



Appendix D – Definition of a Deseal/Reseal Participant for the purposes of the lump sum payment scheme

Tier 1 - \$40,000

A person who meets any one of the following criteria can test their eligibility to receive a lump sum payment of \$40,000:

1. A person who spent at least 30 cumulative working days on the Fuselage Deseal/Reseal or Respray Programs during the period 1977 – 1982, 1991 – 1993 and 1996 – 2000, whose duties involved working inside F-111 fuel tanks; **or**
2. A person who spent at least 30 cumulative working days on the Wing tank program during the period 1985 – 1992; **or**
3. A person who spent at least 60 cumulative working days carrying out Sealant Rework (Pick and Patch) during the period 1973 – 2000 while attached to an F-111 deseal/reseal section; **or**
4. Boiler and Plant Attendants whose usual place of duty was the Base Incinerator as an Incinerator operator and who spent at least 30 cumulative working days undertaking these duties during the period 1976 – 1986; **or**
5. A person who can demonstrate that they would have met one of the above criteria except for the fact that they:
 - had an immediate physical reaction; **and**
 - required medical treatment or intervention; **and**
 - were given a work restriction or medical fitness advice (PM 101) stating that they should not return to that working environment.

Tier 2 – \$10,000

A person who meets any one of the following criteria can test their eligibility to receive a lump sum payment of \$10,000:

- 1 A person who spent between 10 and 29 cumulative working days on the Fuselage Deseal/Reseal or Respray Programs during the period 1977 – 1982, 1991 – 1993 and 1996 – 2000, whose duties involved working inside F-111 fuel tanks; **or**
- 2 A person who spent between 10 and 29 cumulative working days on the Wing tank program during the period 1985 – 1992; **or**
- 3 A person who spent between 20 and 59 cumulative working days carrying out Sealant Rework (Pick and Patch) during the period 1973 – 2000 while attached to an F-111 deseal/reseal section; **or**
- 4 Boiler and Plant Attendants whose usual place of duty was the Base Incinerator as an Incinerator operator and who spent between 10 and 29 cumulative working days undertaking these duties during the period 1976 – 1986; **or**
- 5 Fire Fighters employed as Instructors whose usual place of duty was the Fire Training School fire pits and who spent at least 60 cumulative working days actively involved in the burning of by-products from the F-111 DSRS process during the period 1976 – 1990; **or**
- 6 Personnel who were **not** involved in tank entry and whose usual place of duty was the Rag Hangar for 60 cumulative working days during the period Dec 1977 - Nov 1983; **or**
- 7 Personnel who were **not** involved in tank entry and whose usual place of duty was Hangar 255, 260, 277 or 278 for a continuous period of 60 cumulative working days during the period 1977 – 1982, 1991 – 1993 and 1996 – 2000; **or**
- 8 A person who can demonstrate that they would have met one of the above criteria except for the fact that they:
 - had an immediate physical reaction; **and**
 - required medical treatment or intervention; **and**
 - were given a work restriction or medical fitness advice (PM 101) stating that they should not return to that working environment.

Note: Only one ex-gratia payment may be made regardless of how many times a person may be eligible. Where a claimant is assessed as eligible for both payments, the higher amount will be paid.

DEFINITION OF A DESEAL RESEAL PARTICIPANT FOR THE PURPOSES OF A DETERMINATION UNDER s7(2) OF THE SRCA

Tier 3

The following personnel should be considered for inclusion in any determination under s7(2) of the SRCA:

- 1 Personnel who worked on the Fuselage Deseal/Reseal or Respray Programs during the period 1977 - 1982, 1991 - 1993 and 1996 - 2000, whose duties involved working inside F-111 fuel tanks; **or**
- 2 Personnel who worked on the Wing tank program during the period 1985 - 1992; **or**
- 3 personnel carried out Sealant Rework (Pick and Patch) during the period 1973 - 2000 while attached to an F-111 deseal/reseal section; **or**
- 4 Boiler and Plant Attendants whose usual place of duty was the Base Incinerator as an Incinerator operator during the period 1976 - 1986; **or**
- 5 Fire Fighters whose usual place of duty was a Unit at RAAF Base Amberley and who were actively involved in the burning of by-products from the F-111 DSRS process during the period 1976 - 1994; **or**
- 6 Personnel who were **not** involved in tank entry and whose usual place of duty was the Rag Hangar during the period Dec 1977 - Nov 1983; **or**
- 7 Personnel who were **not** involved in tank entry and whose usual place of duty was Hangar 255, 260, 277 or 278 during the period 1977 - 1982, 1991 - 1993 and 1996 - 2000; **or**
- 8 Motor Transport Drivers involved in the first deseal/reseal program who came into contact with aviation fuel contaminated with deseal/reseal by-products during the period 1977-1982;**or**
- 9 Maintenance personnel on the air transportable ('rag') hangar who were involved in removing/replacing canvas or dismantling the Hangar during relevant periods in 1978, 1980 and 1984; **or**
- 10 Personnel employed in Engine Test Cell No 1 during the period 1976 - 1986; **or**
- 11 Personnel tasked with entering the Warrill Creek Settling Pond for the purpose of maintaining the physical barrier during the period 1977- 2000.

