable Development performance targets;
- the adoption of conventional construction techniques and materials; and
- through life costs during design and in the selection of finishes, plant and materials.

49. The design, structure, servicing and siting of new buildings and services will ensure that future expansion is possible. This is of particular importance in sizing and terminating in-ground services.

50. Where appropriate, maximum flexibility will be provided in internal office design and partitioning. Except where the need for security or noise reduction dictates, minimum use is to be made of structural internal walls or columns.

51. In general terms, internal walls in office areas are to be of demountable partition or workstation type to facilitate economical rearrangement. Building services are to be compatible with this requirement.

52. This project will incorporate:

- use of existing infrastructure to minimise capital facilities costs;

- the adoption of conventional construction techniques and materials, commonly used by the construction industry in south eastern Australia;
- the utilisation of readily available and durable materials that combine long life with minimum maintenance;
- sympathy of design and construction features with the existing buildings and precinct; and
- landscaping and the preservation of the visual environment.

53. The building works and services will be fully fitted out, with all communications, light fittings, partitions, floor treatments, furniture and specialist fittings.

54. Air cooled air-conditioning systems are proposed, thus no specific precautions against the Legionella bacillus are considered necessary.

Acoustics

55. Aircraft noise consultants have considered the operation of helicopters at Holsworthy. Their initial study indicates that within and between the proposed facilities for 171st Aviation Squadron, sound attenuation will be important. Specific levels of attenuation will be met, as specified within Australian Standards.

56. Vibration isolation of mechanical plant and equipment is an associated and essential design consideration and the designers and construction contractors will be required to limit vibration levels to comply with the recommended vibration levels as set out in Australian Standards.

Energy Management and Lighting

57. A key design focus enunciated within Defence policy is improved energy management to ensure ecologically sustainable development and the reduction of greenhouse gas emissions. The design of all power supply, electrical and mechanical equipment will include an assessment of energy use applying life cycle costing techniques and power demand analysis, energy efficiency being a key objective in Defence facility projects.

58. Concept designs include an analysis of energy delivery and consumption systems, incorporating an estimate of any additional energy consumption and costs that are expected to result from the implementation of the concepts. Facilities will incorporate building management systems, metering and other provisions to measure energy use and to allow regular energy audits and management.

59. To reduce energy consumption and consequential greenhouse gas emissions, lighting is to be controlled, where possible, by photoelectric switches in conjunction with time switch schedules. This is to include provision of personal sensor controlled lighting to intermittently occupied areas. Lamps are to be high efficiency fluorescent, compact

fluorescent or discharge types. External lighting is to take cognisance of night flying activities and is to be designed to minimise glare and colour distortion.

60. Where appropriate, time switches are to be installed at air conditioner controls to reduce running costs when premises are unoccupied.

Ecologically Sustainable Development

61. Defence became a participant in the Greenhouse Challenge Program with the signing of an agreement with the Australian Greenhouse Office and the concurrent implementation of the Defence Energy Efficiency Program. The Government has set specific energy-efficiency targets that require a reduction in greenhouse gas emissions resulting from Defence facilities operations. The target for the 171st Aviation Squadron facilities is a 4.5 star Whole Building Australian Building Greenhouse Rating.

62. The Defence commitment to the implementation of Ecologically Sustainable Development principles as integral to project delivery, and to subsequent monitoring of facilities performance, means:

- an overall Ecologically Sustainable Development performance target has been determined, and subject to review at various milestones in the delivery cycle. The target for the 171st Aviation Squadron facilities is a 4 star Green Star Rating.
- to help secure good Ecologically Sustainable Development outcomes, integrated design principles and practices have been applied to the project. This will require the close and early involvement of not only the project architects, but ecologically sustainable development, energy, engineering and landscape consultants, and building and maintenance contractors.
- appropriate contract clauses will bind external stakeholders to Defence's Ecologically Sustainable Development objectives, Key Performance Indicators and targets.

