



AVIATION RESCUE FIRE FIGHTING FACILITIES,
NAVIGATION AIDS AND DIGITAL AERODROME
SERVICES PROJECT, WESTERN SYDNEY
INTERNATIONAL AIRPORT

SUBMISSION 1.0
(PUBLIC)

STATEMENT OF EVIDENCE
TO THE
PARLIAMENTARY STANDING COMMITTEE
ON PUBLIC WORKS

This page has been intentionally left blank

EXECUTIVE SUMMARY	5
Project Title	6
Airservices Australia	6
Context	6
Need for works	7
Purpose of works	7
Project description	7
Options considered	8
Scope of works	9
Proposed scope of the preferred option	9
Work Element 1 – ARFF station	10
Work Element 2 – Hot Fire Training Ground	12
Work Element 3 – Navigation, Radio Fibre Network Communications Systems	13
Work Element 4 – Digital Aerodrome Services Camera Mast	14
Work Element 5 – DAS Operations Facility	16
Planning and design concepts	17
Mechanical and electrical services	17
Environmental sustainability	17
Water and energy conservation measures	18
Provisions for people with disabilities	18
Master and site planning, including details of future developments	18
Childcare provisions	18
Fire protection and security measures	19
Acoustics	19
Workplace health and safety measures	20
Other issues	20
Key legislation	20
Heritage and geographical considerations	21
Environmental impact assessments	21
Impact on local community	21
Stakeholder consultation	22
Project cost estimate - ARFF Elements	22
Project cost estimate – Navigation, Radio and Communication Systems Element	23
Project cost estimate – Digital Aerodrome Service Camera Mast	23
Project cost estimate – Digital Aerodrome Service Operations Facility Fit Out	23
Project delivery method	23
Construction program and schedule	24
Revenue	24
Public value	24

EXECUTIVE SUMMARY

1. The Australian Government released the Western Sydney Airport Plan in 2016. The greenfield site at Badgerys Creek was confirmed as the preferred airport location. The Commonwealth-owned company, Western Sydney Airport Corporation Limited (WSA Co) is responsible for the construction of the airport including runways, taxiways, terminals and supporting infrastructure. The airport will be completed and operational in December 2026.
2. To support the development of Western Sydney International (Nancy-Bird Walton) Airport (WSIA), Airservices Australia will provide essential aviation infrastructure, equipment and services to enable safe, secure, efficient and environmentally responsible services in line with our responsibilities under the *Air Services Act 1995*.
3. These responsibilities will be met through the provision of telecommunications, aeronautical data, air traffic control services, navigation services and Aviation Rescue Fire Fighting Services (ARFFS).
4. The overall cost (excluding GST) of the proposed works is estimated at \$98.9m and includes the following components:
 - construction of a new ARFFS facility
 - construction of an ARFF Hot Fire Training Ground
 - installation of navigation, radio, fibre network and communications systems
 - design, fabrication and installation of a new Digital Aerodrome Services (DAS) camera mast
 - fit out of the DAS operations facility at an offsite location.
5. WSA Co has contractual obligations for the construction milestones in accordance with the airport deed. These contractual obligations determine when third parties such as Airservices Australia can access the airport site. The site access conditions result in a condensed timeframe for Airservices' construction activities prior to Operational Readiness, Approval and Transition period, commencing in late 2025.
6. The estimated whole of life cost for ARFFS is \$106m over a 25-year period. The ARFFS facility will include an office space with occupational density of 52m² per person at a cost of \$2,812 per square metre (excluding GST).
7. The estimated whole of life cost for the Advanced Surface Monitoring Guidance Control System (A-SMGCS) is \$21m and for the Instrument Landing System (ILS) is \$20m.

Project Title

8. Airservices Australia, Aviation Rescue Fire Fighting Facilities, Navigation Aids and Digital Aerodrome Services Project, Western Sydney International Airport.

Airservices Australia

9. Airservices Australia is a government-owned organisation established under the *Air Services Act 1995* (the Air Services Act) for the provision of air traffic management, air navigation support (communications infrastructure, radar and navigation aids) and Aviation Rescue Fire Fighting (ARFF) services to the aviation industry.
10. Airservices derives its revenue from the provision of Air Traffic Control (ATC) and ARFF services, which funds its operating expenses and investment in capital works.
11. Airservices operates commercially on a fee-for-service basis and generally receives no Government appropriations. Government funding has been received over the course of the COVID-19 pandemic to offset the significant reduction in revenue resulting from the impact of the pandemic on the aviation industry and ensure Airservices could continue to provide essential services.

Context

12. In 2012, forecasts for the long-term demand for aviation services within the Sydney region indicated that Sydney Kingsford Smith Airport would be unable to accommodate new services by the year 2027 and would have no scope for further growth of Regular Public Transport (RPT) services by 2035.
13. The Australian Government released the Western Sydney Airport Plan in 2016. The greenfield site at Badgerys Creek was confirmed as the preferred airport location. The Commonwealth-owned WSA Co is responsible for the construction of the airport including runways, taxiways, terminals and supporting infrastructure. The airport will be completed and operational in December 2026.

Need for works

Purpose of works

14. The objective of the project is to install and construct infrastructure, equipment, an ARFFS facility, DAS camera mast, and fit out a leased offsite DAS operations facility to enable airport operations and support the delivery of Airservices' regulatory requirements through the provision of air traffic control, aeronautical information and ARFFS.
15. These works are essential for the opening and safe operation of WSIA. The airport's expected operational commencement date is December 2026, with an Operational Readiness, Approval and Transition period commencing in late 2025.

