

Parliamentary Standing Committee on Public Works

REPORT

relating to

BRISBANE AIR TRAFFIC SERVICES CENTRE

(Eleventh Report of 1990)



THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
1990

The Parliament of the Commonwealth of Australia
Parliamentary Standing Committee on Public Works

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**MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE
ON PUBLIC WORKS**

(Thirty-fifth Committee)

Mr Colin Hollis MP (Chairman)
Mr William Leonard Taylor MP (Vice Chairman)

Senate

Senator Bryant Robert Burns
Senator John Robert Devereux
Senator Paul Henry Calvert¹

House of Representatives

Mr Ewen Colin Cameron MP
Mr Lloyd Reginald O'Neil MP
Mr Russell Neville Gorman MP
Mr Bruce Craig Scott MP

¹Appointed 24 August 1990 vice Senator Dr Glenister Sheil

Secretary: Mr Peter Roberts

Inquiry Staff: Mr Michael Fetter (Secretary)
Mrs Di Singleton (Secretarial Support)

EXTRACT FROM
THE VOTES AND PROCEEDINGS
OF THE HOUSE OF REPRESENTATIVES

No. 15 dated Thursday, 13 September 1990

18 PUBLIC WORKS COMMITTEE - REFERENCE OF WORK -
BRISBANE AIR TRAFFIC SERVICES CENTRE: Mr Beddall
(Minister representing the Minister for Administrative Services),
pursuant to notice, moved - That, in accordance with the
provisions of the *Public Works Committee Act 1969*, the
following proposed work be referred to the Parliamentary
Standing Committee on Public Works for consideration and
report: Brisbane Air Traffic Services Centre.
Mr Beddall presented plans in connection with the proposed work.
Debate ensued.
Question - put and passed.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

BRISBANE AIR TRAFFIC SERVICES CENTRE

By resolution on 13 September 1990 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for consideration and report the proposal for the construction of Brisbane Air Traffic Services Centre.

THE REFERENCE

1. The proposed Air Traffic Services Centre will be a vital component in the Civil Aviation Authority's productivity investment program. It will enable upgraded radar data to be displayed at new radar display consoles. It will also provide the necessary accommodation to permit consolidation and rationalisation of remote air traffic services units to Brisbane.
2. The proposal is to rehabilitate the former Australian Airlines domestic terminal building located at the old Brisbane Airport. The Civil Aviation Authority (CAA) has purchased a 14 hectare site at the old airport, including the former Australian Airlines building, to enable it to ultimately consolidate and collocate all its off-airport activities at the one location. The proposal referred to the Committee will be the first facility for this site. All future development will be independent of this proposal and subject to separate approvals.
3. The CAA's estimate for the proposal is \$9.7 million at June 1990 prices.

THE COMMITTEE'S INVESTIGATION

4. The Committee received a submission and drawings from the CAA and took evidence from its representatives at a public hearing in Brisbane on 22 October 1990.

5. Prior to the hearing the Committee inspected the former Australian Airlines terminal at the old Brisbane Airport, the buildings currently occupied by the Brisbane Area Approach Control Centre and the Flight Services Centre and the Brisbane Airport Control Tower.

6. A list of witnesses who gave evidence at the public hearing is at APPENDIX A.

7. The Committee's proceedings will be printed as Minutes of Evidence.

BACKGROUND

8. In July 1988 the CAA assumed responsibility for the management of the national airways system. Since then it has proceeded with the implementation of an Airways Productivity Investment Program the main elements of which are to:

- integrate Air Traffic Control (ATC) and Flight Service (FS) staff and functions into a single Air Traffic Services organisation
- consolidate and rationalise Air Traffic Service functions and staff into fewer, larger Air Traffic Service Centres

- modernise airways facilities by the introduction of new technology
- rationalise airspace management by the implementation of an airspace classification plan based on International Civil Aviation Organisation (ICAO) standards

9. A number of requirements for accommodation in the Brisbane area generated by equipment upgrading and consolidation stem from the investment program. The key projects with accommodation requirements are as follows:

- the extension of radar coverage along the Queensland coast; currently radar sensors are being installed at Cairns and Coolangatta and the CAA proposes to install radar sensors on Stradbroke Island and near Rockhampton, Mackay and Townsville - the RASPP project
- the proposed replacement of existing radar sensors at Brisbane Airport - the RASPP project
- the replacement of radar processing and display systems at Brisbane - the RADREP project
- the consolidation of remote Flight Service Units within Queensland and northern NSW into an integrated Air Traffic Services facility at Brisbane - the Consolidation project

THE NEED

10. The existing Flight Service Centre and Area Approach Control Centre and support facilities are located in a group of buildings adjacent to Airport Drive, Brisbane Airport. The site is owned by the Federal Airports Corporation and buildings are 25 years old. The buildings were originally designed to support an operational staffing level of 75. They are now used by 165 operational staff.

11. The CAA program to replace the radar processing and display system at Brisbane will require a building to accommodate the equipment by mid 1992. The consolidation project, which will be implemented during 1992 to 1996 will also require accommodation for operational and technical staff as well as for training and support.

12. The CAA advised the Committee there is a requirement for approximately 6 800m² of accommodation in Brisbane to be allocated amongst various functional elements as follows:

	M ²
· Air Traffic Control and Support	2 200
· Technical Services and Support	2 500
· Building Services	1 500
· Administrative/Social	600
· Total	6 800

13. The area of the existing Flight Service/Area Approach Control Centre is approximately 2 000m²

Existing Facilities

14. The existing building suffers from a number of serious deficiencies which the Committee was advised are as follows:

- there would be insufficient space in the room housing the Area Approach Control Centre to allow for the orderly installation and testing of new radar displays and consoles, while still permitting existing equipment to operate efficiently
- the existing Flight Service Centre has been refurbished on a number of occasions and offers no additional opportunity for expansion
- the rooms housing technical equipment are at capacity and provide no room to house the additional equipment required; the new equipment must be installed and tested before the existing equipment can be removed
- existing staff amenities are inadequate for the number of staff working in the building

Air Traffic Control training facilities are housed in a demountable building; the CAA believes this is an undesirable situation

the emergency power generation plant is nearing the end of its economic life, is unsuitable for use with the new generation equipment to be provided and would need to be replaced. The power requirements for the new generation equipment are far more stringent than those of the equipment it will replace.