Provision for People with Disabilities

63. Facilities for people with disabilities will be provided in accordance with current codes and policies.

Fire Protection System

64. The following philosophy has been adopted in respect of the design of the fire protection systems:

- all construction and fire protection requirements will, as a minimum, be in accordance with the provisions of the Building Code of Australia, the Defence Manual of Fire Protection Engineering and other applicable Codes and Standards;

- Defence requires certification from a suitably qualified Certifier that the design and construction meet the requirements of the Building Code of Australia and the Defence Manual of Fire Protection Engineering, relevant Codes and Standards and any additional State and Defence requirements;
- any recommended departures from the above requirements will be technically assessed by Defence specialist fire protection staff; and
- the successful contractors will be required to produce a Quality Assurance Plan to clearly show how the Building Code of Australia, Australian Standards and any additional Defence requirements in relation to fire protection/fire safety will be met and maintained.

Occupational Health and Safety Measures

65. The facilities to be provided will comply with the Department of Defence Occupational Health and Safety policy, the *Occupational Health and Safety (Commonwealth Employment) Act 1991*, Occupational Health and Safety (Commonwealth Employment) (National Standards) Regulations and the Defence Occupational Health and Safety Manual. State Codes of Practice will be complied with.

Landscaping

66. Landscaping guidelines are included within the draft Liverpool Military Area Master Plan. Landscaping will be water and maintenance efficient, with a minimum of high maintenance areas. It will conform with the existing landscaping, in that mainly native species are proposed with some introduced species that reinforce the use, identity and sense of place within specific areas of the precinct. Stormwater runoff will be captured for irrigation.

ECONOMIC AND SOCIAL IMPACTS

Cost of Works

67. The overall outturned estimate of cost for the 171st Aviation Squadron Relocation is \$92m.

Construction Workforce

68. Over a construction period of about two years, it is estimated that an average of about 200 people will be directly employed on construction activities. In addition, it is anticipated that construction will generate further job opportunities off-site from design, supply, manufacture and distribution of components and materials.

Schedule

69. Subject to Parliamentary approval of the project, construction is planned to commence in May 2006. The project will be completed by mid 2008.

Hours of Work

70. It is planned that all works will be undertaken during normal site working hours. Generally this means site activity can be expected between 7am and 5pm Monday through Friday, and 8am and 5pm Saturdays. It is not expected that any site activity will take place on Sundays. Some military activities may impact on hours of work, but this can generally be forecast and managed through a process of notification and liaison.

Child Care Provisions

71. A 40 place child care facility, "The Little Diggers Centre" has been operating in the Holsworthy area for a number of years. It is intended that this centre will be replaced under a separate project with a 90 place child care/day care centre within the next two years.

Consultation

72. The following authorities and organisations will be consulted during the development of the project:

- a. Commonwealth and State Government Representatives for the area;
- b. Australian Greenhouse Office;
- c. Australian Heritage Commission;
- d. Department of Environment and Heritage;
- e. NSW Premier's Department;
- f. NSW Department of Land and Water Conservation;

- g. NSW Department of State and Regional Development;
- h. NSW Department of Planning;
- i. Integral Energy;
- j. Liverpool City Council;
- k. Campbelltown City Council;
- l. Wollondilly City Council;
- m. Bankstown City Council;
- n. Wollongong City Council;
- o. Fairfield City Council;
- p. Camden Council;
- q. Sutherland Shire Council;
- r. Defence Housing Authority;
- s. Civil Aviation Safety Authority; and
- t. AirServices Australia.

73. In addition to the above organisations, Defence will conduct a wide ranging program of consultation with the local community. This will include the media, local businesses, residents and relevant local organisations. A public environment report will be produced for community consideration and review. This will enable an assessment of the project, and for appropriate action to be taken, in accordance with the *Environment Protection Biodiversity Conservation Act 1999*.

Revenue

74. There is no revenue to be derived from this proposal.

Environmental Impact Assessment

75. The likely environmental impact of the basing of the 171st Aviation Squadron at Holsworthy is the increase in aircraft noise. Luscombe Field was constructed in 1974 and was the permanent base of 161st Reconnaissance Squadron until 1994. The 161st Reconnaissance Squadron was equipped with nine Kiowa light observation helicopters that operated from Luscombe Field routinely. Aviation activity at the airfield reduced significantly with the relocation of the 161st Reconnaissance Squadron but there has been continuing use by fixed wing aircraft up to Caribou size and rotary wing aircraft including Black Hawks. In the lead up to and during the Sydney Olympic Games there was regular use of Luscombe Field by up to 12 Black Hawk and three Iroquois helicopters over a period of 22 weeks. Over the last few years Defence has typically based 10 aircraft at Luscombe Field for a period of one month twice per year to conduct training with Special Forces.

