

Item No.	Section / Clause	Date	Comment By	Clarification	Status (Open/Closed)
TECHNICAL					
T1	Section Compliance Criteria 5.2.2 Table 09, Point 5 key personnel:	11 June 24	Respondent	Please clarify if the term “assigned project involvement” refers to the duration of the design stages that the personnel is attributed to and not necessarily the entire design and delivery phases.	CLOSED
		13 June 24	PAPL	It is assumed that the personnel referenced in the EOI under Table 09 are critical to the success of the project. It would be Perth Airports expectation that they would be dedicated to the project and would be involved in all stages of the project lifecycle as necessary to meet the requirements of the brief and scope. In response to the query, the term ‘assigned project involvement’ refers to the total number of hours that the personnel in question are dedicated to the project. Should the Respondent be successful in progressing to Stage 2 – RFT, Perth Airport will require a detailed breakdown of the number of hours that the two most senior members of the team as well as the key discipline leads are allocated to the project at each stage.	
T2	Section Compliance Criteria 5.2.2 Table 09, Point 5 key personnel (continued)	11 June 24	Respondent	Please clarify if the lead disciplines (as identified in section 4.1) still need to be identified if the subconsultant organisation and individuals are not named in Qualitative Criteria 5.2.3 Part C Table 12, Point 1a as this is not mandatory.	CLOSED
		13 June 24	PAPL	The EOI does not require the lead disciplines to be identified by name or organisation. Under Section 5.2.2 Compliance Criteria, Perth Airport requires the Respondent to confirm their understanding by answering ‘yes’ or ‘no’ that the leads of key disciplines will be required to be based in Perth for a minimum of 75% of their assigned project involvement. Should the Respondent be successful in progressing to Stage 2 – RFT these leads will need to be named and a detailed breakdown of the number of hours that they will be allocated to the project at each stage will be required.	
T3	Section Qualitative Criteria 5.2.3 Relevant Experience	11 June 24	Respondent	Please clarify if “Large-scale infrastructure projects” may include project typologies such as large-scale shopping centres, Data Centres, Hospitals and Education buildings.	CLOSED
		13 June 24	PAPL	Yes, if the Respondent can demonstrate that the projects have relevance to the New Terminal Project scope and are of a commensurate level of scale and complexity.	

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T4	Clause 4.1 Disciplines	14 June 24	Respondent	<p>We note under Clause 4.1 Disciplines that there are disciplines indicated with * denoting key disciplines.</p> <p>Compliance Criteria 5.2.2 No: 5 ii and iii requires Leads of key disciplines and other discipline leads.</p> <p>Qualitative Criteria 5.2.3c requires 'respondent's proposed project team structure will focus on the multidisciplinary nature of the team. This includes information on key lead personnel, their roles, and their expertise to ensure effective execution of the design of the New Terminal Project.'</p> <p>For the avoidance of any doubt, please confirm that these 'leads' referred to in this EOI are architectural team leads and not consultant leads. Ie. No subconsultants are to be nominated for the EOI.</p>	CLOSED
	Compliance Criteria 5.2.2 No: 5 Qualitative Criteria 5.2.3c	17 June 24	PAPL	<p>Under Section 5.2.2 Compliance Criteria, Perth Airport requires the Respondent to confirm their understanding by answering 'yes' or 'no' that the leads of key disciplines will be required to be based in Perth for a minimum of 75% of their assigned project involvement. Should the Respondent be successful in progressing to Stage 2 – RFT these leads will need to be named and a detailed breakdown of the number of hours that they will be allocated to the project at each stage will be required.</p> <p>Section 5.2.3c states “the overall make-up of the project team including how the team of sub-consultants and Subject Matter Experts (SME’s) will be arranged and managed. It is not mandatory to include names of organisations and / or individuals for any organisation other than that of the Respondent (unless the Respondent is nominating another organisation to manage the design team on their behalf).”</p> <p>The key lead personnel to be nominated for the EOI are the two most senior members of the team, one of who will be the primary contact with Perth Airport and who will be responsible for directing the design team on a day-to-day basis. It is not mandatory for any other nominations to be made for the purposes of this EOI.</p>	
T5	General	18 June 24	Respondent	Please provide the estimate Capex for the terminal building alone.	CLOSED