Committee's Conclusions

15. Existing facilities housing the Civil Aviation Authority's Area Approach Control Centre and Flight Service Centre in Brisbane will be inadequate to house new generation equipment being acquired to replace existing out-moded equipment. The old equipment must remain operational during the installation and testing of the new equipment. There is a need for 6 800m² of accommodation for equipment and operational and support staff.

ALTERNATIVES CONSIDERED

16. The basis for the consideration of alternatives was the provision of accommodation for the replacement of radar processing and display systems, Flight Service consolidation and other major components of the Airways Productivity Investment Program, including the integration of Air Traffic Control and Flight Service staff and functions. Alternatives considered have

cost and time estimates but do not include technical facilities associated with other major projects such as replacement radar.

Alternative 1

17. This alternative would involve the collocation of the radar replacement equipment consolidated with Flight Service activities within the former Australian Airlines terminal building at the domestic terminal site at the former Brisbane Airport. The CAA believes this alternative would give physical meaning to the integration of Air Traffic Services. It was also allow a clean engineering and operational solution because it would not require major works to be carried out in an operational environment.

18. The estimated cost of this alternative would be \$36.94 million with completion by August 1992. An allowance for building fitout of 9 months has been allocated.

Alternative 2

19. This alternative envisages the collocation of the radar replacement equipment and personnel and the consolidated Flight Service Centre within the existing centre. To accommodate the requirements additional floor space of 4 000m² would be required, more than half being associated with operational requirements. The additional space cannot be provided from within the existing building envelope, necessitating major building works. The remaining requirement, associated with technical services, could be provided by altering and extending existing maintenance buildings. The Committee noted during its inspection that one building has a very uneven

floor, evidence of uncertain subsurface conditions.

20. Adoption of this alternative would require existing operational services to be maintained during construction, refurbishment and the integration of facilities. Two other factors militating against the adoption of this alternative revolve around the ownership of the land on which the existing centre is located and the location of the site. The land is owned by the Federal Airports Corporation (FAC). The Committee was advised that there is a possibility that the FAC may elect not to renegotiate the lease terms due to the non-airport nature of the buildings. The site is also directly below a future aircraft approach path for Brisbane Airport.

21. The estimated cost of this alternative would be \$39.13 million with completion by December 1992. This estimate includes the refurbishment of existing facilities and alterations or additions to the maintenance buildings; the new building component would take 12 months.

Alternative 3

22. This alternative envisages the relocation of all Air Traffic Services functions outside the Brisbane metropolitan area. The CAA advised that the chosen site should offer all the advantages of a capital city with the appeal of semi-rural living conditions. Nevertheless, despite these attractions, this alternative would be relatively expensive, costing \$71.56 million with a completion date of mid-1993 which allows for a period for site selection and purchase. The alternative was rejected by the CAA because it is costly, would cause disruption to the Authority, staff and their families. In short, it cannot be justified in terms of providing a cost-effective service

to clients.

Favoured Alternative

23. The CAA believes Alternative 1 as the most favourable option for the following reasons:

- it provides physical meaning to the integration of air traffic services and provides a sound base for the implementation of Airspace Management and Air Traffic Services
- it allows for unconstrained development of a "clear site" and a smoother transition between old and new equipment systems
- it allows for work to commence immediately without interference to existing operational facilities and functions
- it is the only alternative which can provide accommodation for the new radar displays and data processing system to meet current scheduling.

Collocation with Control Tower

24. The Committee questioned the CAA about the desirability of locating the Air Traffic Services Centre adjacent to the control tower at Brisbane Airport. The CAA advised that in some locations it is desirable to have staff interchange between the two functional areas; this will be the case in Cairns and Coolangatta. The size of the operation at Brisbane, and its

eventual configuration, does not of necessity require interchange of staff on a day by day basis between the two areas. The CAA therefore believes there are no operational advantages in having Control Tower and Air Traffic Services staff closer together.

Committee's Conclusion

25. The location of a modern Air Traffic Services Centre in the refurbished former Australian Airlines terminal offers cost and operational advantages over other alternatives examined.

THE PROPOSAL

Scope

26. The proposal is a rehabilitate the former Australian Airlines Domestic terminal building, located on the Domestic Terminal Site (DTS) at the old Brisbane Airport. The Committee was advised that the accommodation to be provided will be for the Brisbane Flight Services Centre and the Brisbane Area Approach Control Centre and five new area approach control radar positions. Space will also be provided within the new Air Traffic Services Centre for associated technical support facilities and technical and clerical support staff. The second stage of the project will be the progressive relocation of remote Flight Service Units from Queensland and northern NSW into the same building. This is currently planned for 1992 to 1996.

27. It is proposed to allocate space for the various functional areas as follows:

- Air Traffic Services and support areas - 2 200m²; this will be the largest element in the proposed centre and other areas will support this function. It will include space for operational training, administration and amenities
- Technical Services and support areas - 2 500m²; the maintenance support and equipment areas are vital to the operation of the equipment to be installed. Provision has been made for administration, amenities, service access and a loading bay
- Building Services - 1 500m²; this area will contain the electrical and mechanical equipment including standby power and air conditioning plant
- Administrative Support and social - 600m²; this zone will accommodate amenities including staff dining and recreation facilities as well as areas for the administrative support of the entire complex and the focal point for public access to the centre

Changes in Requirements

28. It was initially proposed that the refurbishment provide 6 000m² of total floor area; this was increased to 6 800m², the increase being allocated to operational, technical and building services functions. The CAA advised that it had continued to refine and define the functional requirements which need to be accommodated in the proposed building. This refinement had revealed that 6 000m² would be insufficient to meet needs. The indicative cost remains unchanged, due to a level of contingency included in the costing which matched the level of information available when the original assessment of space requirements were made.