76. As noted under the Acoustics paragraph, aircraft noise consultants have considered the operation of helicopters at Holsworthy and have indicated that it is likely

that no significant impacts from these operations will be identified. However this is a conclusion based on technical parameters. In particular, the significant Australian Noise Exposure Forecast (ANEF) 20 contour generated by Black Hawk operations is contained within the confines of the Holsworthy range boundary for routine training operations. ANEF 20 is the contour beyond which there are no limitations on the construction of homes. There may be some limited impact on areas under arrival and departure tracks for helicopters transiting to or from Holsworthy. Procedures will be implemented to minimize the impact of aircraft noise on the community during arrivals and departures.

77. In recent years artillery firing at Holsworthy has practically ceased, which allows aircraft operating in the range area full and unrestricted access, thereby reducing the requirement to fly over or near the surrounding populated areas. Departure and recovery procedures to the airfield and range area will be strictly controlled by routing and altitude so as to minimise the noise disturbance to the community and on base personnel. As is normal Defence procedure, any noise complaints received are fully investigated and analysed. Areas that are deemed noise sensitive will be avoided unless there is an urgent operational requirement in which case the individuals affected will be pre-warned if at all possible. Any planned increase in the tempo of flying operations associated with intensive exercises will be advertised in the appropriate media to pre-warn the community of the activity. Overall, the intention is for the 171st Aviation Squadron to be welcome in the local and wider community and seen as an important element of the Government's counter-terrorist initiatives.

78. Defence is conducting an initial environmental assessment and will produce a public environment report for community consultation and review. This will enable an assessment of the project, and for appropriate action to be taken, as set out in the *Environment Protection Biodiversity Conservation Act 1999*.

Heritage Considerations

79. There are no heritage issues in relation to the proposal. This has been accepted by the Department of Environment and Heritage.

Indigenous Considerations

80. There are no Native Title claims over the proposed work sites. All works are on Commonwealth owned land, which has been used for Defence purposes for many years and is largely built-up already or used for intensive close training. No known indigenous sites are affected by the project.

