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THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

REPORT

relating to the proposed construction of a

TERMINAL AND OPERATIONS BUILDING

and a

MAINTENANCE AND STORES CENTRE

at

LAUNCESTON AIRPORT, TASMANIA.

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THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS
TERMINAL AND OPERATIONS BUILDING AND MAINTENANCE AND STORES CENTRE,
LAUNCESTON AIRPORT

REPORT

By resolution on 11th September, 1963, the House of Representatives referred to the Parliamentary Standing Committee on Public Works for inquiry and report, the proposal to construct a Terminal and Operations Building and a Maintenance and Stores Centre at Launceston Airport, Tasmania. The Committee have the honour to report as follows :-

GENERAL

1. The Committee took the opportunity to inspect the site of the proposed building when inquiries were being made into the runway proposals at Launceston at the end of 1962. No visit was therefore made on this occasion. Evidence was heard from representatives of the Commonwealth Departments involved in the proposed work, from a wide range of local interests in Launceston and from the major airline companies.

EXISTING FACILITIES

2. The existing building area at Launceston has been developed largely from the installations provided during the war years for the R.A.A.F. Elementary Flying Training School. Hangars, which are too small to accommodate present day aircraft, are now used for freight handling and distribution.

3. Terminal. The accommodation available for the passengers of the two major airline companies is only a little over 3,000 square feet. It is in buildings adapted for the purpose and comprises in part an annexe to one of the hangars. There are frequent occasions when passengers passing through the airport cannot be accommodated in the terminals.

4. Operations. The buildings in which staff engaged in the important work of air traffic control and airways communications are accommodated in ex-R.A.A.F. timber and corrugated iron hutments constructed in war time. They are fast approaching the end of their economic life.

5. Maintenance and Stores. Similar remarks apply to the accommodation provided for maintenance and stores activities.

6. The only new buildings are a control tower erected in 1957 and a fire station which was completed recently.

THE NEED FOR THE PROPOSED BUILDINGS

7. In 1962 the Launceston Airport handled 128,461 passengers (sixth highest in Australia) and 7,546 tons of freight (fourth highest in Australia). There were 11,318 aircraft movements (fifth highest in Australia).

8. This important airline centre is serviced by Viscount and Fokker Friendship aircraft and is expected to be used by Electra and Boeing 727 aircraft and a smaller jet during the next 10 to 15 years. Passenger traffic is expected to rise to 200,000 by 1970 and 300,000 by 1980.

9. The buildings in which the various civil aviation activities are being conducted at Launceston were not designed for the purposes for which they are being used; they are inadequate and they do not provide the standard of accommodation to which the travelling public and the staff who work there are entitled.

10. We are satisfied that there is a need to develop modern terminal, operations, maintenance and stores facilities at the Launceston Airport.

SPACE REQUIRED

11. The size of the proposed terminal and operations building has been determined after taking into account passenger traffic, a 65 per cent load factor and the higher than average ratio of friends to passengers. Possible concentration of aircraft traffic on the apron has been assessed to be 4 aircraft of the size of the Electra or Boeing 727, 2 aircraft of the size of the Friendship and 2 of the size of a smaller feeder type like the Piaggio. It has been assumed that slightly more than 50 per cent of passengers will embark or disembark at Launceston, the remainder either originating at or destined for other ports. Taking these factors into consideration the peak passenger traffic has been assessed as 700.

12. Areas have been set aside for the airline companies to develop freight facilities when they choose to do so. Because of this, the building does not provide for any large freight traffic.

13. The operations area of the building has been designed to provide for all the civil aviation activities at Launceston associated with aircraft movements. This involves communications, air traffic control and search and rescue by the Department of Civil Aviation and meteorological services by the Meteorological Bureau of the Department of the Interior. The Launceston control area covers the whole of Tasmania and an area about half way to the mainland. Space will also be provided for airport administration and amenities.

