

DEPARTMENT OF DEFENCE
DARWIN INTERNATIONAL AIRPORT

METHOD OF WORKING PLAN

YPDN 25/02

AERODROME: **RAAF Base Darwin /**
Darwin International Airport

PROJECT DESCRIPTION: **Aircraft Hook Arrestor System Maintenance**

DATES:
Approval of MOWP **01 July 2025**
Revision Date **01 July 2025**
Commencement of works **05 July 2025**
Completion of works **06 July 2025**
Expiry of MOWP **07 July 2025**

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1 WORKS INFORMATION

1.1 Purpose of the MOWP

Civil Aviation Safety Authority (CASA) Part 139 MOS – Aerodromes requires operators of a certified aerodrome to make all the necessary arrangements to ensure that aerodrome works do not create a hazard to aircraft or cause confusion to pilots. Furthermore, an aerodrome operator must not carry out aerodrome works without a Method of Working Plan (MOWP) unless the works are of a time-limited or emergency nature, or the works do not require restrictions to aircraft operations.

To achieve the requirements of CASA Part 139 MOS – Aerodromes, this MOWP has been prepared in accordance with the requirements of CASA Part 139 MOS – Aerodromes, Chapter 16 – Method of Working Plans (CASA, 2019) and ensures that all works conducted are in accordance with Civil Aviation Safety Regulations, CASA Part 139 MOS – Aerodromes and CASA Instrument number 35/25 – Darwin Aerodrome (Arrestor Barrier System) Approval 2025.

1.2 Description of Works

RAAF Base Darwin / Darwin International Airport (Darwin Airport) has recessed bi-directional BAK 12/14 aircraft hook arrestor systems (AAS) installed at the eastern and western ends of Runway 11/29, at:

- 410M (1,345FT) from threshold Runway 11; and
- 465M (1,525FT) from threshold Runway 29

This MOWP covers urgent maintenance works on the Hook Cable Aircraft Arrestor System at Darwin Airport.

1.3 Execution of Works

Works will be undertaken in two works stages:

During Stage 1 823m of the eastern end of runway 11/29 will not be available and the threshold will be displaced 883m. Taxiway A6 will not be available.

During Stage 2 765m of the western end of runway 11/29 will not be available and the threshold will be displaced 824m. Taxiway A1 will not be available.

Both the eastern and western thresholds will be displaced by Fulton Hogan under the supervision of the nominated Works Safety Officer with the eastern end being displaced on Saturday 05 Jul 25 from 1900 – 2300 and the western end being displaced on Sunday 06 Jul 25 from 1900 - 2300.

Mechanical Equipment Operations and Maintenance Section (MEOMS) 13SQN RAAF Base Darwin is responsible for planning and scheduling the works and the nominated Works Safety Officer (WSO) under Fulton Hogan will be responsible for safely enacting the displacement.

2 RESTRICTIONS TO AIRCRAFT OPERATIONS (RTAO)

2.1 Works Stages – Operational Restrictions

The AAS Maintenance works are planned to be carried out in two (2) stages as follows:

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected
1	05 Jul 25 1900 - 2300	All	Displaced Threshold RWY 29 RWY 29 THR DISP 883M 823M Eastern End RWY 11/29 Closed TWY A6 closed, east of the FRA
2	06 Jul 25 1900 - 2300	All	Displaced Threshold RWY 11 RWY 11 THR DISP 824M 765M Western End RWY 11/29 Closed TWY A1 closed, north of TWY W

Plans of each work stage are attached as ANNEX A.

The actual day and timing of planned maintenance works may vary due to operational requirements, and periodic servicing may take multiple days to be completed. The date and time of commencement of works will be advised by a NOTAM.

Additional works may be carried out as time-limited works that do not affect aircraft operations.

2.2 Declared Emergencies and Adverse Weather

For declared emergencies the following will apply:

Runway 11/29 – Full length available for declared emergencies only with 30 minutes prior notice to RAAF Air Traffic Control (ATC).

For predicted adverse weather the following will apply:

Works will not be carried out during periods where Low Visibility Operations are declared. Commencement of works may potentially be delayed if the runway is wet or likely to be wet. This will be determined by the nominated WSO or relevant risk assessment. All stages could be adversely affected by wet weather and may result in temporary stoppages of the works and temporary re-opening to traffic.

2.3 NOTAM

The nominated Works Manager (MEOMS 13SQN) is responsible for requesting NOTAM for the planned works and RAAF ATC (452SQN) will be responsible for approving and issuing the NOTAM for each stage of the works.

Darwin International Airport (DIA) will confirm that the NOTAM has been raised for the relevant stage of the works. The following NOTAM details will apply.