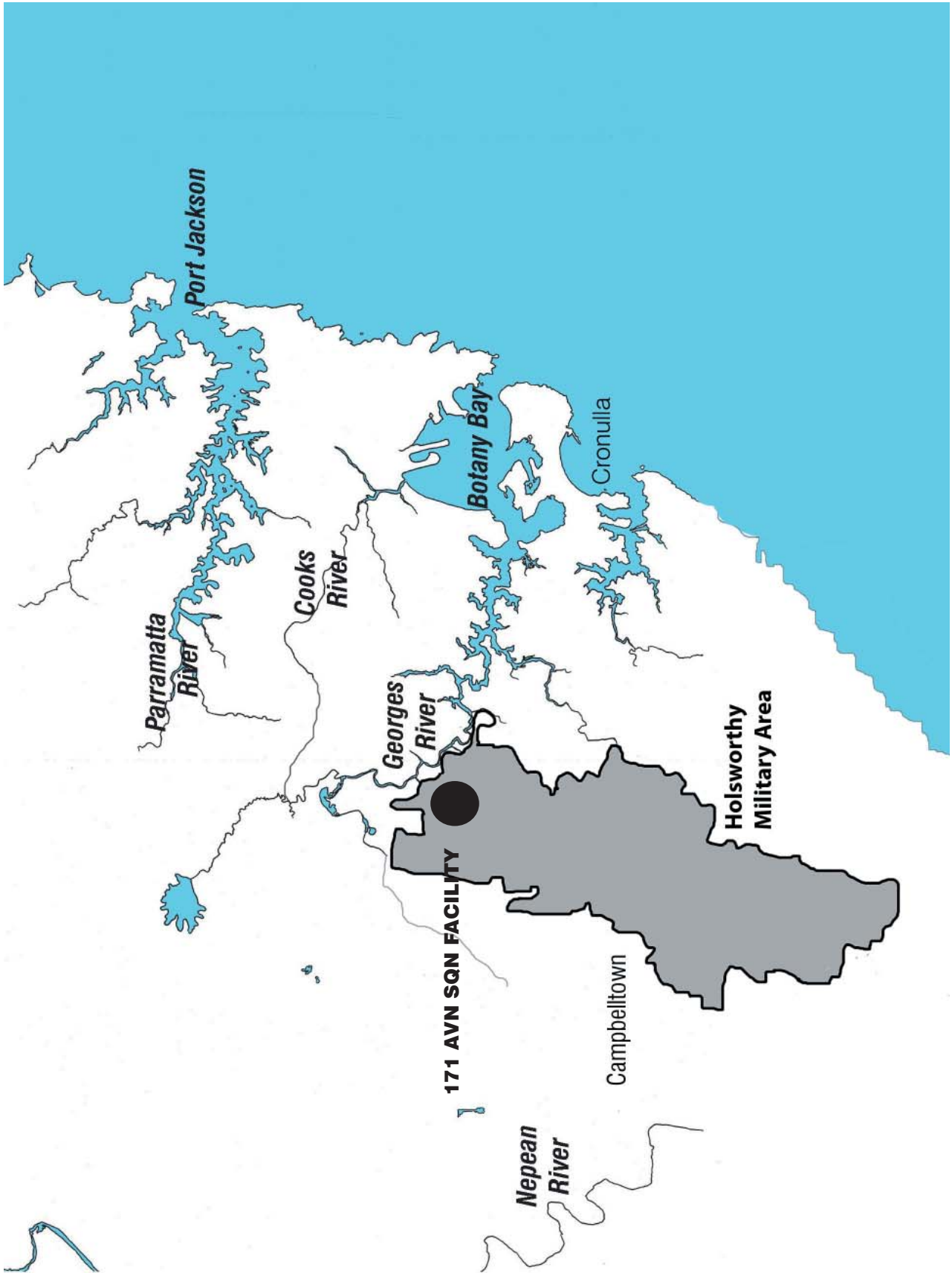
PROJECT DELIVERY AND PROGRAMS

Project Delivery

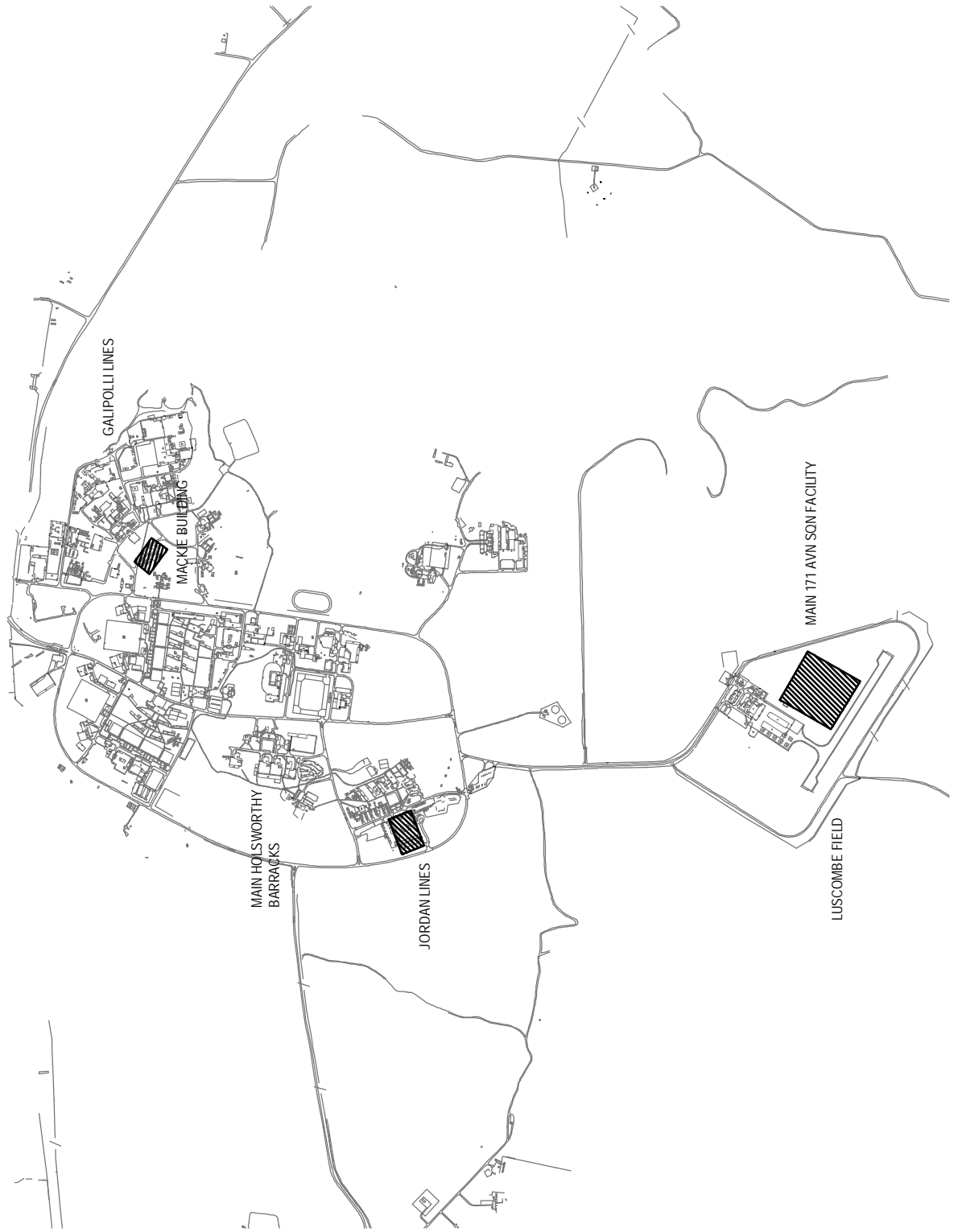
81. The project will be delivered using a proven project management approach. Construction works will progressively occur to ensure the quickest possible completion, while minimising disruption to the affected Army units. The major elements are therefore to be delivered through a traditional process of detailed design and documentation by a Design Consultant, and construction by a number of Head Contracts. Project management will be by a suitably qualified project manager/contracts management consultant.