29. The Committee therefore questioned the CAA about the confidence of the cost estimate. The CAA advised that it has no desire to underestimate the cost of construction and is concerned that realistic estimates be provided. The proposed increase in floor area will be provided within the existing building envelope; the proposal is to refurbish the existing building so internal works can be accommodated within contingency estimates.

Description of Existing Building and Services

30. The existing building comprises a steel framed structure with large areas of glazing to the north and south facades. During the site inspection the Committee noted the extensive vandalism which had occurred since the terminal was vacated and before the CAA achieved ownership of the DTS site. Despite the vandalism the CAA advised the Committee that the building is in sound condition with sufficient area and volume to house the

proposed centre. There is capacity for expansion to the north.

31. It was constructed as a temporary building during the 1970s to an earlier code for wind loadings. The Committee was advised it will be necessary to strengthen the existing roof structure to comply with current code requirements. This will entail the provision of additional purlins and roof cladding fixings but no major structural member alterations.

32. The main building has 3 000m² of space on Level 1 and 1 000m² on the mezzanine floor. There is a single level extension of 1 000m² on the western end of the building which contained baggage handling and airline lounge areas. There is a void over the Level 1 departure lounge which would provide a further 1 100m² at the mezzanine level. The main building has a raked ceiling and there is also a skylight. The existing mezzanine overlooks the former concourse and departure lounge areas.

33. The Committee was assured that the building has sufficient volume to accommodate the Air Traffic Services Centre.

34. Existing services are inadequate for the standards of climate control which would be required by the new centre. The CAA advised that there would be little value in the remaining mechanical plant. Some ductwork may be reusable. Therefore it is proposed that a new system be installed to suit the centre's functions.

35. There will be an increase in the electrical load which will require an upgrading of electrical mains to the building.

36. Existing fire alarm panels are unserviceable although some cabling may be reusable. It is proposed to install a new fire service to meet current regulations and the requirements of the centre.

37. Existing stormwater and sewerage reticulation are both adequate; the water supply demand will not exceed previous consumption. New hydraulic services will be provided to suit all areas within the centre.

Proposed Schematic Design

38. Drawings in APPENDIX B show the location of zones within the building and the schematic design.

39. Level 1 will contain maintenance support and equipment rooms, administrative support and social areas. The single storey former baggage handling area and airline lounge will house the services zone for the entire centre and the electrical facilities section.

40. The mezzanine floor, Level 2, the mezzanine floor, will be extended and will house the Air Traffic Services operational, training and support areas.

41. Staff amenities will be provided within each zone of the centre in close proximity to work areas. A central dining and recreational facility, with access to external recreational facilities and landscaped areas, will be provided.

Extent of Proposed Work

42. The extent of the proposed work is as follows:

- the extension of the Level 2 mezzanine floor
- the upgrading of existing columns and footings
- addition of new columns to support the mezzanine floor
- removal of columns to provide column free space for the Air Traffic Services operational centre and upgrading of the structure
- new glazing
- new services reticulation and installation including mechanical, electrical, fire and hydraulic
- new partitioning and ceiling to suit the requirements and layout of individual areas
- installation of a circulation core
- upgrading of the facade, awnings and entry
- structural upgrade to ensure the building complies with new codes
- fitout of the single level western extension for the services zone of the proposed centre

43. The Committee notes that some landscaping will be on the northern side of the building. At present this area is paved with bituminous concrete. The Committee understands that there are no plans, at this stage, to remove the adjacent cement concrete apron. Before any action is taken to remove the cement concrete apron the CAA should consider alternatives.

Facilities for people with disabilities

44. The Committee was advised that the following features will be provided:

- ramps from external paved areas into the building
- carparks for people with disabilities close to the entry
- passenger/goods lift
- toilets for people with disabilities in accordance with the latest codes and building regulations.

Tolerance to Earthquakes

45. The Committee was advised that the building meets current requirements of tolerance to earthquakes. It was stated in evidence, however, that the building would not be able to withstand an earthquake of the magnitude which devastated parts of Newcastle early in 1990. The Committee therefore suggested to the CAA that the Newcastle experience may cause changes to be made to State and Federal building codes. It was also suggested that if this occurs, and the building needs to be strengthened to comply with revised codes, there may be cost penalties. The CAA advised the Committee that at the stage of detailed design, any criteria written into building codes or under consideration, would be looked at in the calculations.

Energy Conservation

46. Due to the nature of the equipment to be installed in the building the provision of air conditioning will be essential; air conditioning will also be a high user of energy. The design of the air conditioning system has not been finalised, but the type of air handling equipment, low velocity ductwork, low pressure drops and the provision of modern refrigeration and water chiller systems have been examined. As well, energy efficient lighting will be provided to the building. The majority of external walls and materials will require replacement and high insulation materials will be specified to avoid energy losses.

Fire Safety

47. The Committee questioned the CAA about the fire safety features to be provided in the refurbished building. The CAA advised that planning for the provision of fire safety features is an integral part of the design process. The CAA will comply with local authority requirements in this regard. As well, the CAA has its own rescue and fire fighting service and every developmental proposal is commented upon by regional fire safety staff. CAA fire safety officers are therefore involved from the project feasibility stage.

Impact of Airline Deregulation

48. The CAA advised that there will be a "short jump" in aircraft movements as a result of airline deregulation. It does not believe this will cause any difficulties in the handling of aircraft traffic.

Committee's Conclusion

49. The design and space allocation within the proposed Air Traffic Services Centre are adequate. An assessment of energy demand for air conditioning should be undertaken during detailed design with the aim of minimising electricity charges without compromising the operational effectiveness of the Centre. The Civil Aviation Authority should provide a copy of the assessment of energy demand for the centre to the Committee when completed.