2.3.1 Stage 1 NOTAM

Stage 1 NOTAM				
THR RWY 29 DISPLACED 883M DUE WIP RWY 11/29 OPR LEN REDUCED BY 823M EASTERN END DISPLACED THR MARKED BY GREEN THR LGT EACH SIDE OF RWY HN AND RWY THR IDENT LGT HJ, PILOT MNT OBST 16 FT AGL ON RWY 2861M FM START OF TORA RWY 11				
DECLARED DISTANCE AND GRADIENT CHANGES				
RWY	TORA	TODA	ASDA	LDA
11	2531 (8303)	2621 (8599) (2.14)	2531 (8303)	2531 (8303)
29	2531 (8303)	2621 (8599) (1.2)	2531 (8303)	2471 (8107)
SUPPLEMENTARY TKOF DIST:				
RWY 11 2563 (8409) (1.6) 2608 (8556) (1.9)				
RWY 29 TKOF TO COMMENCE AT RED LGTS HN AND RED AND WHITE CONES HJ				
RWY 11 DIST TO RUN MARKERS NOT AVBL WHEN 29 THR DISPLACED				
RWY 11 TWY B1, B2, E1, E2, C3 AND C4 TKOF RUN AVBL SIGNS NOT AVBL WHEN 29 THR DISPLACED				
ACTIVE LAND AND HOLD SHORT OPS (LAHSO) NOT AVBL WHEN THR DISPLACED 883M				
REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 1				
PAPI RWY 29 NOT AVBL WHEN THR DISPLACED RWY 29 TEMPO PAPI AVBL 3.0 DEG 60FT RWY THR IDENT LIGHTS AND TEMPO PAPI PILOT MNT REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 1				
TWY A6 CLOSED DUE DISPLACED THR RWY 29 REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 1				
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	RWY 11/29 remains Code 4 Runway (Instrument/Non-Precision).			
	Refer Airservices NOTAM published notifying ILS GP 'IDN' 333.2 RWY 29 U/S DUE DHTR			
	RWY 11/29 EASTERN AAS NOT AVBL WHEN 29 THR DISPLACED			
	TWY A6 AVBL BETWEEN TWY D AND FRA FOR MIL ACFT			

2.3.2 Stage 2 NOTAM

Stage 2 NOTAM				
THR RWY 11 DISPLACED 824M DUE WIP RWY 11/29 OPR LEN REDUCED BY 765M WESTERN END DISPLACED THR MARKED BY GREEN THR LGT EACH SIDE OF RWY HN AND RWY THR IDENT LGT HJ, PILOT MNT OBST 15FT AGL ON RWY 2919M FM START OF TORA RWY 29				
DECLARED DISTANCE AND GRADIENT CHANGES				
RWY	TORA	TODA	ASDA	LDA
11	2589 (8494)	2679 (8789) (2.14)	2589 (8494)	2530 (8300)
29	2589 (8494)	2679 (8789) (2.0)	2589 (8494)	2589 (8494)
SUPPLEMENTARY TKOF DIST:				
RWY 11- 2308 (7572) (1.6) 2524 (8281) (1.9)				
RWY 29- 2587 (8487) (1.6) 2662 (8733) (1.9)				
RWY 11 TKOF TO COMMENCE AT RED LGTS HN AND RED AND WHITE CONES HJ				
RWY 29 DIST TO RUN MARKERS U/S WHEN 11 THR DISPLACED				
RWY 29 TWY D, E1 AND E2 TKOF RUN AVBL SIGNS U/S WHEN 11 THR DISPLACED				
REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 2				
PAPI RWY 11 U/S WHEN THR DISPLACED				
RWY 11 TEMPO PAPI AVBL 3.0 DEG 65FT				
RWY THR IDENT LGTS AND TEMPO PAPI PILOT MNT				
REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 2				
TWY A1, CLOSED DUE DISPLACED THR RWY 11				
REFER METHOD OF WORKING PLAN (MOWP) YPDN 25/02 STAGE 2				
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	RWY 11/29 remains Code 4 Runway (Instrument/Non-Precision).			
	RWY 11/29 WESTERN AAS NOT AVBL WHEN 11 THR DISPLACED			
	TWY A1 AVBL MIL ACFT FOR ACCESS TO TWY W AND X			

3 PERSONNEL AND EQUIPMENT

3.1 General

Defence personnel MEOMS 13 SQN RAAF Base Darwin are responsible for carrying out and overseeing all works related to AAS works and any reference to Works Organisations in this MOWP will apply to MEOMS 13 SQN RAAF Darwin.