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			PAPL	We do not have definitive capex estimates based on the current project scope. For information, the indicative areas for the New Terminal are provided below: Terminal GFA: ~100,000 to 120,000 m ² Contact Apron: ~180,000 to 200,000 m ² Remote Apron: ~ 85,000 to 100,000 m ² Apron Taxiways: ~140,000 to 150,000 m ²											
T6	Clause 3.2.1	18 June 2024	Respondent	<p>Table 02 below includes the initial anticipated timeline for the New Terminal Project, outlining key milestones and the expected completion date:</p> <table border="1"> <thead> <tr> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>New Terminal Lead Consultant RFT issued</td> <td>mid to end August 2024</td> </tr> <tr> <td>New Terminal Lead Consultant Contract award</td> <td>end February 2025</td> </tr> <tr> <td>Completion of 60% reference design and Principal's Project Requirements (PPR)</td> <td>end February 2027 (24 months post New Terminal Lead Consultant contract award date)</td> </tr> <tr> <td>New Terminal ready and available for use</td> <td>30 June 2031</td> </tr> </tbody> </table> <p>Table 02 – Project Timeline</p> <p>Clause 3.1.2, last paragraph indicated: <i>After a comprehensive evaluation of the tender proposals, Perth Airport may select one or more preferred Tenderers to engage in further negotiations to address any outstanding issues. This process precedes the selection of the successful Tenderer and the subsequent entry into a Design Consultancy Agreement for the New Terminal Lead Consultant.</i></p> <p>We believe a date is missing for the RFT Tender Proposal submission. This will then set the timeframes for the RTF submission and timeframe for Perth Airport to engage in further negotiations to address any outstanding issues with the one or more preferred tenderers, prior to the selection of the successful Tenderer. Please advise.</p>	Description	Date	New Terminal Lead Consultant RFT issued	mid to end August 2024	New Terminal Lead Consultant Contract award	end February 2025	Completion of 60% reference design and Principal's Project Requirements (PPR)	end February 2027 (24 months post New Terminal Lead Consultant contract award date)	New Terminal ready and available for use	30 June 2031	CLOSED
Description	Date														
New Terminal Lead Consultant RFT issued	mid to end August 2024														
New Terminal Lead Consultant Contract award	end February 2025														
Completion of 60% reference design and Principal's Project Requirements (PPR)	end February 2027 (24 months post New Terminal Lead Consultant contract award date)														
New Terminal ready and available for use	30 June 2031														
			PAPL	The timeframes and process for tender, evaluation, and negotiation for Stage 2 – RFT are not relevant to this Stage 1 – EOI submission. Respondents selected by Perth Airport upon completion of Stage 1 – EOI will receive further details upon the release of the RFT in mid to late August 2024.											

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T7	Clause 4.1	20 June 2024	Respondent	Under the disciplines listed, are the below double ups or intended to note anything specific? Perhaps further elaboration for each so we can appreciate the difference? <ul style="list-style-type: none"> • Façade Engineering and Envelope Engineering (facades & roofing) • Sustainability ESD and Sustainability Management of Ratings 	OPEN

		21 June 2024	PAPL	<p>Clause 4.1 is to be edited as follows:</p> <p>The anticipated design disciplines that will be required to provide input into the design of the New Terminal Project may include but are not limited to:</p> <ul style="list-style-type: none"> (a) Airfield Planning (airfield & aprons) * (b) Architecture* (c) Baggage Handling Systems Engineering* (d) Compliance BCA / DDA (e) Envelope Design – façade and roof (f) Fire Engineering* (g) Fuel Systems Engineering (h) Horizontal and vertical transportation systems (i) Interior Design* (j) Landscape Design (k) Multi- disciplinary engineering design services including <ul style="list-style-type: none"> (i) pavement / civil engineering including roads, external services, and the aprons* (ii) structural engineering including bomb blast protection* (iii) mechanical engineering* (iv) electrical engineering* (v) hydraulic engineering* (vi) ICT engineering* (vii) fire services engineering* (viii) Information technology engineering (ix) Building management engineering 	
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				<ul style="list-style-type: none"> (x) Sustainability and management of sustainability ratings (IS, Green Star, NABERS)* (xi) logistics engineering (xii) façade engineering (xiii) access control and security system engineering (xiv) acoustic engineering (l) Sustainability and ESD (m) Traffic engineering and modelling (n) Geotechnical engineering (o) Jet blast modelling (p) Wind shear and thermal modelling (q) Placemaking and Arts (r) Retail / F&B Design* (s) Specialist Lighting (t) Vertical Transportation; and (u) Wayfinding and Signage <p>*denotes key disciplines</p>	
T8	General	20 June 2024	Respondent	Is there an established budget for the new facilities?	OPEN

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		21 June 2024	PAPL	Please refer to response T5.	
T9	Clause 3.1.2	20 June 2024	Respondent	"Tenderers may be required to prepare presentations and/or creative solutions (...)": we understand that the tender process is not a design competition - is the design approach part of the tender evaluation process?	OPEN
		21 June 2024	PAPL	This clause references the next stage of the tender process – Stage 2 (RFT). Respondents selected by Perth Airport upon completion of the stage - Stage 1 (EOI) will receive further details upon the release of the RFT in mid to late August 2024. It is not anticipated that Stage 2 (RFT) will include a design competition.	