SITE AND MASTER PLANNING

50. The DTS was acquired by the CAA in mid-1988 with the clear expectation that the CAA's Brisbane operational, technical and administrative facilities would be progressively centralised on this site along with Air Traffic Control and Flight Service operational facilities from around Queensland and parts of NSW.

51. The site is 15 hectares in area and a master plan was developed for it in February 1990. The site layout complies with the master plan for the DTS. (See APPENDIX B, DRAWING B - 7)

52. The master plan makes provision for the construction of a separate new building to accommodate a new North East Air Traffic Services Centre (NEATSC). This centre, which is tentatively scheduled around the year 2000, will be based on advanced technology still under development overseas. The Committee was advised that the refurbished Australian Airlines terminal will then be used to accommodate some CAA facilities located elsewhere in Brisbane.

53. Eventually it is planned that the DTS site will accommodate all other CAA facilities which are located on and near the old airport and in the CBD. These facilities comprise:

- the Radio Installation Group, currently housed in leased premises on Nudgee Road near the old airport
- the Lines Section, presently situated in a CAA building on the eastern side of the old airport
- the CAA workshops and electrical installation, located in a number of old buildings near Lamington Avenue
- technical training facilities in a leased building at Banyo
- the CAA stores complex, located at Eagle Farm, supplemented with a new national distribution centre

- Queensland field office, located in a leased building in the Brisbane CBD.

Child Care

54. The Committee was advised that the master plan for the DTS site makes provision for a range of future facilities. Although it does not specify child care facilities, there is more than adequate capacity on-site for such a facility. The CAA is carrying out a survey of staff at the moment as to the perceived need for, and desirability, of providing a child care facility in the longer term.

Security, Landscaping and Access

55. The CAA advised that security of the proposed centre was a major consideration in determining the layout. A landscaped buffer is proposed along the security fence to the southern road reserve in order to meet the requirement for a reasonable degree of anonymity for the centre. Cleared corridors will be between the building and landscaping to permit the maintenance of security surveillance. Areas to the north and south of the centre will be landscaped.

56. Existing access roads and car parks south of the old Ansett and Australian Airlines terminal buildings will be retained to serve the centre. Car parking spaces will be provided to meet anticipated staffing levels.

Committee's Conclusion

57. The master plan for the Domestic Terminal Site provides for the orderly development of facilities to enable cost-saving rationalisation of Civil Aviation Authority facilities in Brisbane.

COST RECOVERY

58. Under sub-section 17(3)(d) of the Public Works Committee Act 1969, the Committee is required to report on where a specific work:

purports to be of a revenue-producing character, the amount of revenue that it may reasonably expected to produce.

59. The cost of CAA operations is recovered from charges on the aviation industry. The Committee therefore sought details on how the proposal will be funded and if the capital cost will have an impact on charges levied by the CAA on the aviation industry.

60. The CAA advised that funds to finance the proposal will be obtained from revenue and from borrowings obtained through the Loan Council borrowing program. The CAA is undertaking a major capital investment program involving nearly \$500 million to be spent over the next five years. During the first few years of its existence, the CAA has rationalised airspace and consolidated its operations in remote areas. The CAA advised the Committee that these initiatives have enabled charges to industry to be reduced and this is expected to continue over the next few years. Whilst the

CAA investment program is substantial, it is producing productivity gains which will enable it to reduce charges to the aviation industry.

ENVIRONMENTAL CONSIDERATIONS

Impact on Community

61. The CAA considered that the proposal will not have a negative environmental impact on the local community. Minor disruptions during construction phases will be experienced. Because access to the site is via Lamington Avenue, which is partially a residential area, construction vehicles will be confined to normal working hours. Vehicle traffic will in any case be limited because there will be no major excavation or structural works to be undertaken.

62. The CAA believes that on completion of the project traffic flows to and from the centre will not have a significant impact on the surrounding community. Traffic flows will certainly be much less than during the former airport days when the only access to the DTS was via Lamington Avenue.

63. On the basis of a detailed environmental assessment of the proposal the CAA advised the Committee that it had concluded that the proposal is not environmentally significant. The site is a "wasteland" and the proposal can only be of benefit to the community and the local environment.

Asbestos

64. The Brisbane City Council advised the Committee that should the refurbishment of the building involve the removal of asbestos, all removal and disposal should be in accordance with codes established by Worksafe Australia.

65. The Committee questioned the CAA about the presence of asbestos in the building. The CAA advised that a survey had been carried out which had identified the presence of three types of insulation material. This material was tested and found not to be asbestos. The building does contain some non-hazardous asbestos sheeting which will be disposed of in accordance with relevant codes. The Committee sought a guarantee from that if, during the course of refurbishment, asbestos were to come to light about which the CAA is unaware, it would be removed and disposed of in accordance with relevant codes. The Committee received this assurance from the CAA.

Heritage

66. The Australian Heritage Commission advised the Committee that the former Australian Airlines terminal building has no National Estate significance.

FUTURE OF FORMER BRISBANE AIRPORT SITE

Queensland Government

67. The Department of the Premier, Economic and Trade Development advised the Committee that the proposal is consistent with the types of use that the State of Queensland considers appropriate for the former Brisbane Airport site. Queensland therefore supports the proposed work.

68. The Queensland Government considers that all the land occupied by the former Brisbane Airport, which is currently largely disused, to be an asset whose development should be based on its strategic value. Its location, adjacent to the new airport, makes it ideally suited for the development of aviation and aviation-related industry. The Queensland Government would therefore not support the sale or further development of the land for purposes inconsistent with its strategic value. The strategic value of the land could only be achieved through an integrated and coordinated approach involving the Commonwealth, State, Brisbane City Council and the Federal Airports Corporation.