Schedule

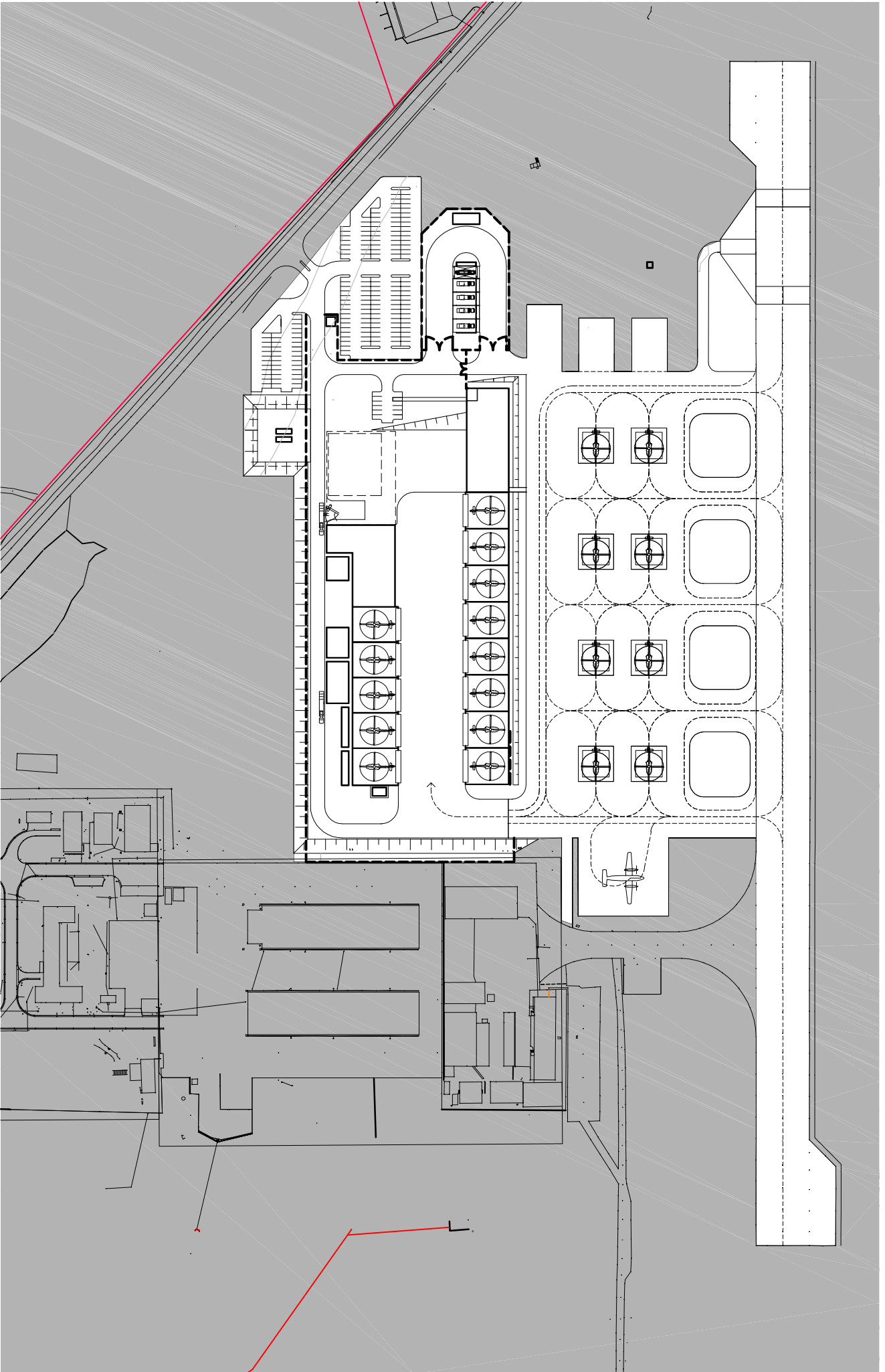
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| Public Works Committee hearing | December 2005 |
| Parliament approval (Expediency Motion) | March 2006 |
| Interim works construction commence | May 2006 |
| Release Request for Tender for Head Contractor | June 2006 |
| Tenders Close for Head Contractor | August 2006 |
| Award Contract | September 2006 |
| Construction commence | September 2006 |
| Interim works construction complete | January 2007 |
| Construction complete | March 2008 |