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CONTRACTUAL					
C1	Section 5.2.1 Exclusion Criteria	13 June 24	PAPL	As mentioned in section 5.2.1 of our Invitation for Expression of Interest, Perth Airport has no objection to Respondents partnering with other organisations to deliver against the requirements outlined by Perth Airport in the EOI. However, Perth Airport will only enter into contract with an entity that satisfies the Exclusion Criteria. For the avoidance of doubt, Perth Airport will accept Expressions of Interest from Respondents who do not satisfy the Exclusion Criteria by themselves, but propose to partner with one or more organisations who, together with the Respondent, collectively satisfy the Exclusion Criteria, provided that the Respondent provides details in their submission of the proposed legal structure for the partnering arrangement and the participants.	CLOSED
C2	Section Exclusion Criteria 5.2.1	12 June 24	Respondent	Question in 3 parts - Where it states that Perth Airport is open to partnerships from organisations and also noted that the respondent is to be an entity that must satisfy the two criteria in table 08. Our questions are as follows: 1. Can the respondent 'Entity' be defined as a Joint Venture between a pairing of two or more architectural organisations being proposed for the purpose of collaboration solely for this project?	CLOSED
		17 June 24	PAPL	Yes	

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		12 June 24	Respondent	2. If 'yes' for question (1) above, then are the respondents required to provide two or more architectural organisation names for the respondent's detail in Section 5.1 table 07 noting a "Joint Venture" between them.	CLOSED
		17 June 24	PAPL	Yes, Respondent information should be provided for all organisations involved in the proposed joint venture.	
		12 June 24	Respondent	3. If 'yes' for question (1) above, then please confirm if any one of the Joint Venture organisations is able to satisfy one of the two criteria in 5.2.1 table 08 and the other organisation(s) may satisfy the other criteria from table 08 - that this would be deemed to satisfy both criteria. An example would be a JV between a local Architectural practice registered in Australia satisfying the "respondent" criteria in joint venture with an international Architecture firm that satisfies the "relevant experience" criteria.	CLOSED
		17 June 24	PAPL	Exclusion Criteria will be satisfied if the parties to the proposed joint venture collectively satisfy the Exclusion Criteria. Perth Airport would not require each party to a proposed joint venture to satisfy the Exclusion Criteria on an individual basis. While Perth Airport does not expect formalised arrangements to have been put in place by any Respondents at the Expression of Interest stage, it does require details of the proposed legal structure of the partnering arrangement and the participants as part of any submission.	
C3	Clause 1.3 (b)	17 June 24	Respondent	Clause: EOI Clause 1.3 (b) Flexibility in Team Formation: Perth Airport has no objection to Respondents proposing partnerships with other organisations to deliver the requirements outlined by Perth Airport in this EOI. However, Perth Airport will only enter into contract with an entity that satisfies the Exclusion Criteria included in Clause 5.2.1. Exclusive partnership arrangements between sub-consultant organisations will not be accepted. Clarification: We understand that the statement “Exclusive partnership arrangements between sub-consultant organisations will not be accepted” is in reference to the Architectural Lead Design Consultant not forming exclusive teaming arrangements with their subconsultants. Can you please confirm if this understanding aligns with your intent.	CLOSED
			PAPL	Your understanding is correct. Please note however that if sub-consultants are proposing to form an exclusive team to provide services to the Lead Consultant, PAPL will still reserve the right the right to substitute sub-consultants in the proposed team if they determine that the originally proposed ones cannot sufficiently deliver the required services.	

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C4	Clause 5.2.1	18 June 2024	Respondent	Can you please advise the following: Does 'Respondent' = New Terminal Lead Consultant in 5.2.1 (2)? Or can we demonstrate Relevant Experience ("an airport terminal with a minimum GFA of 50,000m2...") through our partnering arrangements? i.e. Can the relevant airport experience be demonstrated by and assessed against a 'partner' architectural practice, other than the New Terminal Lead Consultant?	OPEN
		21 June 2024	PAPL	The exclusion criteria can be met "across" the consortium. The Expression of Interest noted that PAPL will only enter into a contract with an Entity that meets both the exclusion criteria. In considering the RFIs received, PAPL clarifies that it will only enter into a contract either (1) with an Entity that meets both the exclusion criteria, or (2) in case of a consortium, if a LEAD firm would be proposed, only where it can be demonstrated that there are sufficient contractual arrangements between the LEAD firm and it's consortium members to provide PAPL with similar rights and protections as if entering into a contract with an Entity that meets both the exclusion criteria.	
C5	Clause 5.2.1	20 June 2024	Respondent	Exclusion criteria: In case of a consortium, does the LEAD firm have to meet both criteria or can these be met from "across" the consortium?	OPEN
		21 June 2024	PAPL	Please refer to responses to Items C1, C2 and C4.	
C6	Clause 5.2.2	20 June 2024	Respondent	Compliance criteria: In case of a consortium, does all information have to be provided for each firm, or in principle for the LEAD firm only, supplemented as necessary where relevant specialties are provided by the consortium partner firms?	OPEN
		21 June 2024	PAPL	Respondent information must be provided for all organisations involved in the consortium.	