Project description

16. The proposed works involves the installation of airfield navigational and surveillance equipment and infrastructure, including construction of footings, equipment shelters, communication towers and service connections. The installation incorporates a new fibre optic and communications network for Airservices' infrastructure with appropriate redundancy and back-up systems.
17. The works will include the construction of a Category 10 Aviation Rescue Fire Fighting (ARFF) facility to accommodate forecast traffic levels and align with the runway's capacity to handle Code F aircraft (such as the Airbus A380). The ARFF station will be able to accommodate all anticipated aircraft ranging from regional jets and turboprops up to the largest aircraft in operation today. Constructing the station to a Code F aircraft standard and Category 10 services will enable the airport to serve increasing Code F activity as traffic increases and provides an alternate Code F airport to Kingsford Smith Airport.
18. As required by the *Civil Aviation Safety Regulations 1998* and Manual of Standards Part 139H, the ARFF infrastructure will include a Hot Fire Training Ground (HFTG) with capacity to support fire fighter training including in the use of hot fires, tactical positioning and application of extinguishing agents.
19. Extinguishing agents for training purposes will use water rather than foam to eliminate any environmental impact associated with foam. The HFTG will be bunded to ensure all water run-off is captured, recycled and reused for training. The design of wastewater systems is currently under development in consultation with WSA Co.
20. The ARFF infrastructure will also include a Vehicle Maintenance Facility (Emergency Vehicle

Technician onsite facility) to enable servicing and maintenance of ARFF vehicles on premises.

21. The proposed works also includes the design, fabrication and installation of the DAS camera mast, a camera washing system, a lighting protection system, low-intensity obstruction lighting and the construction of footings and service connections. The installation includes fibre optic cabling from the camera mast to the lease boundary to connect to the Airservices communication network. Cameras will be installed at the top of the mast to capture a 360-degree view of the airfield and images will be relayed to a DAS operations facility, which will be located offsite.
22. The scope of works at the DAS operations facility includes the fit out of an existing office space at a data centre in Sydney to establish an air traffic control operations room, stand down room, a management area and provide a secure facility that is capable of achieving an aviation Zone 2 security requirements (this refers to the level of assurance in building and physical security required for sharing of sensitive and security classified information and assets). Existing staff amenities at the data centre will be shared.
23. The proposed works are a critical enabling element for the operation of WSIA, all works are scheduled to be operational by December 2026.

Options considered

24. Two options were considered by Airservices to meet the need to construct and install the facilities and infrastructure with the required capacity and functionality. The detailed assessment of each option considered available siting options, physical space requirements, legislative compliance and total project cost and value for money.

Option A – ARFFS Station, HFTG, traditional air traffic control tower, navigation aids (not recommended)

25. The scope would include the construction and installation of a fire station, vehicle maintenance area, Hot Fire Training Ground, navigation aids, and a physical air traffic control tower.
26. Construction of a new tower was discounted due to:

- availability of a Digital Aerodrome Services solution that enables air traffic controllers to provide air traffic management services from remote locations using cameras installed at the airport rather than a physical air traffic control tower
- comparatively high cost of designing, constructing and maintaining a tower with greater environmental impact and risk.

Option B – ARFFS Station, HFTG, navigation aids, Digital Aerodrome Service (Preferred Option)

27. Option B is assessed as the preferred option. The scope includes construction and installation of a fire station, vehicle maintenance area, Hot Fire Training Ground, navigation aids, Digital Aerodrome camera mast and fit out of DAS operations facility leased at an offsite location.

28. This option delivers the following benefits:

- reduced asset footprint with DAS operations facility leased offsite and allowing scalability of service in the future
- cost savings by avoiding the cost of building and maintaining a physical control tower and expensive infrastructure
- introduction of DAS technology to enable safety enhancements through alerting and artificial intelligence functionality, the augmentation of human capabilities and removal of physical limitations such as line of sight.
- modernise aerodrome services to deliver safer, scalable and cost-effective aerodrome services through digital transformation.
- enables Airservices to meet its obligations and construct and install the required infrastructure within the time constraints for the opening of the new airport
- provides an ARFF facility capable of providing CAT 10 services to meet future requirements.

Scope of works

Proposed scope of the preferred option

29. The scope of works proposed for the preferred option is outlined below. Airservices has undertaken comprehensive planning, site investigations, stakeholder consultation, and requirements development to determine the scope of the proposed works.

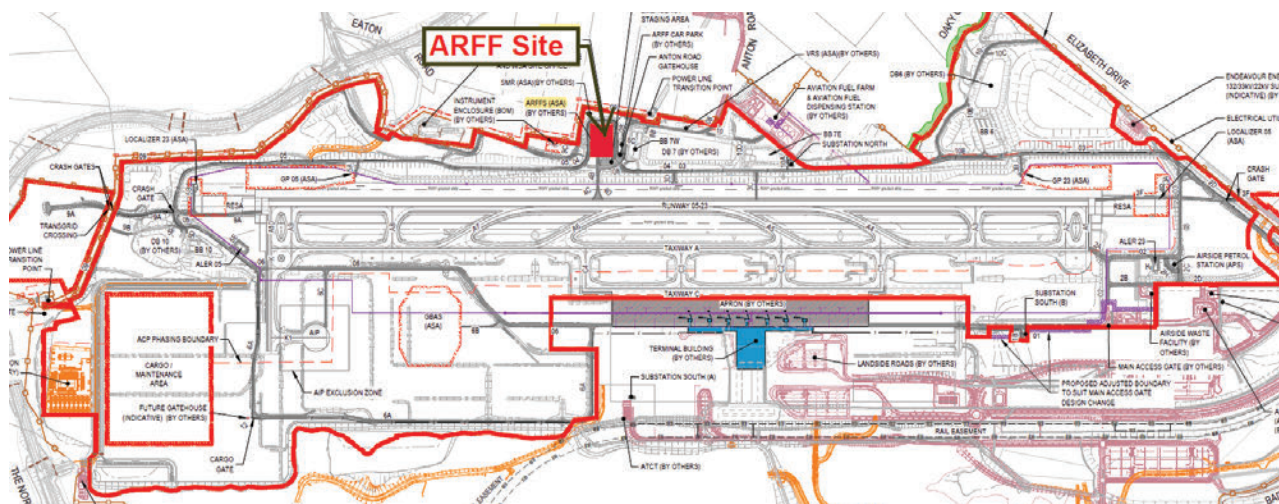


Figure 1: Overall WSIA Site Layout with ARFF Site Location

Work Element 1 – ARFF station

30. The ARFF station will be built to provide CAT 10 services and will include the following areas as outlined in the floor plan at Figure 3:

- office space to accommodate 18 members of the ARFF crew, training, maintenance and service teams, meeting and stand down rooms
- kitchen, gymnasium, dormitory, storage, laundry and amenities lockers and gender-neutral amenities
- personal protective equipment (PPE), breathing apparatus rooms
- communications rooms
- vehicle maintenance area for onsite Emergency Vehicle Technician (EVT) capability
- large tender bays to accommodate Ultra Large Fire Vehicles (ULFV) equipped with High Reach Extendible Turret (HRET)
- Digital Fire Control Centre
- Augmented Reality (AR)/Virtual Reality (VR) training area
- equipment and communications room to accommodate ARFF communications systems, Navigation Aids (NavAids) systems and Digital Aerodrome Services (DAS) onsite equipment (some Aerodrome Air Traffic Management (ATM) System and Visual Reproduction system

Video Stitching servers). Other DAS equipment will be offsite (the VCS (Voice Control Switch) and the VREC (Voice/Video Recording) equipment

- provision of power and space for communications equipment to the Surface Movement Radar (SMR) and the Digital Aerodrome Services (DAS) camera mast
- staff car park with capacity for 55 vehicles
- capacity for future integration of an Electric Vehicles fleet.
- fire training control room and amenities.

31. Airservices commissioned Airbiz to undertake an options analysis to determine the optimal location for the ARFF station from the locations available to Airservices. The siting options are limited by regulated requirements such as line of sight requirements and response times. The selected site will enable Airservices to meet these requirements.

32. The overall ARFF and Hot Fire Training Ground layout is shown in Figure 2.

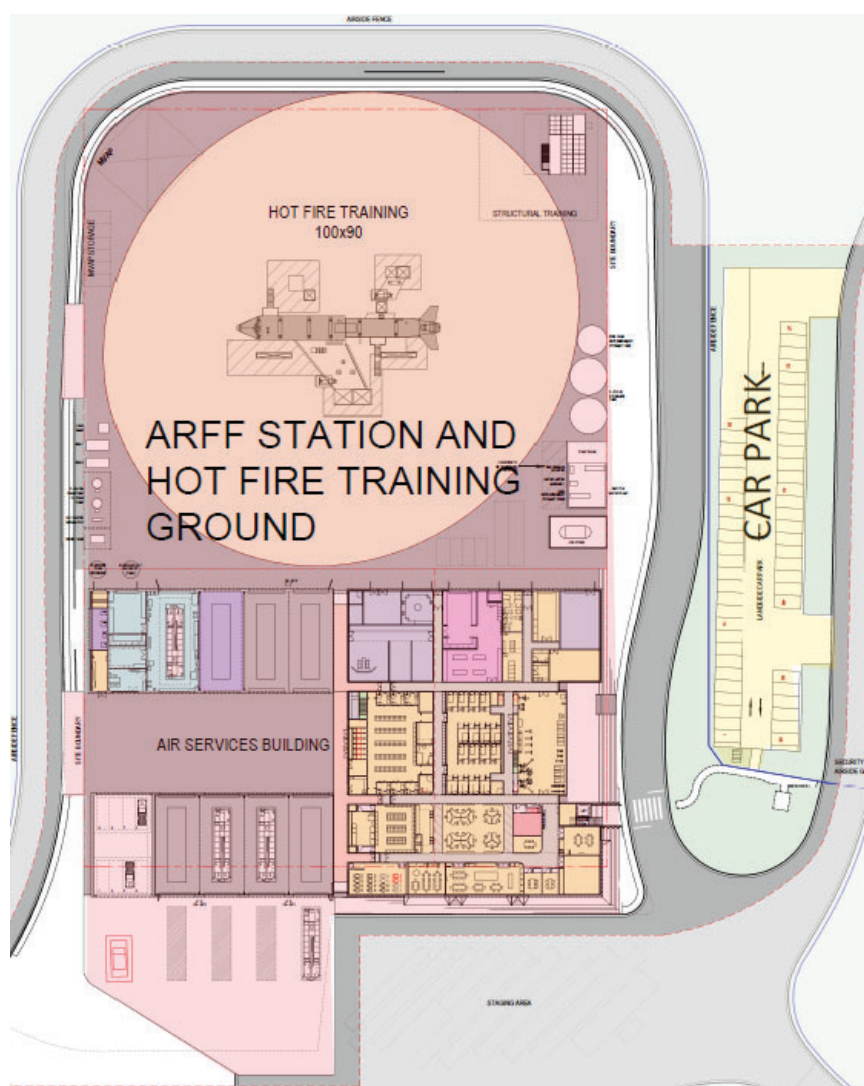


Figure 2: Overall Site Layout for Work Elements 1 and 2 - ARFF Station, Hot Fire Training Ground and Car Park Site Layout



33. The Hot Fire Training Ground (HFTG) will include the following infrastructure:

34. The options analysis for the ARFF station also considered the requirements for the selection of the site for the HFTG. The selected site will enable Airservices to construct and install the training facilities needed and meets all regulated requirements.