Fulton Hogan and the nominated WSO (Tarmac Aerodrome Operations) will oversee the displacement, works and personnel; and will operate under the Call Sign(s):

- Works 2 (Lead WSO)
- Works 5
- Works 6
- Works 7

The works are to take place on and in the vicinity of aircraft manoeuvring areas and the specific requirements of this MOWP, together with site instructions from the nominated WSO must be strictly followed at all times.

While at the work site, all vehicles, plant and personnel must remain within the limits of the designated works area. All vehicles and plant not actually engaged in the works are to be parked clear of the works and airside movement area in an area nominated by the WSO.

The limits of the work areas are to be defined by row of orange road markers (witches hats) across the runway. Works personnel must not move beyond these lines.

Fulton Hogan will supply all markers and markings; and position them in the appropriate locations, including activating the Runway Threshold Identification Lights (RTILS) and temporary Precision Approach Path Indicator (PAPI), as per the relevant NOTAM and in accordance with relevant operating procedures.

Markers or markings must not be moved without the permission of the designated WSO.

Upon completion of each work period, and on every occasion that the runways and taxiways are returned to active use, the Defence personnel will return the work area to a serviceable condition. This shall include the removal of all Foreign Object Debris (FOD) hazards to the satisfaction of the WSO. Pavements will be vacuum swept if required.

Smoking is not permitted on the airside movement area.

In the event that an Airport Emergency is declared, the DIA Airside Operations Officer may direct that works cease and that the works site be vacated to an area as directed until the emergency has ceased.

3.2 Control of Works Personnel and Security

All Defence personnel and/or external contractors associated with the works shall be bound by any instructions issued by the WSO.

The WSO may refuse access to persons considered likely, in his or her opinion, to compromise aircraft safety on the airfield.

Any breaches of aviation safety by project personnel or airfield users must be reported to the WSO, Base Aviation Safety Officer (BASO) and the DIA Airside Operations Officer.

The WSO is to initiate an immediate response in consultation with DIA; ATC and the BASO. The BASO will provide guidance when an Aviation Safety Report (ASR) needs to be raised.

3.3 Vehicles and Plant

Where works are being undertaken on Runway 11/29, the Defence personnel must have recovery equipment available to remove any vehicle or item of plant from the runway and runway strip.

All plant, equipment and vehicles whilst working on the airfield will be restricted to a maximum height as detailed in Annex A Stage 1 and Annex A Stage 2 drawings .

- Stage 1 maximum height at works limit is 5m
- Stage 2 maximum height at works limit is 4.7m

At the end of each work period, all vehicles and plant shall be moved clear of the work area and parked in an area designated by the WSO.

Vehicles and self-propelled items of plant are to have an orange rotating warning light operating whenever they are within the airside movement area. Passenger vehicles not fitted with an orange rotating warning light shall activate hazard lights whenever they are within the airside movement area.

3.4 Access to the Works and Security

Access routes to and from the works areas will be in accordance with relevant work stage and as approved by RAAF Base Darwin, RAAF ATC and as directed by the WSO.

Movement of vehicles, plant and equipment must be confined to these routes in order to minimise tracking of dirt and debris onto aircraft movement area pavements and to prevent damage to airport lighting.

Access to the works site will be under the escort of the nominated WSO.

All personnel are only permitted to move about the designated work areas, and the designated access routes.

3.5 Visual Ground Aids

Markings, markers and ground lighting are not to be altered or removed without the approval of the WSO. Any markings or markers that are required to be moved due to works in progress must be advised to the WSO or reinstated prior to leaving the work site.

Any accidental damage to the markers must be reported to the WSO and to the DIA Airside Operations Officer.

3.6 Works Permits

To prevent damage to airport lighting systems and other airport facilities the Defence Personnel must obtain dig permits from the local Defence Support; contact RAAF Darwin base management, prior to undertaking any excavation on the site.

3.7 Other Restrictions

All loose material and equipment must be secured against movement in strong winds or aircraft propeller wash or jet blast.

Any damage to aerodrome facilities or property must be reported immediately to the WSO and the DIA Airside Operations Officer.

Personnel and equipment may need to partially withdraw from a work area to avoid propeller wash or jet blast from a departing or passing aircraft. The WSO shall direct any such withdrawal.

4 AERODROME, MARKERS, MARKINGS AND LIGHTS

Areas of the airfield affected by the works are to be marked to comply with the requirements of MOS Part 139 – Aerodromes.

The WSO is responsible for ensuring that all markings for the displaced threshold are established at the start of each work period; and then removed at the end of each work period as detailed in the relevant NOTAM.