14. The space that will be available in the building is as follows :-

	sq. ft.
Public areas including public space in restaurants, buffets and toilets	23,000
Concession areas including kitchens, stores and staff rooms serving restaurants and buffets	6,900
Airlines accommodation	3,200
Department of Civil Aviation Operations and Administration, mechanical plant, air-conditioning, etc.	<u>4,100</u>
	<u>50,400</u>

15. The Maintenance and Stores Centre will be some distance from the Terminal and Operations Building. It will accommodate radio, electrical and mechanical workshops, stores, vehicle and plant shelter and staff amenities. There will also be a power house to supply emergency power to the airport.

16. The building has been planned to meet requirements for a period of 10 years to 1975 and it has been designed so that it can be extended with little difficulty towards the apron in the

area which will be developed initially as a forecourt. It will also be possible to extend the building longitudinally towards the north-west and south-east.

17. The Committee are satisfied that the buildings as planned will provide sufficient space for the civil aviation and airline activities at Launceston Airport.

THE PROPOSED BUILDING.

18. The tradition established by the R.A.A.F. in giving the area a garden setting is to be continued. Following the suggestion of His Worship, the Mayor, the rhododendron, extensively planted in Launceston, will be featured and to the extent possible the many fine trees planted by the R.A.A.F. will be preserved.

19. The site. The site has a natural fall from the south towards the airfield on the northern side. The consequence of this is that the ground floor will be 11 feet above the apron on the airfield side. The siting of the building is governed by the aerodrome layout and functional requirements. The passenger lounge will face north-east towards the apron and the operations section will face the south-west.

20. The design. The two main components of the building are the passenger terminal with its associated features and the operations area. The former will be on the apron side of the building and the latter on the "land side".

21. The building will have two floors. The passenger lounge will occupy ground floor space and at each end of it will be the airline traffic offices. Concession areas will be located adjacent to the passenger lounge and their position will be such that they will not hinder the flow of passengers between road vehicles and aircraft.

22. Covered bus docks and baggage reclamation areas are to be located at each end of the building. The layout of the ground floor has been designed to allow for the functional flow of

passenger activities and airline companies operations and to provide convenient facilities for the needs of passengers, friends and visitors.

23. The second floor of the building will not cover the whole area with the effect that the ceiling of the passenger lounge will be at roof level except at one end where a mezzanine floor will provide space for a second passenger lounge or possible future concession area.

24. The balance of the upper floor will be occupied by civil aviation and meteorological activities in space which is to be air-conditioned in order to provide ideal conditions for staff who must operate at the highest efficiency at all times. We support the provision of air-conditioning for this area.

25. In order to prevent noise, fumes and dirt from aircraft operations having an adverse effect on the building, it is necessary to close it as tightly as possible. To achieve this and still maintain satisfactory atmospheric conditions in the building, it is proposed to provide mechanical ventilation. The view has been expressed the climate of Launceston does not warrant air-conditioning in areas which do not have special requirements and we agree with this. We recommend mechanical ventilation as proposed.

26. The building will have adequate toilet facilities for passengers and staff. Rest room and a mothers' room are also to be provided.

27. Sun protection. There has been some suggestion that sun penetration on the south-west side might cause discomfort to the occupant of the operations area. We think this is doubtful and we agree that consideration of the provision of protection to this face should be left until experience shows whether it will be necessary.

28. If it does become necessary, we would not favour the use of louvres or grills but would prefer to see the roof extended to form a hood or vertical panels attached to the columns between windows.

29. Forecourt. Covered ways extending from the exits from the main lounge will link with the covered area and the protecting screen located along the edge of the apron. The forecourt between the protecting screen and the building will be terraced with paths and garden walls and will be planted with lawns and flowering shrubs. Paths will be ramped for easy walking and occasional use by wheel chair passengers.

30. Materials and finishes. In selecting materials and finishes, their durability and economy of maintenance have been considered and where possible, locally derived materials will be used. It is intended to feature Tasmanian timbers in the terminal portion of the building.

31. External doors, window frames and sashes generally will be of aluminium extrusions, while walls will be of local bricks. Floors generally will be finished with vinyl tiles and the roof will be galvanised steel trough type cladding. Windows to the north-east and south-west will be glazed with grey tinted anti-glaro glass.