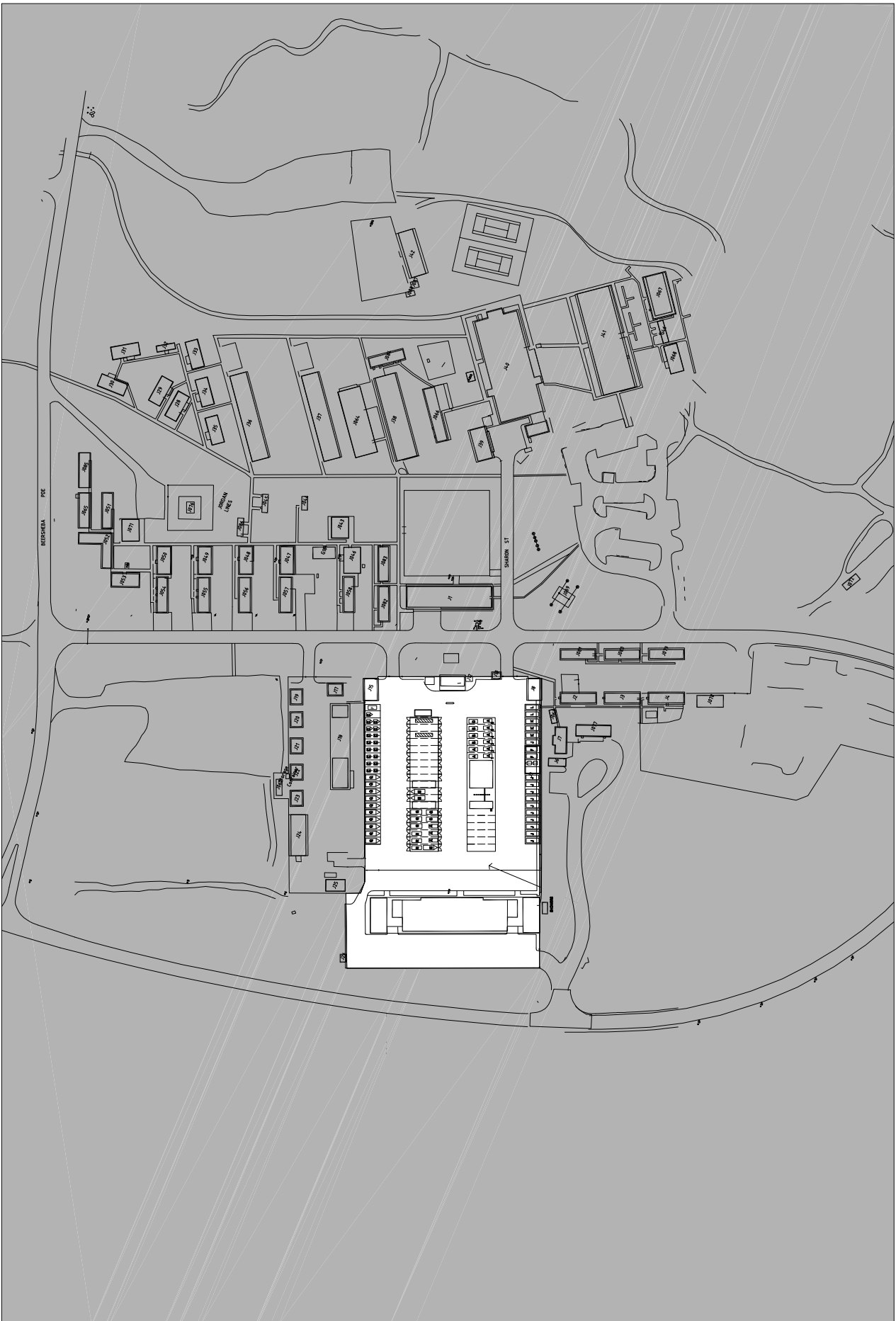
LOCATION PLAN SHOWING LIVERPOOL MILITARY AREA AND 171 AVN SQN WITHIN IT



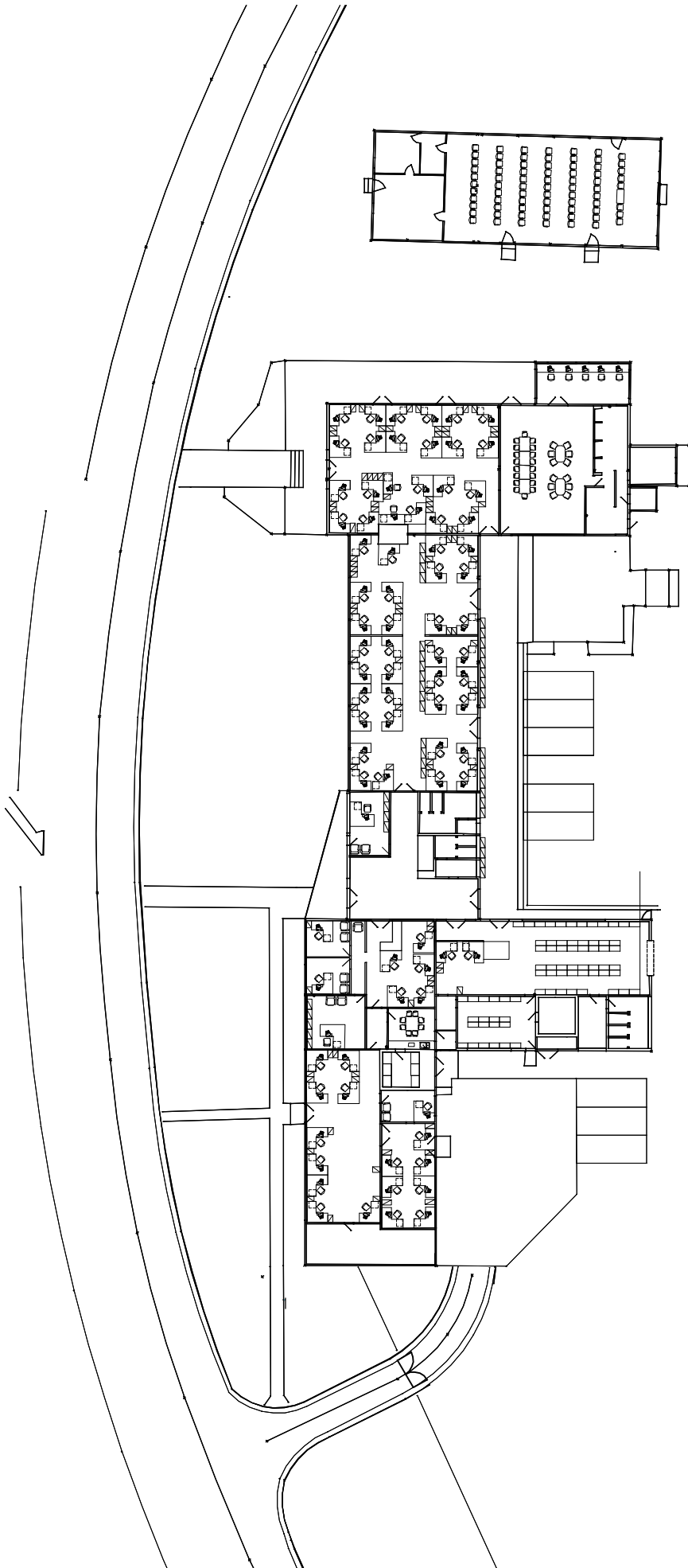
PRECINCT PLAN SHOWING LUSCOMBE FIELD, JORDAN AND GALLIPOLI LINES