4.1 Unserviceability Markers

Closed portions of the manoeuvring area will be marked by unserviceability markers red banded white cones during the day (and red lights at night). Also see below 4.3 Visual Aids.

4.2 Works Limit Markers

The limit of works is marked with 'non-reflective' orange witches hats (orange lights at night). All personnel (and equipment) must remain within the designated works area, including when in the runway strip. A clearance from ATC to enter the runway is required to proceed past the limit of works.

4.3 Visual Aids

The planned works are to occur during hours of darkness and be completed more than 6 hours before the following daylight. The use of unserviceability markings on the unserviceable portion of the runway are not required as per Part 139 MoS Section 8.107 (4) (a). Should the planned works delay or prolong, and extend into daylight, then the relevant unserviceability markers (described below) are to be deployed.

At the eastern end three 36m high fabric unserviceability marker will be placed as per the Stage 1 drawing in ANNEX A.

At the western end five 36m high fabric unserviceability marker will be placed as per the Stage 2 drawing in ANNEX B.

4.4 Temporary Displaced Thresholds

RTILS will be used to identify the temporarily displaced threshold by day and green threshold lights each side of the runway at night.

4.5 Protection of Electrical Services

The nominated WSO is to obtain dig permits prior to performing any excavations.

4.6 Instrument Landing System (ILS) Critical and Sensitive Areas

The Instrument Landing System (ILS) consists of the following equipment: Very High Frequency (VHF) Localiser, Ultra High Frequency (UHF) Glide Path and monitoring systems. Due to the nature of the equipment, the ILS is sensitive to electromagnetic interference and/or the presence of temporary structures or vehicles/equipment and must be protected against any potential interference.

ILS Glide Path will be required to be turned off during the duration of the RWY 29 displaced threshold.

Fulton Hogan will advise ATC that they require the ILS Glide Path switched off in accordance with NOTAM timings.

5 ADMINISTRATION

5.1 Works Organisation

The works will be carried out by Department of Defence Personnel (MEOMS 13 SQN RAAF Base Darwin) and/or external contractors working on behalf and under the supervision of the WSO under Fulton Hogan.

5.2 Works Manager

The nominated Works Manager will be the Senior Non-Commissioned Officer (NCO) from MEOMS 13 SQN RAAF Base Darwin.

The Works Manager or his/her delegate must be present on site during all work periods. The Works Manager is responsible for complying with the requirements of this MOWP.

MEOMS 13 SQN RAAF Base Darwin may be contacted on the following numbers:

- Cable Party 1 – Mobile – 0408 435 625
- Cable Party 2 – Mobile – 0409 489 422

5.3 Works Safety Officer

The nominated WSO (Tarmac Aerodrome Operations) will be provided by Fulton Hogan and is responsible for ensuring that the works, in so far as they affect the safe operation of aircraft, are conducted in accordance with this MOWP.

The WSO is responsible for the operational safety of the works and carrying out WSO duties in accordance with the requirements CASA MOS Part 139 13.04 Works safety officer and 15.04 Management and Control of Aerodrome Works, and this MOWP.

The WSO must be present at the work site at the start and finish of each work period, and during each work period.

5.4 Base Aviation Safety Officer

The BASO will provide airside induction training to the WSO responsible for the supervision of the works.

The BASO will be the main point of contact for aviation safety issues during the Works. The BASO may be contacted on the following numbers:

E: DAR.BASO@defence.gov.au

5.5 Defence Representative

The Defence representatives for the works are listed at ENCLOSURE A.

5.6 DIA Representative

The DIA representatives for the works are listed at ENCLOSURE B.

5.7 Distribution

This MOWP is to be distributed to all of the persons and agencies listed in the Distribution List attached at ENCLOSURE C.

6 AUTHORITY

6.1 Issue

This MOWP is issued in accordance with CASA Manual of Standards (MOS) Part 139 – Aerodromes.

All work must be carried out in accordance with these documents and the specific requirements of this MOWP.

6.2 Variation

No variation to this MOWP (including the NOTAM text) is to take place without the prior approval of the signatories below.

Requests or proposals to vary the MOWP, as well as queries on its content or meaning, are to be directed to the DIA Representatives, Van Nguyen or George Cheriyan.

6.3 Expiry

This MOWP will remain current until 07 Jul 2025 unless extended by amendment.