69. The Commonwealth Department of Administrative Services (DAS) advised the Committee that the State and Council have participated with the Commonwealth in the preparation of a preliminary development/zoning plan to identify precincts of future land use. DAS indicated to the Committee that the Commonwealth will formally approach the State and the Council setting out the Commonwealth's position and to seek their agreement and assistance as appropriate.

National Trust of Queensland

70. The National Trust of Queensland drew the attention of the Committee to two matters of historical significance. Both features are not within the DTS site but the Committee believes their existence on the old airport site and their historical importance should be highlighted here.

71. The first concerns Hangar No 7, which the Committee saw during the site inspection. This hangar was constructed in 1942 by the Allied Technical Air Intelligence Unit for the investigation and performance assessment of reconstructed Japanese aircraft. As such, the National Trust believes, it is material evidence of the important role played by Eagle Farm in the conduct of the war in the Pacific. The National Trust advised the Committee that the hangar has been nominated for inclusion in the Register of the National Estate.

72. The second matter raised by the National Trust concerns the area between Hangar No 7 and the old airport fire station. This area is thought to be the site of the accommodation for women convicts from the prison ship "Eagle", from which Eagle Farm takes its name. It is therefore of archaeological interest. The National Trust advised the Committee that every effort should be made to include the preservation of Hangar No. 7 in future plans for the area. The Committee shares that belief. The Committee also believes that if, in future, it is proposed to develop the site, a thorough archaeological analysis should be carried out beforehand. The Committee understands these matters are under consideration by DAS.

CONSULTATIONS

73. The CAA recognised that the proposed Air Traffic Services Centre will have a significant impact on the its future operations. For that reason extensive consultation was undertaken with industry and staff unions during the development of the proposal.

74. The following organisations were consulted in relation to the proposed building works and site layout:

- Brisbane City Council
- Australian Property Group
- South East Queensland Electricity Board
- Telecom
- Queensland Railways
- Department of Mines

75. The Committee is not aware of any adverse reactions from these organisations to the proposal.

76. The CAA assured the Committee that dialogue will be continued to facilitate a smooth transition and maintaining relationships with all users of the centre. Unions with members affected by the proposal will be kept advised by the CAA.

CONSTRUCTION

Program

77. The proposal was referred to the Committee at the schematic design stage. If Parliamentary approvals are obtained, the main building contracts could be entered into in late April 1991. The building works could be completed by February 1992 to allow CAA communications systems fitout by August 1992.

Supervision

78. The CAA will appoint a project manager to take charge of the construction and supervision of the project. The CAA believes that it has the internal resources and expertise to ensure the efficient administration of the proposed delivery system.

COST

79. The estimated cost of the proposed work is \$9.7 million at June 1990 prices.

Committee's Recommendation

80. The Committee recommends the construction of the work in this reference.

RECOMMENDATIONS AND CONCLUSIONS

81. The conclusions and recommendations of the Committee and the paragraph in the report to which each refers are set out below:

1. EXISTING FACILITIES HOUSING THE CIVIL AVIATION AUTHORITY'S AREA APPROACH CONTROL CENTRE AND FLIGHT SERVICE CENTRE IN BRISBANE WILL BE INADEQUATE TO HOUSE NEW GENERATION EQUIPMENT BEING ACQUIRED TO REPLACE EXISTING OUT-MODED EQUIPMENT. THE OLD EQUIPMENT MUST REMAIN OPERATIONAL DURING THE INSTALLATION AND TESTING OF THE NEW EQUIPMENT. THERE IS A NEED FOR 6 800M² OF ACCOMMODATION FOR EQUIPMENT AND OPERATIONAL AND SUPPORT STAFF. (Para 15)
2. THE LOCATION OF A MODERN AIR TRAFFIC SERVICES CENTRE IN THE REFURBISHED FORMER AUSTRALIAN AIRLINES TERMINAL OFFERS COST AND OPERATIONAL ADVANTAGES OVER OTHER ALTERNATIVES EXAMINED. (Para 25)

3. THE DESIGN AND SPACE ALLOCATION WITHIN THE PROPOSED AIR TRAFFIC SERVICES CENTRE ARE ADEQUATE. AN ASSESSMENT OF ENERGY DEMAND FOR AIR CONDITIONING SHOULD BE UNDERTAKEN DURING DETAILED DESIGN WITH THE AIM OF MINIMISING ELECTRICITY CHARGES WITHOUT COMPROMISING THE OPERATIONAL EFFECTIVENESS OF THE CENTRE. THE CIVIL AVIATION AUTHORITY SHOULD PROVIDE A COPY OF THE ASSESSMENT OF ENERGY DEMAND FOR THE CENTRE TO THE COMMITTEE WHEN COMPLETED. (Para 49)
4. THE MASTER PLAN FOR THE DOMESTIC TERMINAL SITE PROVIDES FOR THE ORDERLY DEVELOPMENT OF FACILITIES TO ENABLE COST-SAVING RATIONALISATION OF CIVIL AVIATION AUTHORITY FACILITIES IN BRISBANE. (Para 57)
5. THE ESTIMATED COST OF THE PROPOSED WORK IS \$9.7 MILLION AT JUNE 1990 PRICES. (Para 79)
6. THE COMMITTEE RECOMMENDS THE CONSTRUCTION OF THE WORK IN THIS REFERENCE. (Para 80)



Colin Hollis

Chairman

12 November 1990

APPENDIX A

LIST OF WITNESSES

ALLISON, Mr Anthony Leonard, Manager Airways Operations (Queensland), Civil Aviation Authority, 363 Adelaide Street, Brisbane, QLD

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DAVIES, Mr Robert Chester, Assistant General Manager, Air Traffic Services, Civil Aviation Authority, 363 Adelaide Street, Brisbane, QLD

ECKHARDT, Mr William Roland, Assistant General Manager, Project Management, Civil Aviation Authority, 363 Adelaide Street, Brisbane, QLD