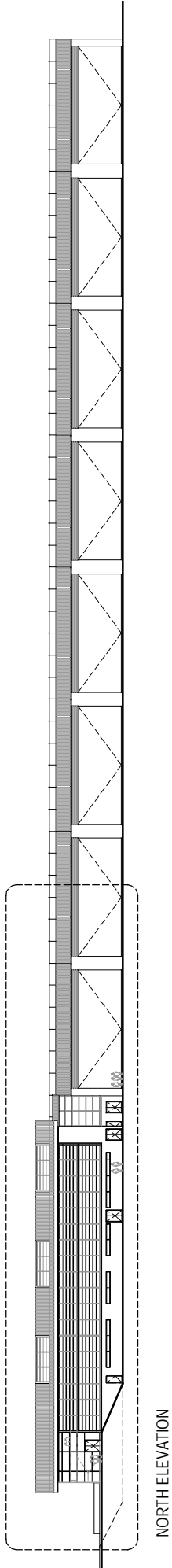
LUSCOMBE FIELD SITE MASTERPLAN



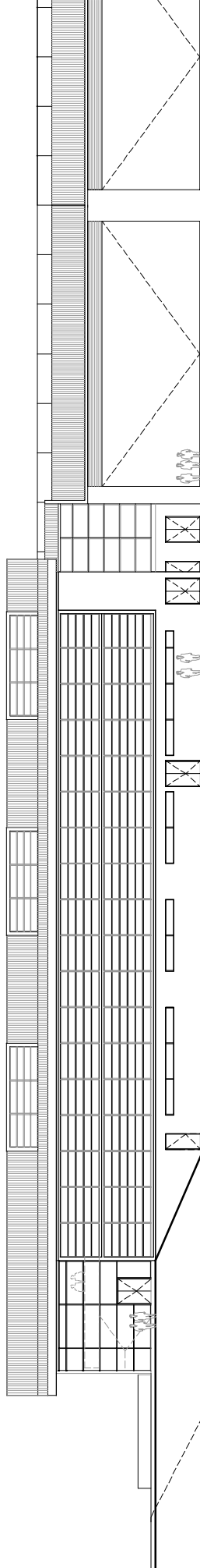
JORDAN LINES LOGISTIC COMPOUND



MACKIE BUILDING PLAN



NORTH ELEVATION



PART NORTH ELEVATION

NORTHERN ELEVATION OF HEADQUARTERS AND AIRCRAFT SHELTERS

