



Australian Government

Civil Aviation Safety Authority

Instrument Number: CASA 29/26

I, Adrian Paul Slootjes, National Manager, Air Navigation, Airspace & Aerodromes, Air Navigation, Transformation & Risk Division, a delegate of CASA, make this instrument under regulations 11.056 and 171.027 of the *Civil Aviation Safety Regulations 1998*.

Digitally signed by
Adrian Slootjes
Date: 2026.07.07
16:06:46 +10'00'

Adrian Slootjes
National Manager
Air Navigation, Airspace & Aerodromes
Air Navigation, Transformation & Risk Division

7 July 2026

CASA 29/26 – Location Specific Conditional Approval – Aeronautical Telecommunication and Radionavigation Services for the provision of Aerodrome Control Service single mode of operation for Sydney/Nancy-Bird Walton Aerodrome

1 Application

This instrument applies to AIRSERVICES AUSTRALIA (**AA**), ARN Number 202210 whose principal place of business is 25 Constitution Ave, CANBERRA, ACT 2601.

2 Definitions

In this instrument:

Advanced Digital Tower or **ADT** means the integrated systems delivering a digital aerodrome service capability for Sydney/Nancy-Bird Walton aerodrome operating in accordance with the Part 171 Operations Manual, this instrument and CASA.172.0005 Revision No: 5, that includes all the new technologies described in the Safety Case Argument, including the following:

- (a) Controller working positions;
- (b) Visual Reproduction System (VRS);
- (c) Aerodrome Air Traffic Management (ATM) System (AAS);
- (d) Record and Replay System (RRS);
- (e) Airport Lighting Control System;
- (f) Test & Evaluation and Maintenance System;
- (g) Infrastructure systems (On airport camera mast and shelter);
- (h) Remote Tower Center within the AA-leased facility at CDC Eastern Creek Campus EC3 Data Centre.

Aerodrome Control Service Operational Risk Assessment means the documented safety assessment that demonstrates that the provision of Aerodrome Control Service at Western Sydney International Airport using the Advanced Digital Tower, including its associated personnel, procedures, facilities, equipment and supporting systems, can be safely provided through the identification and assessment of operational hazards, implementation of risk controls, and management of residual risk to an acceptable level

during normal, abnormal and contingency operations.

Initial Operating Service means the conditions defined in the Air Traffic Services provider (Airservices Australia) Instrument Number: CASA.172.0005 Revision No: 5 and derived from AA-developed Western Sydney Aerodrome Service – Initial Operating Service (IOS) (RMS D26/244130).

Part 171 Operations Manual means the AA Operations Manual – Part 171 (Aeronautical Telecommunications and Radio Navigation Services) AA-OPSMAN-171, Version 33, Effective 15 June 2026, and its referenced artefacts, as they are applicable and current at the commencement of this instrument.

Safety Case Argument means the safety assessment prepared by AA and given to CASA incorporating the following, including the referenced attachments:

- (a) Digital Aerodrome Service Western Sydney International Airport Detailed Design Safety Case, Version V2.0, Effective 10 April 2026;
- (b) Western Sydney International Airport Digital Aerodrome Service Implementation Safety Case, Version 2.0, Effective 22 June 2026.

Safety Monitoring Plan means the ongoing application of safety assurance activities, including the monitoring of safety performance indicators, occurrences, hazards, technical system performance and operational performance, to demonstrate that the certificated service continues to operate safely and in accordance with the Safety Case Argument, including conditions.

Significant Change means any change that does one or more of the following:

- (a) invalidates or weakens safety claims in the Safety Case Argument, because it:
 - (i) alters assumptions, context, or operational conditions underpinning the claims; or
 - (ii) makes previously justified claims no longer demonstrably true;
- (b) introduces new hazards or increases risk because it:
 - (i) adds new failure modes or interactions; or
 - (ii) changes risk levels above the levels previously assessed or accepted;
- (c) affects supporting evidence by:
 - (i) making existing evidence (for example, tests, analyses and operational data) incomplete, outdated, or inapplicable; or
 - (ii) requiring new verification, validation, or assurance activities;
- (d) changes system behaviour or functionality because it modifies system logic, architecture, interfaces, or performance in a way relevant to safety (including technical and operational changes, procedures and human roles);
- (e) alters the scope or context of operation by:
 - (i) changing environment, usage, traffic levels, users, or external dependencies; or
 - (ii) extending system capability beyond the capability described in the Safety Case Argument and Initial Operating Service;
- (f) impacts safety requirements or their implementation by:
 - (i) introducing, removing, or modifying safety requirements; or
 - (ii) changing how safety requirements are implemented or assured.

3 Approval

AA is approved to provide the aeronautical telecommunication and radionavigation services described in Schedule 1 in accordance with the Part 171 Operations Manual, subject to any conditions and limitations mentioned in section 4 and Schedule 1.