Page 12 of 26

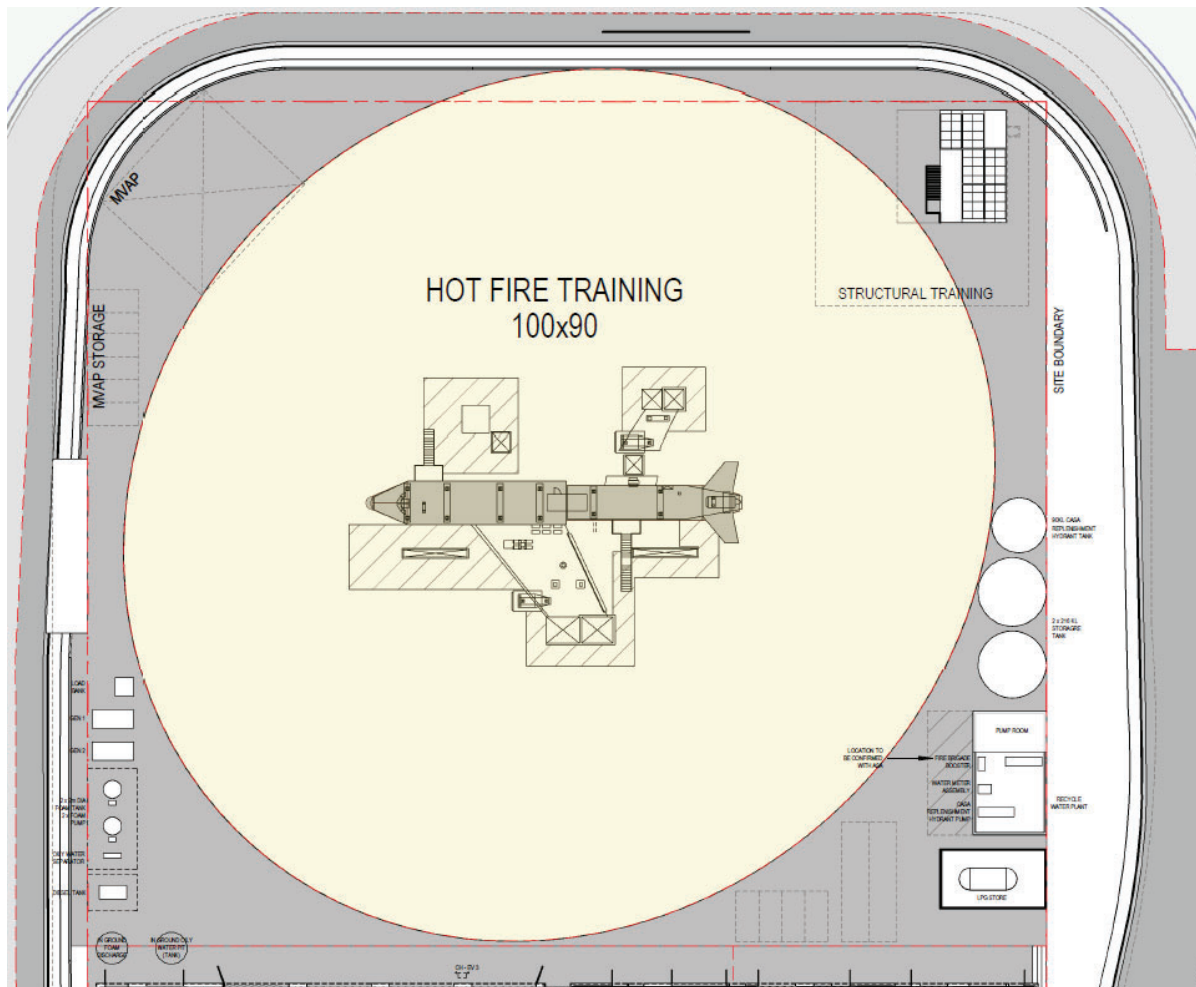


Figure 4: Hot Fire Training Ground

Work Element 3 – Navigation, Radio Fibre Network Communications Systems

36. The proposed works will include civil works and construction associated with the following navigation and radio systems:
 - Navigation – Instrument Landing System (ILS)
 - Navigation – Distance Measuring Equipment (DME)
 - Navigation – Automatic Dependent Surveillance – Broadcast (ADS-B)
 - Surveillance – Advanced Surface Monitoring and Ground Control System (ASMGCS)
 - Radio – Very High Frequency (VHF)
 - Network – Fibre optic cabling
37. Civil works are required to prepare sites for the installation of new air navigation aids and the fibre and communication networks. The siting options for the installation of the proposed airfield navigation equipment are limited by the requirements of the equipment such as line of sight, proximity, obstacle clearance, critical areas, cabling and coverage. The selected sites

are based on these limitations and requirements.

