

The Proposed Works

Purpose

- 2.1 The purpose of the proposal is to provide facilities to support the relocation of the 171st Aviation Squadron to Holsworthy Barracks, NSW. ¹ The 171st Aviation Squadron is an independent squadron under the direct command of Commander 16th Brigade (Aviation), the primary function of which is to provide troop lift support to the Tactical Assault Group (East) and to the East Coast Special Forces capability at Holsworthy.²
- 2.2 Defence's primary aim in relocating the 171st Aviation Squadron to Holsworthy is to improve the ability of Army aviation to provide troop lift support to the newly established Special Operations command and counter-terrorist capability also located at the Barracks.³
- 2.3 The collocation of dedicated army aviation support with counter-terrorist and special operations forces is expected to enhance capability and improve safety, thus satisfying one recommendation of the Board of Inquiry into the Black Hawk accident that occurred in Townsville in 1996.⁴

1 Appendix C, Submission No.1, Department of Defence, paragraph 4

2 *ibid*, paragraphs 3 and 9

3 *ibid*, paragraph 22

4 *ibid*, paragraph 3

Need

- 2.4 The primary reason for the relocation of the 171st Aviation Squadron to Holsworthy is to provide troop lift support to the newly established Special Operations Command and the east coast counter terrorist support capability based at the barracks. In announcing the establishment of these capabilities, the Government specified that a squadron of helicopters would be based in the Sydney region.⁵

Scope

- 2.5 The proposed relocation project will comprise the following elements:
- Interim Facilities
 - ⇒ refurbishment of Mackie Building, Gallipoli Lines, to accommodate command, operations and logistics elements; and
 - ⇒ accommodation at Luscombe Airfield for technical support, aircraft repair, avionics and repair parts store.
 - Permanent Facilities
 - ⇒ new buildings at Luscombe Airfield to accommodate command and operations, refuelling, aircraft shelters, workshops and aircraft corrosion control functions;
 - ⇒ new apron and taxiways to connect to the existing Luscombe Airfield runway;
 - ⇒ refurbishment of buildings at Jordan Lines to accommodate logistics, vehicle compound and shelters.⁶

Project Delivery

- 2.6 Subject to Parliamentary approval, early works are planned to commence in May 2006, with progressive completion by March 2008. The project will be delivered using a proven project management approach. Construction works will occur progressively to ensure the quickest possible completion, while minimising disruption to the affected Army units. Major elements

5 *ibid*, paragraphs 22 and 23

6 *ibid*, paragraph 27

are to be delivered through a traditional process of detailed design and documentation by a design consultant, and construction by a number of head contracts.⁷

Cost

2.7 The estimated out-turn cost of the project is \$92 million.⁸ This figure includes:

- professional design and management;
- fees and charges;
- construction;
- furniture, fittings and equipment; and
- contingency allowances.⁹

7 *ibid*, paragraph 81

8 *ibid*, paragraph 67

9 Appendix D, Official Transcript of Evidence, page 3