6.4 Approval

Under the authority of the following signatures, this MOWP is approved for release.

stephanie.
gartshore

Digitally signed by
stephanie.gartshore
Date: 2025.07.01
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SQNLDR Stephanie Gartshore

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RP

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7 ENCLOSURE A – Defence Representative

Defence representative for the works will be:

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8 ENCLOSURE B – DIA Representative

Darwin International Airport representatives for these works will be:

Van Nguyen Airside Manager M: 0473 957 650 E: van.nguyen@adgnt.com.au	George Cheriyan Aerodrome Safety & Standards Manager M: 0419 864 223 E: george.cheriyаn@adgnt.com.au
Melanie Cobbin Head of Airport Operations M: 0421 601 461 E: Melanie.cobbin@adgnt.com.au	

9 ENCLOSURE C – DISTRIBUTION LISTS

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13 SQN – RAAF Darwin		
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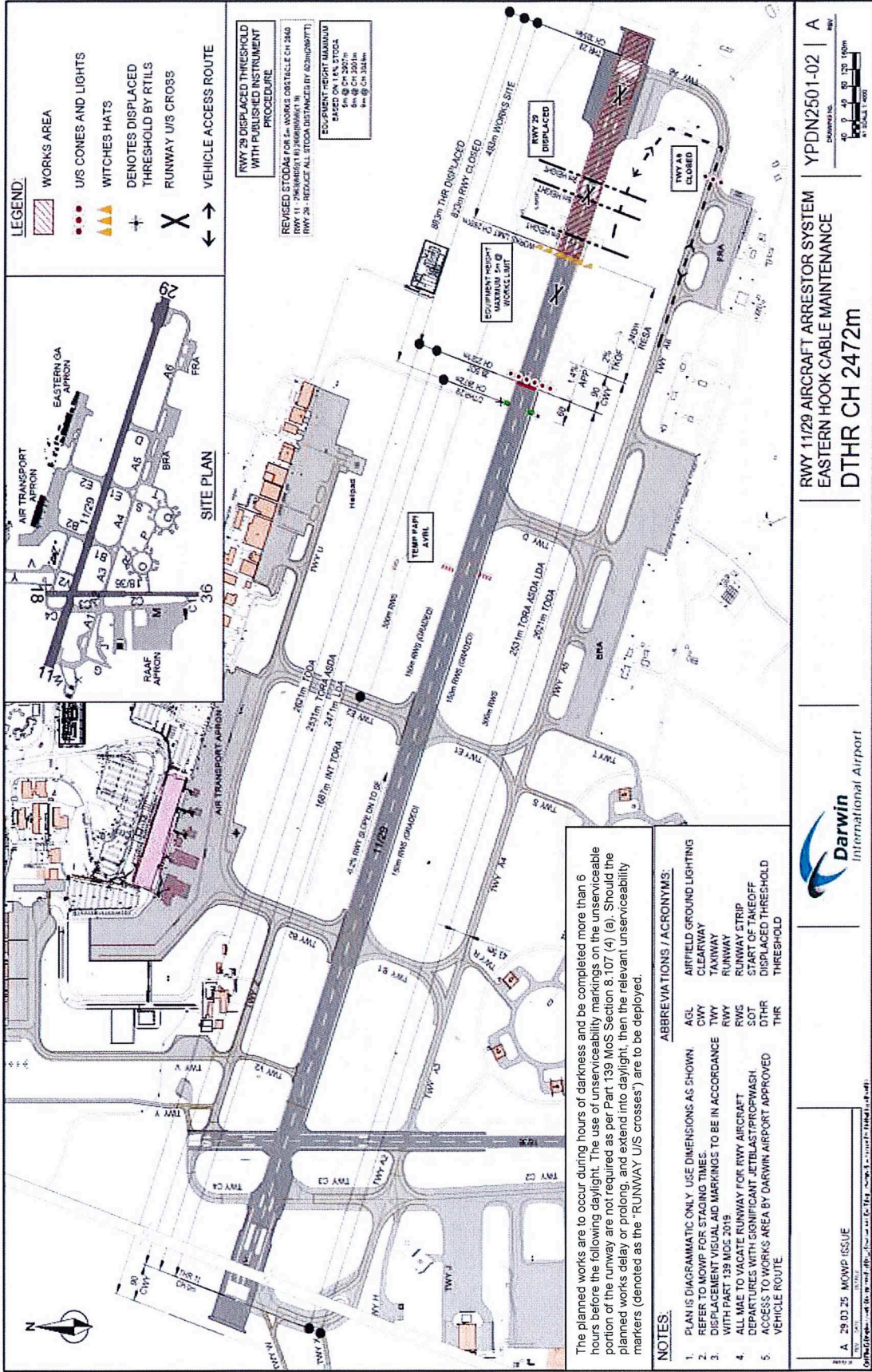
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10 ANNEX A - STAGE 1



11 ANNEX A - STAGE 2