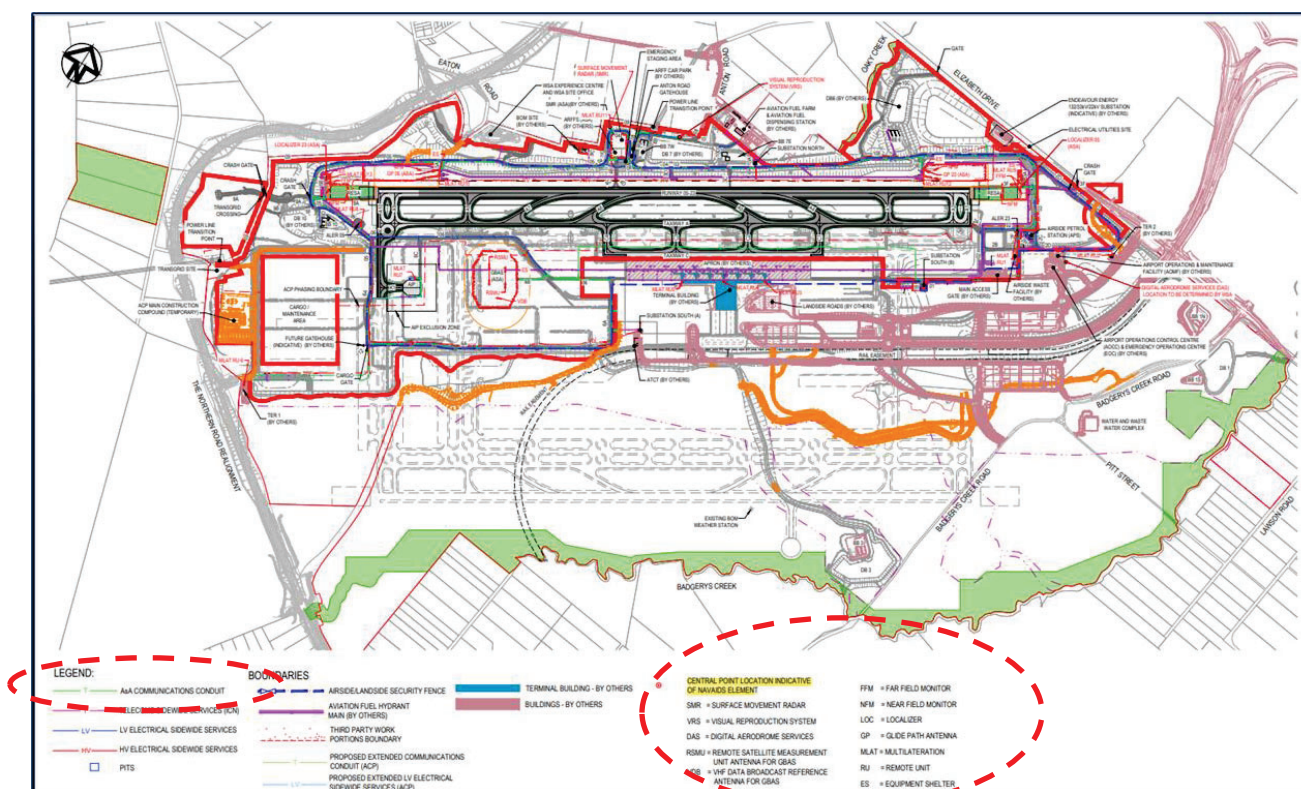


Figure 5: Navigation, Radio Fibre Network Communications Systems

Work Element 4 – Digital Aerodrome Services Camera Mast

38. The proposed works will include the design, fabrication and installation of a Digital Aerodrome Services (DAS) camera mast and includes the following:

- mast (estimated to be 36 metres high) and cameras to be mounted on top of the camera mounting platform
- raft foundation suited to local conditions
- 16 high resolution cameras covering 360° of air space, four additional hotspot cameras and three Pan Tilt Zoom (PTZ) cameras with integrated light gun and one infrared will be installed on top of the mast
- cameras with the capability to capture aerodrome sound
- a material winch with capacity to lift more than 50 kg of material to the top of the mast
- an effective lightning protection system
- low intensity lights to fulfil aircraft warning requirements of the International Civil Aviation Organization (ICAO) Annex 14
- a grill to prevent unauthorised access to the climbing ladder by unauthorised persons
- a climbing ladder system and a protective system to minimise risk of falling from heights
- a camera washing system that facilitates washing of the cameras at the top of the mast

- a cable tray / channel provided parallel to the fixed ladder systems for installation of cables.
39. The importance level of the structure is deemed “Mission Critical” and the mast will be built to a Level 4 structure.
40. Design and fabrication work prior to installation of the Digital Aerodrome Services (DAS) mast. Civil works are required to prepare the site for the installation of the new mast. The selected site for installation of the proposed camera mast takes into account clear line of sight, obstacles and critical areas and proximity.

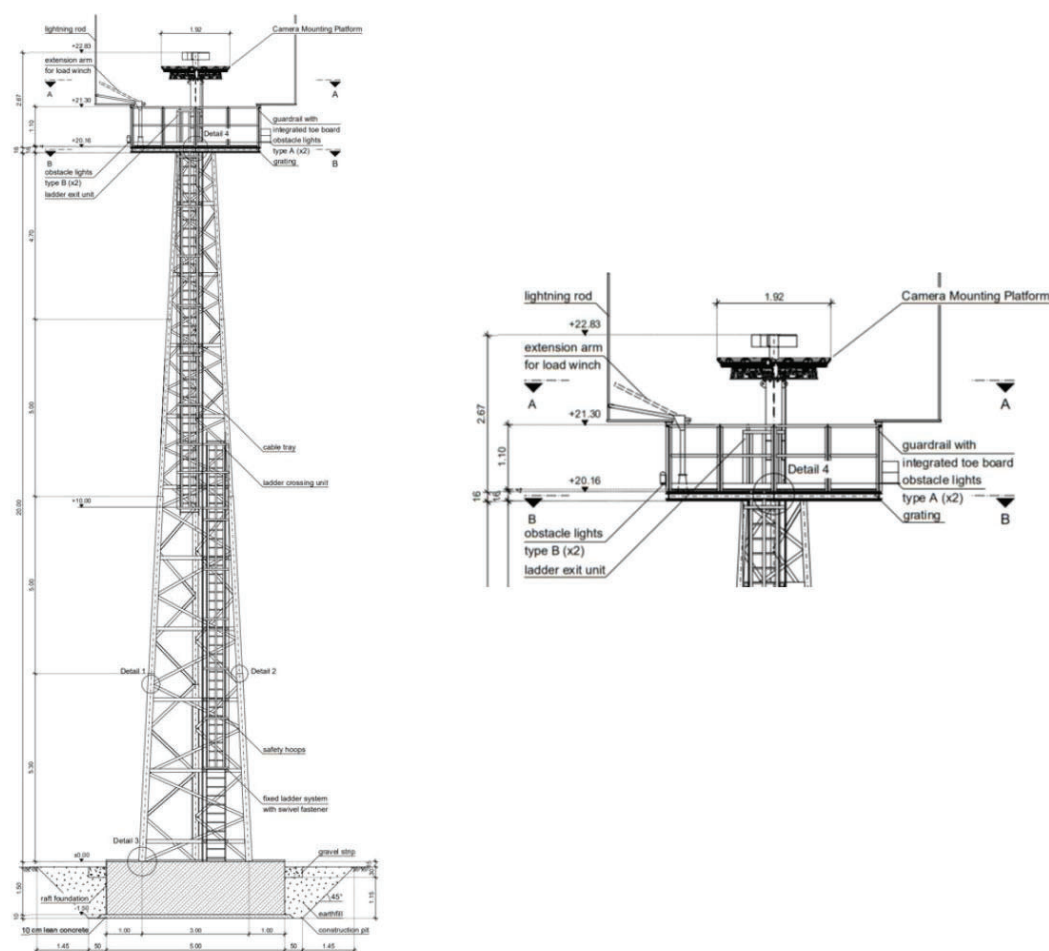


Figure 6: Digital Aerodrome Services Camera Mast (Representative Structure)