EXCLUSIONS

This definition should not include others indirectly involved in the DS/RS procedures such as:

1. K Group and 7SD personnel; **and**
2. Dept of Housing and Construction Staff; **and**
3. ADG (or other personnel) who entered Warrill Creek for any other reason; **and**
4. Security Personnel; **and**
5. Work Experience students.

Note:

- *Some personnel have been employed on more than one task giving them different levels of exposure. These personnel should be assessed for the highest level of exposure – for example a member employed on both the Wings Program and one or more of the fuselage programs be assessed for having worked in the fuselage programs.*

Details of Exposure**DIRECT INVOLVEMENT**

- 1** Personnel who worked inside body fuel tanks of the F-111 aircraft for extended periods of time for a cumulative period of not less than 30 working days, removing sealant and / or resealing the tanks. This category is exclusive to personnel employed in the F-111 Deseal/Reseal and Respray programs over the period 1977 to 1982, 1991 to 1993 and 1996 to 2000. The personnel involved include those involved in aircraft preparation, chemical deseal/ water-pick, hand cleaning, barrier application, sealant application, plumbing in, air (dry) checks and fuel (wet) checks. This does not include Motor Transport Drivers who employed as Fuel Tank Drivers who may have been responsible for de-fueling F-111 aircraft prior to Deseal/Reseal activities being undertaken.
- 2** Personnel employed full time on the wing tank program actively removing and replacing sealant for a period of not less than 30 cumulative working days between 1985 and 1992.
- 3** Personnel working on sealant rework (pick and patch) inside fuselage fuel tanks of the F - 111 aircraft for a cumulative period of not less than 60 working days while attached to a Deseal/Reseal section of 501 WG, over the period 1973 to 2000, **plus** those six personnel posted to Sacramento who completed training in deseal/reseal procedures.
- 4** Personnel regularly disposing of Deseal/Reseal products by burning, in particular the Sealant Remover SR51 and SR51A, at the RAAF Base Amberley incinerator for a cumulative period of not less than 30 working days between 1976 and 1986.

INDIRECT INVOLVEMENT

- 1 Personnel who worked inside body fuel tanks of the F-111 aircraft for extended periods of time for a cumulative period of between 10 and 29 cumulative working days, removing sealant and / or resealing the tanks. This category is exclusive to personnel employed in the F-111 Deseal/Reseal and Respray programs over the period 1977 to 1982, 1991 to 1993 and 1996 to 2000. The personnel involved include those involved in aircraft preparation, chemical deseal/ water-pick, hand cleaning, barrier application, sealant application, plumbing in, air (dry) checks and fuel (wet) checks. This does not include Motor Transport Drivers employed as Fuel Tank Drivers who may have been responsible for de-fueling F-111 aircraft prior to Deseal/Reseal activities being undertaken.
- 2 Personnel employed full time on the wing tank program actively removing and replacing sealant for a cumulative period of between 10 and 29 cumulative working days between 1985 and 1992.
- 3 Personnel working on sealant rework (pick and patch) inside fuselage fuel tanks of the F - 111 aircraft for a cumulative period of between 10 and 59 cumulative working days while attached to a Deseal Reseal section of 501 WG, over the period 1973 to 2000.
- 4 Personnel regularly disposing of Deseal/Reseal products by burning, in particular the Sealant Remover SR51 and SR51A, at the RAAF Base Amberley incinerator for a cumulative period of between 10 and 29 cumulative working days between 1976 and 1986.
- 5 Fire fighters permanently posted to a Unit at RAAF Base Amberley and who were actively involved in burning bi-products from the F-111 DS/RS process (including the Sealant Remover SR51 and SR51A) at the fire pits for training and/or disposal purposes, for a cumulative period of not less than 60 working days during the period 1976 to 1994.
- 6 Personnel indirectly involved in DS/RS, for whom their normal place of work was the DS/RS air transportable ('rag hangar') Hangar or Hangars 255, 260, 277 and 278 and who provided direct support to those staff entering F-111 fuel tanks for a period of 60 cumulative working days. This does not include those personnel who may have regularly visited these hangars in the course of their duty.