McNEILL, Mr William Leslie, Manager Buildings, Civil Aviation Authority, 363 Adelaide Street, Brisbane, QLD

ROGERS, Mr John, Director, Airport Planning Pty Ltd, 31 Buckingham Street, Surrey Hills, NSW

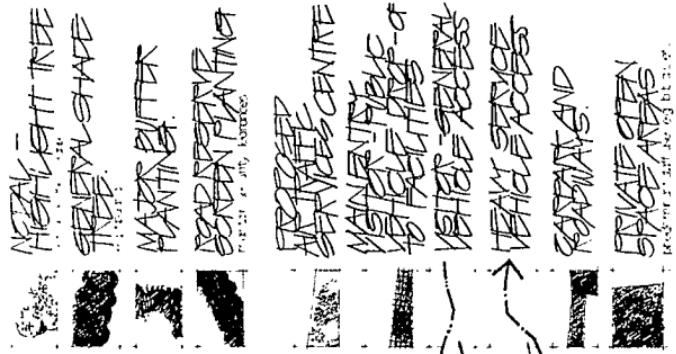
THOMPSON, Mr Graeme, Architect, Airport Planning Pty Ltd, 615 St Kilda Road, Melbourne, VIC

WRIGHT, Mr Geoffrey Thomas, Managing Engineer, Air Traffic Services, Civil Aviation Authority, Brisbane, QLD

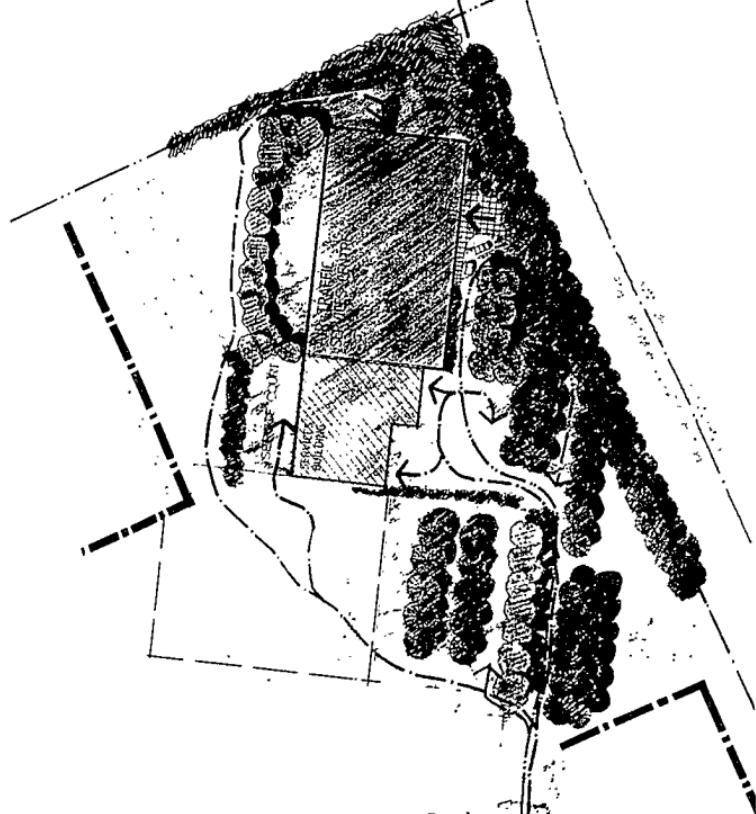
APPENDIX B

PROJECT DRAWINGS

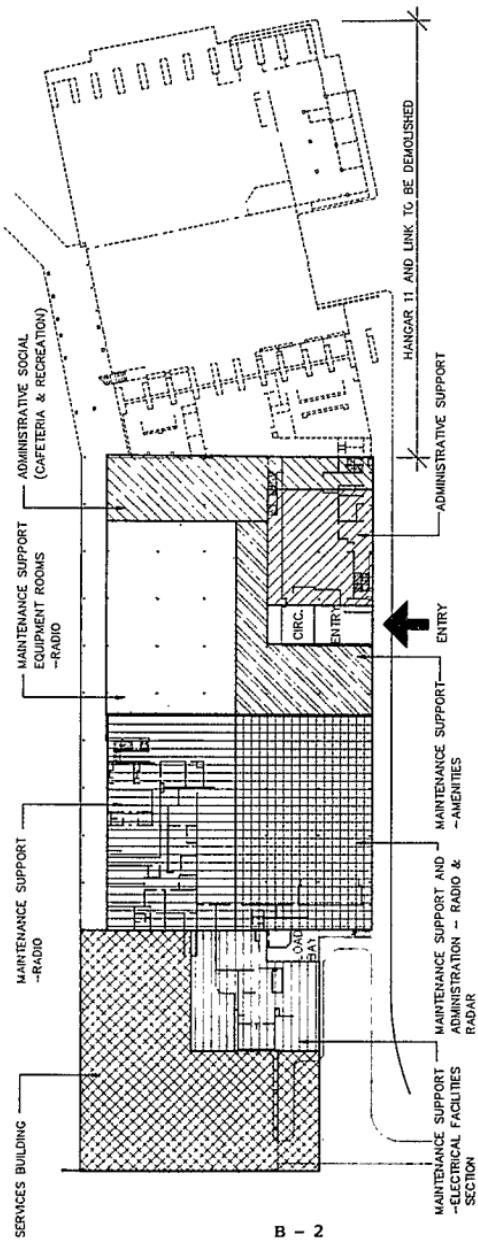
Schematic Design - Site Layout	B - 1
Locational Drawing - Level 1 - Ground Floor	B - 2
Locational Drawing - Level 2 - Mezzanine	B - 3
Plan - Level 1 - Ground Floor	B - 4
Plan - Level 2 - Mezzanine	B - 5
Sections	B - 6
DTS Master Plan - Development Plan	B - 7