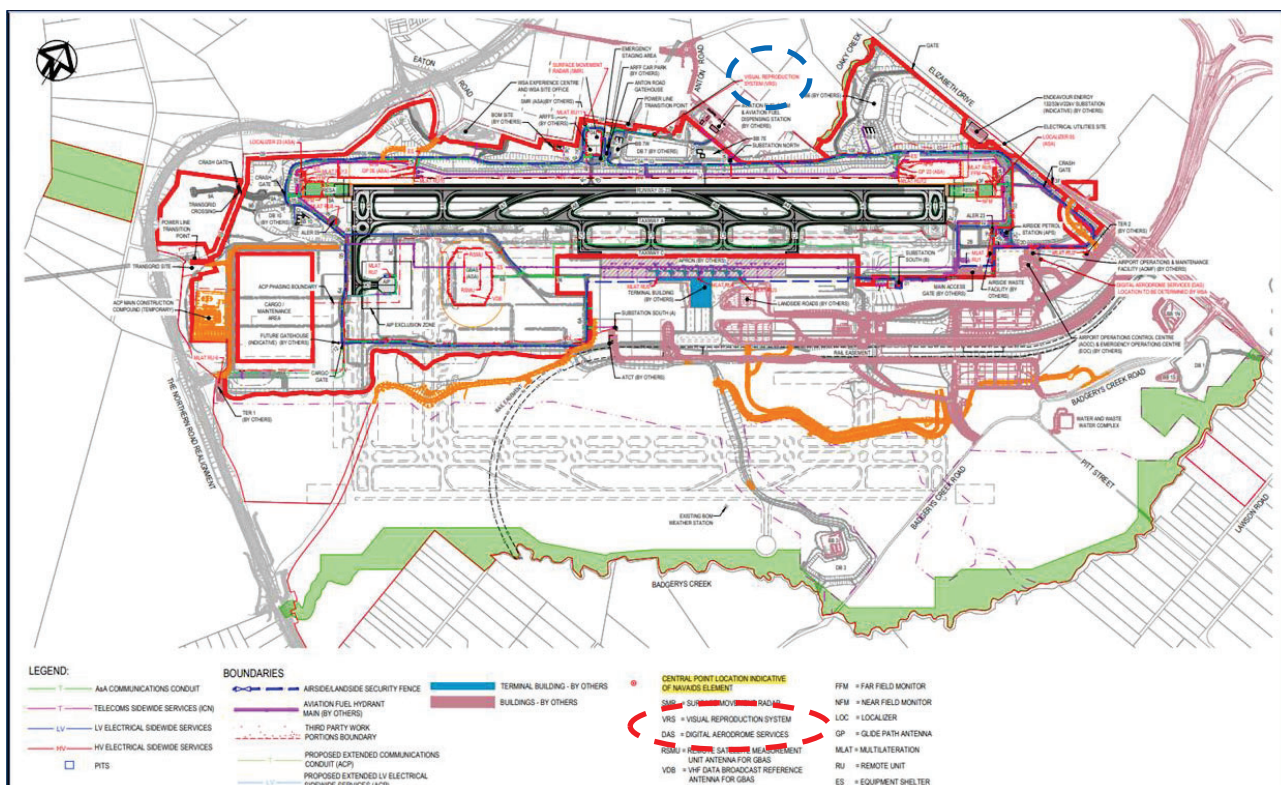


Figure 7: Digital Aerodrome Services Camera Mast Location

Work Element 5 – DAS Operations Facility

41. The scope of the proposed works at the DAS operations facility includes the fit out of an existing office space with a maximum of 201m² at an offsite data centre and will include the following:
 - operations area with a floor space of 150m² to accommodate a maximum of five controller working positions. DAS operational equipment will be installed at each of these working positions
 - a stand down room with a floor space of 6m²
 - a management area including briefing rooms, office space and meeting rooms with a floor space of 45m²
 - a fit out and upgrade to ensure the facility is capable of achieving an aviation Zone 2 security requirements
 - access to a conference room, kitchen facilities, change room, shower, other amenities and secure parking are expected to be shared at the data centre location
 - other DAS equipment will be installed in an existing high secure equipment area that meets a minimum of Security Zone 3 requirements with access restricted to Airservices staff.
42. The selection of the data centre will be based on the ability of the centre meeting the operational, technical and security requirements.

Planning and design concepts

43. The planning and design considerations for the ARFF station include:

- meeting a design life of 25 years for operational areas and the DAS camera mast
- complying with relevant government legislation, building codes and standards in relation to energy use and management, stormwater management, water conservation and water recycling, and environmental sustainability
- compliance with the Building Code of Australia importance level 4 (with regards to earthquake and wind loads)
- accommodation layouts to meet all relevant work health and safety standards, Airservices' office accommodation guidelines, inclusive workplace standards and the Civil Aviation Safety Authority (CASA) operational requirements
- the functional requirements of the facilities and infrastructure
- security requirements
- whole-of-life cycle cost and value for money requirements.

Mechanical and electrical services

44. Mechanical and electrical services installed will meet the specific operational and functional needs of the facilities, including the relevant thermal comfort, ventilation and air quality requirements.
45. The new ARFF station will include generators, fuel pumps, electrical distribution boards, and uninterruptible power supply systems.
46. The engineering services systems installed will meet required standards and be reliable and flexible to meet the requirements of a CAT 10 facility.
47. Navigation electrical systems will include generators and uninterrupted power supplies to deliver high availability and reliability to meet the operational requirements of ICAO Annex 10 standard.

