

METROL WORK AUTHORISATION FORM



Document Number: A4203

Version: 6.0

Published: 23/02/2022

Related Document

Occupational Health and Safety Management (A1051)

2843

DESCRIPTION OF WORKS (type here):

WAF Number:

Project Name and/or Document References: RNA Design Package - RSA-SDU-LOC-0930

Description attached

YES / NO

Reasons for works attached

YES / NO

Details of Impacts attached

YES / NO

Works are TEMPORARY / PERMANENT (select one only)

Precautions taken to reduce impacts and risks attached

YES / NO

Metrol Operations Impact: (tick one)

Risks attached

YES / NO

(includes confidence, impacts of failure, recovery or contingency plans)

None

Low

Medium

High

☐
☒
☐
☐

LIMITS OF AUTHORISATION / ACCESS

Access from (date/time): 4/9/24 - 06:00

Period(s) covered (peak, off-peak, non-revenue):

Access to (date/time): 26/9/24 - 22:00

Peak, off-peak, non-revenue

AUTHORISATION

	Technical	Train Operations	System Owner	Area-Controller Metrol S&C
Name	Ali Furgan	Jarrod Young	Sam Ryland	Karl Strangaric
Signature				
Date	29/8/2024	28/8/2024	28/8/2024	28/8/2024
Extension Date 1				
Access time (start & finish)				
Signed				
Extension Date 2				
Access time (start & finish)				
Signed				

REQUESTED BY:

Name: Kai Longley

Position: Project Engineer - RNA (CMS)

Phone No: 0409 873 362

RECIPIENTS OF THIS AUTHORITY:

I Kai Longley agree to perform only the works as detailed above, and to the limits imposed on those works.

Signed: Kai Longley Digitally signed by Kai Longley
Date: 2024.08.22 11:07:08 +1000

Date: 21-08-24

RESOURCES ACCESSING METROL

Name: Kai Longley	Role: Project Engineer (CMS T&C)	Company: RNA
Name: Chris Lawson	Role: CMS Tester	Company: RNA

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Name: Fadi Duqman

Role: CMS Tester

Company: RNA

Metrol WAF required to be submitted for any works that may have an operational impact in the Metrol control & indicated areas.

CERTIFICATE OF COMPLETION

I certify that the work described by this authorisation is now complete, and the system has been tested to show that it is now ready for operation. I also certify that no works other than those authorised on this form have been conducted.

I certify that tests were performed after works were completed, showing that

- The system was returned to the state prior to works beginning OR
- The changes were successfully implemented) and is now ready for operational service.

Requesting Party

METROL Signal Systems/Communications Supervisor

Email Configuration Controller for **Initial Approval** and **Completion Sign Off** to:

metrolsignals@metrotrains.com.au for Signalling

Frank.Fotopoulos@metrotrains.com.au or Ali.Furgan@metrotrains.com.au for Communications

Please allow up to 10 business days for authorization approval.

OBJECTIVE OF CHANGE (Include a brief description of what you want to achieve)

Integration testing activities for the Metro Tunnel Project.

Equipment Room:

- Power on of MTP CMS workstations within Rack (RNA)
- Update of MTP CMS workstations within Rack (RNA)

Control Room;

- Confirmation of CMS installation on new ATS desks (RNA)
- Static and dynamic integration testing in the Metro tunnel (RNA)

REASON FOR WORKS (Why does it need to be done?)

To complete static and dynamic integration testing in the tunnel required to get the CMS workstations tested and handed over to support MTM PVEs and RGT.

OPERATIONAL IMPACT

Minimal, New MTP desks used for testing activities. Possible alarms on CMS from the tunnel, volume to be softened for testing.

DETAILS OF IMPACT (Changes that will occur to the existing system and/or disruption to the Signallers environment)

Isolation / de-isolation of not in service equipment

Low noise only expected in control room

WORKS ARE TEMPORARY OR PERMANENT (Brief explanation)

Temporary, testing only

RISK / IMPACT / RECOVERY (Include confidence, impacts of failure, recovery or contingency plans)

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Risks associated:

1. Works might distract Train Controllers – testers will use headsets for communication predominantly to minimise any impact (A maximum of 2 testers to be in control room)

Impact:

1. Testing should not impact revenue service.
2. Risk of impacting the tunnel is low/negligible

Recovery:

1. Works only to commence / continue when SNC authorises.
2. Stop work and restore systems