SCHEMATIC DESIGN
SITE LAYOUT



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B - 2



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SCHEMATIC DESIGN
LOCATIONAL DRAWING

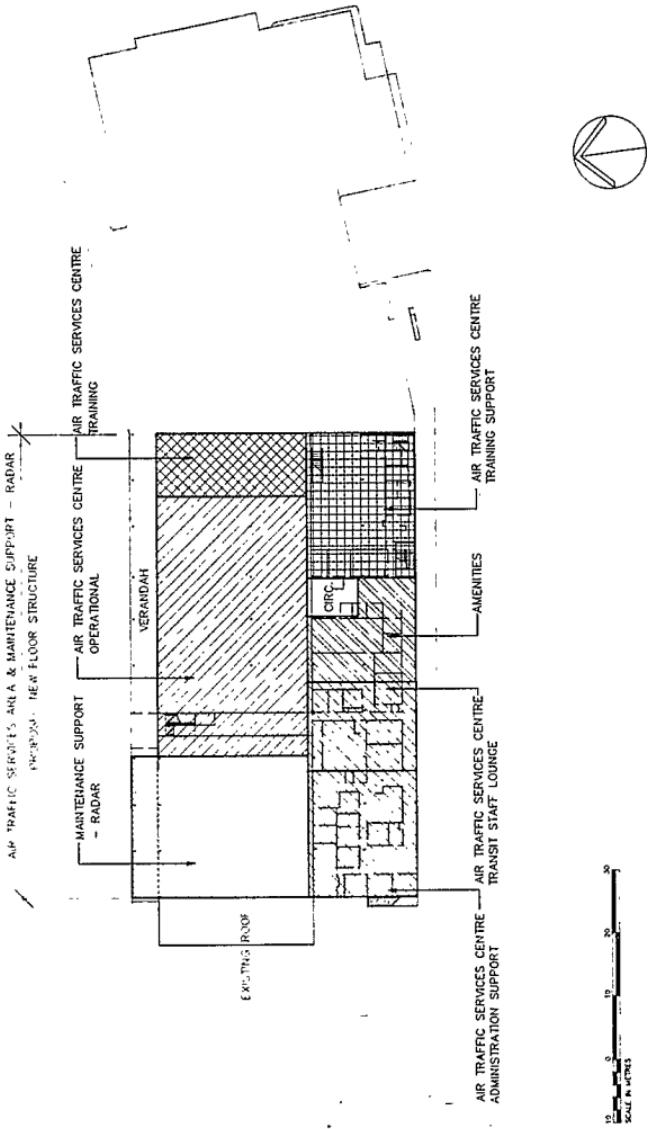
Level 1 Ground Floor
REVISON No. 1

1:1000

4

**SCHEMATIC DESIGN
LOCATIONAL DRAWING**

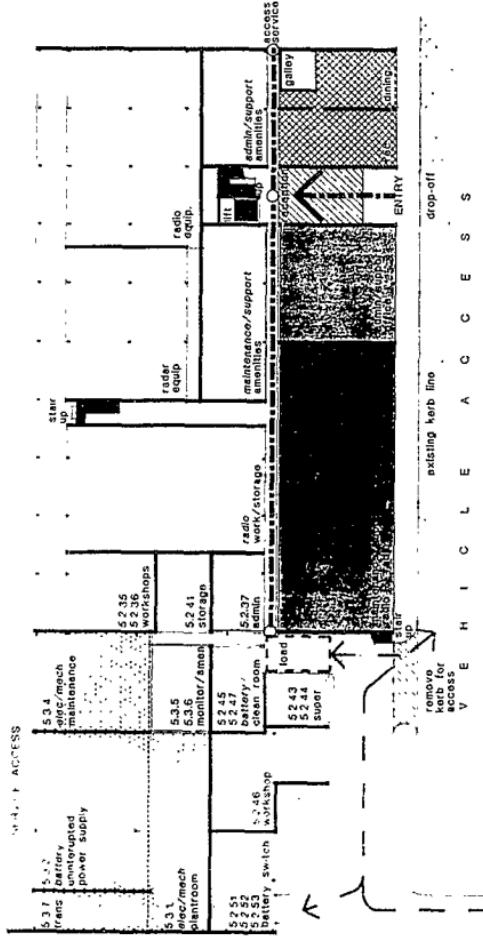
Level 2 Mezzanine
REVISION No.1



