



AUSTRALIAN SENATE

**STANDING COMMITTEE ON RURAL AND REGIONAL AFFAIRS AND TRANSPORT**

**REFERENCES COMMITTEE**

23 May 2019

Mr Jason Harfield  
Chief Executive Officer  
Airservices Australia

Dear Mr Harfield,

**Inquiry into the provision of rescue, firefighting and emergency response at  
Australian airports**

I write to you on behalf of the Senate Rural and Regional Affairs and Transport References Committee (committee) regarding the new Brisbane Airport runway and the location of the new Aviation Rescue Fire Fighting (ARFF) fire station.

The committee has received correspondence raising concerns with both the location and the cost of the new station. The correspondence is attached (Attachment 1).

This correspondence suggests that, as of 16 May 2019, the new station was 'days away' from the commencement of construction, despite the chosen location for the station having no line of sight to the runway, or a fire control centre. A further email suggests that the site selected for the new station costs considerably less than the \$25 million which was originally sought by Airservices Australia to fund construction of the ARFF site.

The committee asks that you provide it with a response to the claims made in the attached correspondence. The response should include a timeline as to the construction of the new station. A response by Friday, 31 May 2019 would be appreciated.

The committee would look to make any response from Airservices public on its webpage, alongside the original correspondence. If you have concerns about the publication of the response, please set out these concerns and the harm that could occur if the information was to be publicly disclosed.

If you require any further information, please contact the committee secretariat.

**Senator Glenn Sterle**

**Chair**

## ATTACHMENT ONE

### Email 1

Received 1 May 2019

*I also believe the honourable Senator Gallacher may have uncovered a discrepancy with the questioning of Airservices during the Brisbane hearing. He questioned the EGM regarding the funding of the station and at the public works committee seeking \$25 million for the new station and it having line of sight. The site selected by Airservices is less than \$15 million and no line of sight. What is strange, is that site 2 recommended by the firefighters and Union was \$26 million with line of sight.*

*I may be reading too much into things, but Airservices may have sought funding using site 2 and then funded site 3. If so where has the \$10-\$12 million been syphoned off too. This may or may not be a line of questioning that the committee may wish consider in future estimates hearings.*

### Email 2

Received 16 May 2019

*The Airservices Executive minus the CEO were at Brisbane fire station yesterday afternoon for a meet and greet, also to answer any questions of staff.*

*They have stated at this forum that the new NPR station is days away from having the first sod turned and they will address issues later on.*

*There will be no line of sight or a fire control centre (FCC) at new station, they will have cameras installed in current FCC. Building on site 3.*

*Obviously the hearings have changed nothing and ASA just roll along "Business as usual".  
Did they submit paperwork as requested?*

*Operational staff know this is being built in the wrong site. The senators received the information from ASA that the regulations state line of sight FCC and the public works approved for a line of sight facility.*

*Is there anyway of fixing what will be a lemon of a facility and not provide the best outcome for the flying public?*



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Senator Glenn Sterle  
Chair  
Senate Rural and Regional Affairs and Transport References Committee  
PO Box 6100  
Parliament House  
CANBERRA ACT 2600

Dear Senator Sterle

**Inquiry into the provision of rescue, firefighting and emergency services at Australian airports**

Thank you for your letter dated 23 May 2019 providing Airservices an opportunity to respond to concerns raised with the Committee regarding the location and cost of a new Aviation Rescue Fire Fighting Service (ARFFS) fire station at Brisbane Airport.

Fire station location

The selection of the site for the new secondary fire station was subject to a very detailed options identification and assessment process to identify the best possible location to support Airservices provision of a rescue fire fighting service.

An initial review of feasible station locations in 2015 identified three possible sites for further detailed assessment (in addition to the existing main and satellite station sites), having regard to the aerodrome layout approved in the airport master plan.

Subsequent detailed assessment of the possible options considered factors such as: the ability to meet regulated response times, the ability to observe all landings and take-offs from the Fire Control Centre (FCC), any impact on air traffic control tower line of sight, the ability to meet the opening date of the new runway, and cost.

The options analysis identified two preferred options as having the fastest response times, the least amount of operational risk, and providing the best opportunity for ARFF to save the maximum number of lives in the event of an incident. Both options involved retaining the existing main fire station and building a second station more accessible to the new runway. The two options for the location of the second station were identified as 'site 2' (option 3) and 'site 3' (option 4).

The options analysis identified that due to the significant surcharge works required at site 2, construction at this location could not be completed in time for the planned opening of the new runway.

Site 3 was selected as the preferred option on the basis that it had the fastest response times of the remaining options, would allow ARFFS to meet required response times to all runways, could be completed in time to support the new runway opening, and involved significant lower capital costs than site 2.

The options assessment identified that proposed future airport development expected post-2035 would impact the line of sight from an FCC at the new fire station. To mitigate this, Airservices has obtained Civil Aviation Safety Authority approval to install viewing cameras to enable fire fighters to observe all landings and take-offs from the new runway at the existing main station. Runway viewing cameras are a well-established technology currently utilised to support operations at eleven ARFFS locations around Australia.

### Cost and timeline

I can confirm that the expected cost of the new station at site 3 is in line with estimates provided to the Parliamentary Standing Committee on Public Works (PWC) in 2017, and there has been no change to the site location identified in that submission.

The overall budget of \$24.92m included in the 2017 submission was for the entire program of works to support the new runway, including \$18.9m for a new fire station and approximately \$6m for air navigation related infrastructure.

Construction of the new fire station will commence in the week of 3 June 2019, and is expected to take 15 months to complete, in time for the planned opening date of the new runway. Please find a project timeline to commissioning at [Attachment A](#).

I trust this information will be of assistance to the Committee. I am happy for it to be published on the Committee's website as you have proposed.

Yours sincerely

Jason Harfield  
Chief Executive Officer

31 May 2019

## ATTACHMENT A: New Brisbane fire station construction timeline

Key Milestone	Date
Construction contract executed	May 2019
Construction commenced by no later than	June 2019
Practical completion achieved by no later than	May 2020
Operational readiness achieved by no later than*	August 2020

\* subject to confirmation of the opening date of the new runway