Environmental sustainability

48. Airservices has adopted an Environmental Sustainability Strategy which defines actions and targets to minimise the environmental impact of our services and improve our sustainability performance. The project will include the following key objectives in the design and construction of the proposed works:

- 4 Star NABERS Energy (office)
- 4 Star NABERS Water (office) BCA 2022 Section J.

49. The project will meet Airservices' environment and sustainability performance requirements as stipulated in Airservices National Operating Standard (AA-NOS-ENV-0004). These focus on minimising energy, waste and water use, and also aim to improve biodiversity and indoor environment quality.

Water and energy conservation measures

50. The facility will meet all applicable government legislation, regulations, building codes and standards in relation to water and energy use and management including:
- design options that aim to reduce the operational cost of energy and water consumption over the life of the asset to enable the delivery of the targeted sustainability ratings
 - Construction Management Plan (CMP) to manage the site works, including a waste management plan.
51. The HFTG will be bunded to ensure all water run-off is captured, recycled and reused for training purposes.

Provisions for people with disabilities

52. The ARFF facility will be designed to comply with Australian Standard 1428.1 - Design for Access and Mobility and the National Construction Code (NCC). A Building Surveyor has been engaged to assess compliance with the *Disability Discrimination Act 1992* requirements during design development.

Master and site planning, including details of future developments

53. The ARFF facility is integrated with the new WSIA Precinct Plan to achieve the CASA response requirements to incidents at the airfield and other operational requirements. The utility infrastructure for the ARFF facility has been coordinated and integrated with the new WSIA infrastructure.

Childcare provisions

54. The proposed works are within the airside restricted area and as such there is no provision for childcare facilities on site as part of the project.

Fire protection and security measures

55. The ARFF facility construction will include the installation of fire detection, fire suppression and portable firefighting equipment and extinguishing systems to comply with National Construction Code (NCC) and Australian Standards requirements.
56. The ARFF construction will include the following fire systems designed as required to meet the National Construction Code (NCC/BCA) and Australian Standards:
- inground fire mains around the ARFF facility
 - external fire hydrants located outside the ARFF facility
 - fire tanks and pumps as main water supply for the hydrant system
 - water hydrant replenishment system (including tank and pump with 30 litres per second capacity to refill emergency fire service vehicles)
 - fire hose reels inside the ARFF facility
 - smoke detection and alarm system
 - Multi-Aspirating Smoke Detection Systems (MASDs) for critical rooms of the facility
 - Emergency Warning and Intercommunication System (EWIS).
57. Storage tanks for firefighting agent will be designed and constructed to comply with the regulatory requirement for a minimum of 200 per cent reserve of firefighting foam and dry chemical powder to be stored on site.
58. The ARFF station will be designed with firewall separation between different Building Code of Australia (BCA) building classification functions and the fire resistance of all structures will comply with National Construction Code (NCC) requirements.
59. The facility will be constructed to align with the requirements of the Australian Government's Protective Security Policy Framework (PSPF) and Information Security Manuals (ISM) security standards.
60. Each building that houses or supports navigation equipment will comply with the National Construction Code (NCC) and Australian Standards requirements for fire containment.

Acoustics

61. An appropriate level of acoustic treatment will be provided for the operational areas, support offices and dormitories to reduce the ambient operational airfield noise, as well as mechanical plant and traffic noise. The internal building acoustic levels will be designed to comply with

the requirements of the National Construction Code (NCC).

Workplace health and safety measures

62. The project and facilities will comply with Airservices safety management systems and workplace health and safety policies and procedures as well as the Work Health and Safety Act 2011 and Work Health and Safety Regulations 2011 (Cth) and the relevant Codes of Practice.
63. Project safety and work health and safety specialists within Airservices will undertake work health and safety, and program safety assessments to ensure all impacts are identified and correctly managed.
64. In accordance with the *Federal Safety Commissioner Act 2022*, the builder for the facility will be required to be an accredited builder under the WHS accreditation scheme.
65. The construction site will be within the airside restricted area and will be appropriately secured to prevent unauthorised access. No public safety risks have been identified.

Other issues

Key legislation

66. The following key legislation is applicable to this project:
 - *Air Services Act 1995*
 - *Environment Protection and Biodiversity Conservation Act 1999*
 - Airports (Building Control) Regulations 1996
 - Airports (Environmental Protection) Regulations 1997
 - *Aviation Transport Security Act 2004*
 - *Building and Construction Industry (Improving Productivity) Act 2017*
 - *Work Health and Safety Act 2011*
 - *Fair Work Act 2009*
 - New South Wales State Planning Policy
 - *Disability Discrimination Act 1992*
 - *Airports Act 1996*.
67. The project will be consistent with applicable standards, codes and guidelines, the WSIA Master Plan, airport environmental policies and landscaping and planting plans.

Heritage and geographical considerations

68. The Environmental heritage considerations for this project were considered under the WSIA Environmental Impact Statement and associated Construction Environmental Management Plans.
69. The site is within the airside boundary of the WSIA precinct and as such does not present any significant geographical issues associated with this site.

Environmental impact assessments

70. Airservices' on-ground developments and operations on federally leased airports are required to comply with the Airports Act 1996, Airports (Environment Protection) Regulations 1997 and *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act). The legislation sets out the environmental direction and targets for activities including reducing energy and water consumption, reducing waste generation, preventing land contamination, conservation of heritage and biodiversity, ensuring good air quality, and environmentally sustainable design principles of buildings.
71. The environmental considerations for this project have been considered under the WSIA Environmental Impact Statement and associated Construction Environmental Management Plan (CEMP).
72. Any increase in waste during construction will be managed in accordance with the Airservices waste management hierarchy framework and the Environmental Protection (Prescribed Waste) Regulations 1998.
73. The construction activities will comply with the WSIA Construction Environmental Management Plan (CEMP) procedures. The construction contractors will prepare a CEMP for endorsement by the WSIA environmental team.