4 Conditions

- (1) AA must implement and maintain the Initial Operating Service.
- (2) AA must operate and maintain the aeronautical telecommunication and radionavigation services in accordance with the Part 171 Operations Manual.

- (3) Prior to the commencement of scheduled passenger air transport operations, AA must develop, and present to CASA, its plan to safely mitigate or upgrade the aeronautical telecommunication and radionavigation services to correct non-compliances in the Safety Case Argument.
- (4) AA must not make any Significant Change to its systems or procedures without receiving the approval of CASA to do so.
- (5) AA must seek approval of any Significant Change in accordance with an agreed Safety Plan and by giving CASA a Safety Case prepared in accordance with CASR (including requirements in Part 11 of CASR for an application for variation of an authorisation) and the Manual of Standards for Part 171 of CASR.
- (6) AA must maintain the Aerodrome Control Service Operational Risk Assessment, including the review and update of the hazard logs and operational risk baseline with any changes ensuring the operational risks remain within approved and accepted levels.
- (7) AA must maintain safety performance monitoring and reporting of all safety requirements identified as controls for hazards in the Safety Case Argument by implementing the Safety Monitoring Plan.
- (8) AA must immediately report any safety related non-compliances to CASA in accordance with the Safety Monitoring Plan.
- (9) AA must:
 - (a) meet with CASA to provide an update on the Safety Monitoring Plan:
 - (i) within 30 days after commencement of this instrument or other period determined by CASA; and
 - (ii) at periods of no more than 30 days after the previous meeting or other period determined by CASA; and
 - (b) at each meeting:
 - (i) present collected safety data and analysis and give it to CASA; and
 - (ii) demonstrate that appropriate actions are being taken to mitigate the actual or potential for safety performance exceedance.
- (10) AA must comply with any written direction from CASA, including to:
 - (a) give CASA reasonable access to any information or records relating to the performance of the aeronautical telecommunication and radionavigation services for the purpose of assessing the effectiveness and safety of the systems; and
 - (b) amend the Safety Monitoring Plan or the Part 171 Operations Manual.
- (11) Within 12 months after commencement of this instrument, AA must:
 - (a) conduct a Post Implementation Review, reporting on the safety performance of the services that it is approved to provide under this instrument with respect to their compliance with the Safety Case Argument; and
 - (b) give a written copy of the review to CASA.

5 Repeal

This instrument is repealed at the end of 30 September 2029.

Schedule 1 to Part 171ATEL/ANAV services approved to be provided by Airservices Australia

Instrument number: CASA 29/26

Listed services are to be provided in accordance with AA's Part 171 Operations Manual (CASR 171.030)

It is a condition of this approval that the holder may only conduct the following kinds of telecommunication or radionavigation services in the areas, and during the times, if any, specified.

CASR-171 Service Classifications (Chapter 2 MOS Part 171)	Coverage	ICAO Defined Services	Airways Systems	Support Services (External)
(a) Aeronautical Broadcasting Service (b) Aeronautical Fixed Service (c) Aeronautical Fixed Telecommunication Network Service (d) Aeronautical Telecommunication Network Service (e) Aeronautical Mobile Service. (f) Any telecommunication service which processes or displays air traffic control data (see MOS 171, paragraph 2.1.1.1)	Aerodrome Control Service single mode of operation for Sydney/Nancy-Bird Walton aerodrome	Flight Information Service Aeronautical Broadcast Air Traffic Control – Aerodrome Alerting Service Ground-Ground Voice Ground-Ground Data Voice and Data Recording	Advanced Digital Tower (ADT) Voice Communication System (VCS) (Frequentis VCS3020X R8) VHF IP Radios (Rohde and Schartz S5200VX) Automatic Dependent Surveillance – Broadcast (ADS-B) (Thales AX680)	Public Telecommunication Networks: - Telstra - Optus - SITA Bureau of Meteorology Airport RVR Airport Communications Airport Lighting
(f) Any telecommunication service which processes or displays air traffic control data	National		ADS-B to Radar Converter (ARC)	

Schedule 1 to Part 171ATEL/ANAV services approved to be provided by Airservices Australia

Instrument number: CASA 29/26

CASR-171 Service Classifications (Chapter 2 MOS Part 171)	Coverage	ICAO Defined Services	Airways Systems	Support Services (External)
(a) Aeronautical Broadcasting Service (b) Aeronautical Fixed Service (c) Aeronautical Fixed Telecommunication Network Service (d) Aeronautical Telecommunication Network Service (e) Aeronautical Mobile Service.	Brisbane ATSC Area Control Service Brisbane ATSC Approach Control Service Melbourne ATSC Area Control Service Melbourne ATSC Approach Control Service Perth TCU Approach Control Service Sydney TCU Approach Control Service		Early Voice Switch (EVCS)	Public Telecommunication Networks: - Telstra - Optus - SITA