32. Mechanical services. Mechanical services will include air-conditioning, mechanical supply and exhaust ventilation, heating, domestic hot water supply, fire extinguishers and emergency diesel generating plant.

33. Electrical services. Electrical work involved will include rehabilitation and improvement in the standard of the power supply system of the airport. Lighting generally will be by hot cathode fluorescent fittings. Other electrical services will include power outlets, thermal fire detectors, smoke detectors, public address system, street lighting, flood lighting and power outlets for aircraft servicing equipment.

34. The proposed design of the building and the functional layout have been subject to scrutiny by the major airline operators who have expressed their agreement with it.

35. The construction of the buildings, including the maintenance and stores centre, to the sizes and designs proposed is recommended.

PARKING FACILITIES.

36. Some doubt was expressed by a number of witnesses about the adequacy of the parking space proposed. The need to make adequate provision for tourist buses, which may be meeting passengers travelling under group travel, was also stressed. In view of the persistence of evidence on this feature, the Committee recommend review of the facilities to be provided to ensure that they will be adequate.

ACCESS TO THE TERMINAL

37. The suggestion was made that, instead of single access to Evandale Road for vehicles entering and leaving the terminal area, inward traffic have access at the northern end and outward traffic be provided with access to Evandale Road at the southern end. We believe it would be a wise precaution to discuss this aspect with road transport authorities in Tasmania to ensure that the best road safety practices are adopted.

HISTORICAL DISPLAY.

38. The inclusion of historical features which have an association with development of the airline industry is worthy of active consideration. No difficulty will be involved in finding a prominent place for the Holyman Bell and although local initiative will be required to realize the ambition of displaying a Desoutter aircraft, which was the first airline aircraft to be used between Tasmania and the mainland, we feel that in developing the terminal surrounds, adequate space should be set aside for a permanent display even if it is some time before this can be achieved.

ESTIMATES OF COST

39. The estimated cost of the work proposed is £738,000. Details are set out below :-

Terminal-Operations Building

Building Works	£350,000	
Mechanical Engineering Services	68,500	
Electrical Services	32,000	450,500

(Cont.)

(Cont.) £450,000

Maintenance and Stores Centre

Building Works	63,000	
Mechanical Engineering Services	15,500	
Electrical Services	7,000	85,500

General

Hydraulic Works	18,000	
Civil Engineering	103,000	
Electrical Reticulation and External Lighting	69,000	190,000
Terracing, retaining walls, ramps and garden treatments on apron side	12,000	<u>12,000</u>
		<u>£738,000</u>

CONSTRUCTION TIMETABLE

40. After instructions to proceed with planning are given, it is anticipated that contract documents will take from 6 to 7 months to prepare. Finalization of a contract will involve a further six weeks, and after that, construction is expected to be completed in 15 months.

SUMMARY OF RECOMMENDATIONS AND CONCLUSIONS

41. The recommendations and conclusions of the Committee arrived at after studying the evidence and material submitted are set out below and also alongside each is shown the paragraph to which it refers.

Paragraph

- | | |
|---|----|
| (1) There is a need to develop modern terminal, operations, maintenance and stores facilities at the Launceston Airport | 10 |
| (2) The buildings will provide sufficient space for civil aviation and airline activities at Launceston Airport | 17 |
| (3) Air-conditioning for the operations area is supported | 24 |
| (4) Mechanical ventilation for the areas proposed is recommended | 25 |

- (5) If sun protection for the south-western side of the building is found to be necessary we would prefer other means than the use of louvres or grills 28
- (6) Construction of the buildings, including the maintenance and stores centre, to the sizes and designs proposed is recommended 35
- (7) Review of the parking facilities proposed for cars and buses should be undertaken to ensure they will be adequate 36
- (8) To ensure that the best road safety practices are adopted in providing access to the terminal, it is suggested that discussions be held with road transport authorities in Tasmania 37
- (9) Space should be reserved for permanent display of a Desoutter aircraft 38
- (10) The estimated cost of the work proposed is £738,000 39

R.L. Dean
(R.L. DEAN)

Chairman.

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CANBERRA...A.C.T.

30 OCT 1963