Impact on local community

74. The works are not expected to have a significant impact on the local community, as the construction and siting are located within the existing WSIA airport development compound. The airport is not yet operational and there will be no impact to airport operations during the project.
75. The proposed works are expected to have a positive impact on the local community through the generation of temporary employment opportunities for construction and building

contractors to support the works.

Stakeholder consultation

76. The following internal stakeholders have been consulted in the design phase:

- Operational staff
- ARFF Standards
- Environment and Sustainability
- Engineering, technical and maintenance staff
- Project staff and work health and safety specialists.
- Human Factors specialist
- Physical and Cyber Security

77. Airservices is consulting further with both internal and external stakeholders, including airport and appropriate government departments. This engagement commenced in August 2022.

78. In line with the project's communication plan, the project team has continued to engage key internal stakeholders through the distribution of project newsletters and conducting several staff forums/workshops in order to inform and update staff on the project's progress through the design phases.

79. As the proposed works are located within an area of land leased by Airservices, extensive and ongoing consultation is being undertaken with WSA Co.

Cost Effectiveness and Public Value

80. The total cost estimate of the proposed works is \$98.9 million (excluding GST).

Project cost estimate - ARFF Elements

81. The estimated cost of this element of the proposed works is \$86 million (excluding GST). This estimate is based on an analysis of the concept design by the Design Consultants' Quantity Surveyor (QS) as well as an independent QS who also conducted a comparison with actual costs obtained from comparable projects. The estimate is at a P80 level of confidence and incorporates all construction and consultant costs, design fees, fit out costs, internal labour, travel and risk and contingency provision. A detailed cost breakdown is provided in the confidential cost estimate submitted separately (Submission 1.1).

Project cost estimate – Navigation, Radio and Communication Systems Element

82. The estimated cost of the Navigation, Radio and Communication Systems elements of the proposed works is \$9.5 million (excluding GST). This estimate was based on an analysis of civil works for a standard equipment installation required for a new runway. A Quantity Surveyor (QS) also independently conducted a comparison with actual costs obtained from comparable projects. The estimate is at a P80 level of confidence and incorporates all construction and consultant costs, design fees, fit out costs, internal labour, travel and risk and contingency provision. A detailed cost breakdown is provided in the confidential cost estimate submitted separately (Submission 1.1).

Project cost estimate – Digital Aerodrome Service Camera Mast

83. The estimated cost of the DAS camera mast component of the proposed works is \$1.72m. The estimates for Work Element 4 (DAS camera mast) have been developed based on similar scope of work to design, fabricate and install a DAS camera mast at Canberra. The input for these estimates is sourced from the DAS Canberra Airport Mast Procurement and Installation Statement of Work.

Project cost estimate – Digital Aerodrome Service Operations Facility Fit Out

84. The estimated cost for Work Element 5 (DAS facility fit out) component of the proposed works is \$1.72m. These estimates have been developed based on previous scope of work to fit out an operations facility and upgrade to a higher aviation security zoning requirement. The inputs for these estimates have been sourced from Technical Operations Centres (TOC) Facilities fit-out project - Melbourne and Brisbane.

Project delivery method

85. All Airservices projects are managed in accordance with Airservices' Project Program and Portfolio Management Framework, which is based on four project life-cycle stages – Start up, Define, Execute and Close. An independent 'gate' review is conducted at the end of each stage to ensure readiness to proceed to the next phase.
86. Airservices has appointed a Program Manager, Project Managers and a program support team for its WSIA program. In order to meet specific legislative and internal requirements, Airservices has developed management systems that comprise policies, procedures and

accountabilities in the areas of safety management, systems engineering management, environmental management, operational management, risk management and financial management. All projects must comply with these management systems, which includes engaging resources from each specialist area to develop management plans, documents, validate and sign-off requirements, and approve final designs, work plans and other deliverables. Specific engineering roles within Airservices are delegated power under the Air Services Act and associated legislation to approve engineering requirements, design and commissioning readiness.

87. External resources include consultants during the planning phase for cost and design planning and specialised assessments. Independent consultants, including a quantity surveyor and principal design consultant, engineering reviewer have been engaged via a tender process. Their services include the requirements review and finalisation, concept design, schematic design, detailed design, engineering review, cost management, assistance with the head contractor tender and award, and construction and defects liability phase services.
88. The works will be delivered by external contractors managed by Airservices' project managers.

Construction program and schedule

89. Subject to parliamentary approval, the construction work is scheduled to commence by Quarter 4 2023 and be completed by Quarter 2 2025.
90. The completion of the works is critical to the opening and operation of WSIA.

Revenue

91. The project is funded under the Airservices Investment Plan. Airservices charges airlines and aircraft operators for services and this revenue funds its capital expenditure requirements. Charges levied are subject to extensive consultation with these customers and are regulated by the Australian Competition and Consumer Commission (ACCC) under the Prices Surveillance sections of the *Competition and Consumer Act 2010*.

Public value

92. The work will provide fit-for-purpose infrastructure, equipment and facilities from which essential Air Traffic Control and Aviation Rescue Fire Fighting services will be performed. The work is a key enabler for WSIA to reach operational status for the aviation industry and the

community.

93. WSIA will improve access to aviation services for the Sydney region and will help to resolve the long-term aviation capacity constraints in the Sydney basin. It will contribute significantly to the economic and social outcomes for the region and the Australian community more broadly. WSIA also enables the evolution of service delivery across the aviation network, opening up new routes and enabling growth.
94. The project will generate short-term employment during the construction and installation phase and will provide ancillary employment opportunities in a number of areas. These employment opportunities will be managed under the relevant Airservices procurement processes (professional panels of vacancies advertised on the Airservices external website).
95. The ARFF project cost plan has been developed based on the Concept Design and has been benchmarked against other recent similar facilities by Airservices. The project will undertake Value Management workshops to review design options with the aim of identifying the preferred design option that satisfies the requirements of the project and presents the best value for money for the Australian Government.