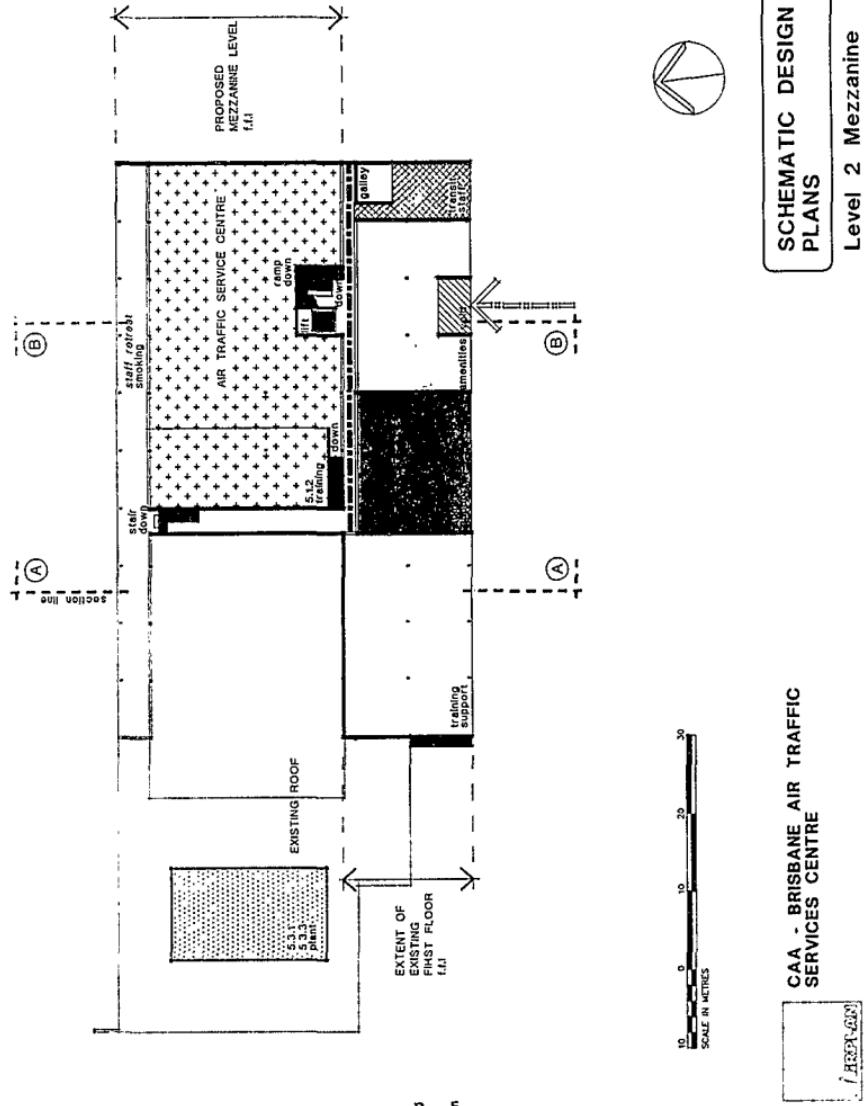
SCHEMATIC DESIGN PLANS



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SCHEMATIC DESIGN PLANS



**SCHEMATIC DESIGN
SECTIONS**

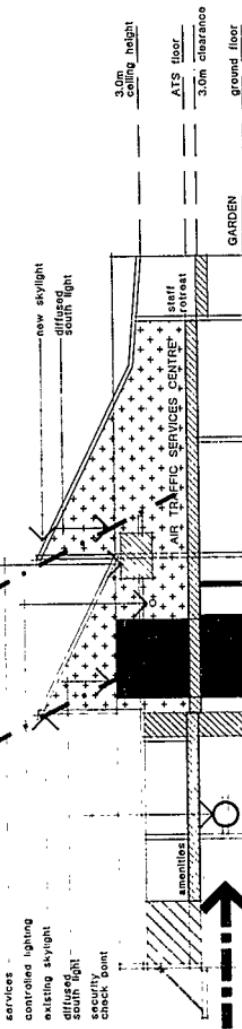


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SERVICES CENTRE

SECTION B



SECTION A



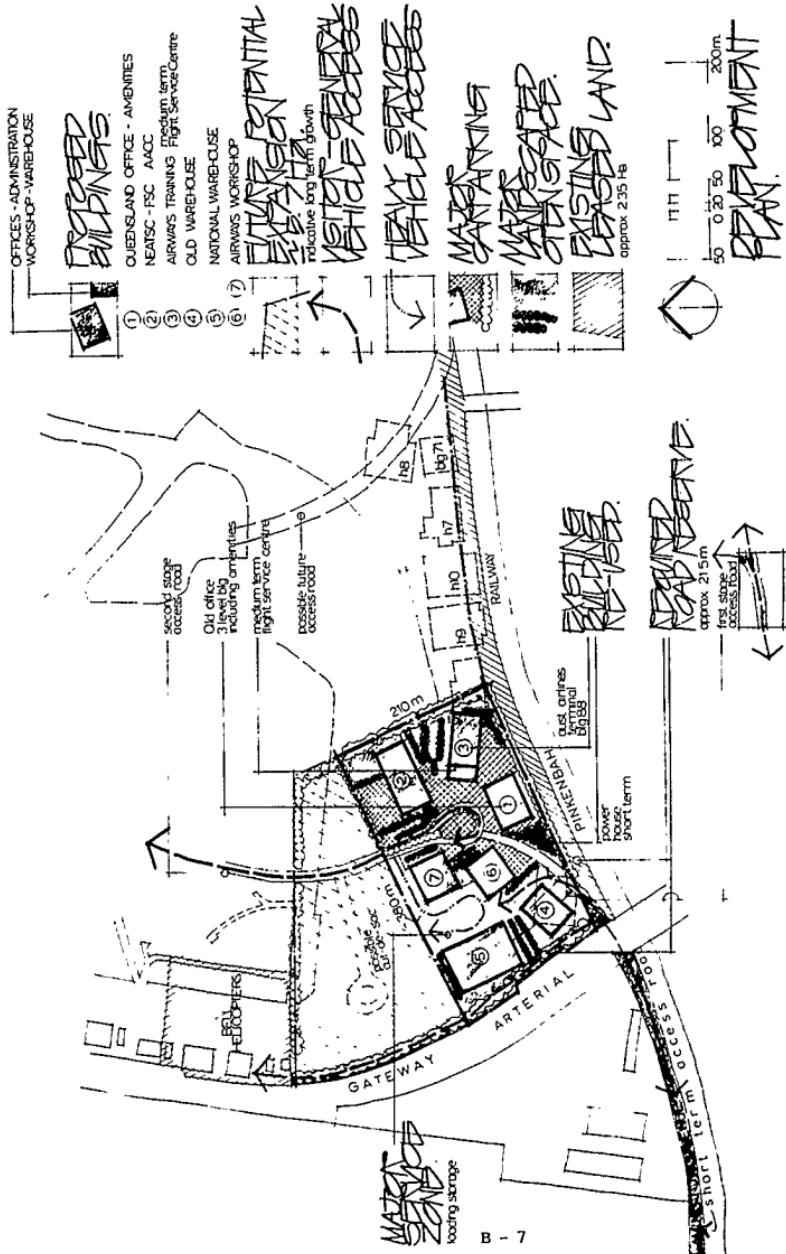


FIGURE 51

BAGS AND PLAN.