

DARWIN INTERNATIONAL AIRPORT

METHOD OF WORKING PLAN

YPDN 26/03

AERODROME: Darwin International Airport

PROJECT DESCRIPTION: Apron & Taxiways Treatment

DATES:

Approval of MOWP 20 August 2026

Commencement of works Friday, 04 September 2026

Completion of works Friday 18 September 2026

Expiry of MOWP Friday 18 September 2026

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ABBREVIATIONS

The following abbreviations are used in this MOWP, associated NOTAM text, annexes and supporting operational documentation.

Abbreviation	Definition
ACFT	Aircraft
ADG	Airport Development Group
AEP	Aerodrome Emergency Plan
ARFFS	Aviation Rescue and Fire Fighting Service
ATA	Air Transport Apron
ATC	Air Traffic Control
CASA	Civil Aviation Safety Authority
DIA	Darwin International Airport
ERSA	En Route Supplement Australia
FOD	Foreign Object Debris
GA	General Aviation
H&SMP	Health and Safety Management Plan
HJ	Daylight Hours
HN	Night Hours
ILS	Instrument Landing System
LGTS	Lights
MAINT	Maintenance
MOS	Manual of Standards
MOWP	Method of Working Plan
NOTAM	Notice to Airmen / Notice to Air Missions
OLS	Obstacle Limitation Surface
RAAF	Royal Australian Air Force
RWY	Runway
TAOO	Terminal & Airside Operations Officer
TWY	Taxiway
U/S	Unserviceable
UHF	Ultra High Frequency
VHF	Very High Frequency
WIP	Work in Progress
WSO	Works Safety Officer

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.

1.2 Scope of Works

This Method of Working Plan (MOWP) outlines the planning and delivery of surface treatment works within the Air Transport Apron at Darwin International Airport (DIA).

The Works include:

- Survey and site verification.
- Rhinophalt surface preservation treatment & line marking reinstatement – applied over 7 day-shift stages, undertaken between 0700 and 1900 hours.
- Crack sealing Works over 2-night shifts, undertaken between 0200 and 0600 hours.
- Minor Asphalt repair (within the 7 day-shift stages)

Day shift works will be conducted as per MOWP Stages 1-8, as detailed in Section 10 Annex A. Each stage of the works will require temporary closure or restriction of sections of the Air Transport Apron (ATA) taxilane and associated aircraft parking bays.

Night shift crack sealing works will be undertaken in accordance with MOWP Stage 9, as detailed in Annex A. The works have been scheduled during periods of low aircraft movements to minimise operational impacts and maintain airside safety.

Due to the rapid-curing nature of the crack sealing product, the works will be conducted under a 5-minute recall methodology, enabling the work area to be safely cleared and returned to operational use within five minutes of notification from Airside Operations.

Details of the works, including associated closures and operational restrictions, will be communicated via a Notice to Airmen (NOTAM), which will be issued no less than 48 hours prior to the commencement of works.

1.3 Site handover Procedure

1.3.1 Pre-Start Inspection

At the commencement of each shift, Downer will hold a prestart meeting. Attendees will include all key roles including:

- Downer Management
- Persons undertaking the works
- Downer Works Safety Officer (WSO)
- Darwin International Airport (DIA) representative
- Darwin International Airport Terminal and Airside Operations Officer (TAOO)

The meeting will reiterate the shift plan and also communicate key safety items including hazard and compliance items for the team's awareness.

1.3.2 Site Preparation

Upon completion of the prestart meeting Downer will establish the works area, transitioning the area for operations to dedicated project areas. Downer, WSO and DIA representative will jointly inspect the designated work area to ensure the works separation area is appropriately set up, the area is free from obstructions, Foreign Object Debris (FOD), standing water, wet patches, and any other hazards that may impact the safe and effective delivery of the works and operations in close proximity to the works.

Any changes to the planned work area, airside conditions, or operational requirements will be communicated, reviewed, and agreed upon by all relevant parties prior to the commencement of works.

Once the work area has been inspected and deemed suitable by both Downer and DIA, surface preparation activities may commence.

1.3.3 End of Shift Inspection and Handover

At the completion of each shift the works area will be formally transitioned from designated works area to operations. Downer, WSO and the DIA representative will jointly inspect the work area to confirm that the affected work areas is operationally appropriate, line marking has been reinstated, adjacent pavement surfaces are clean, and the treated surface is fully cured and free from defects. Any outstanding defects, incomplete works, changed from planned or operational limitations shall be documented and communicated to DIA prior to handover, with appropriate controls implemented until rectification is completed.

Note: DIA input is for operationally suitable purposes.

1.3.4 Foreign Object Debris

The WSO will monitor the works area for any potential FOD risk, including dust and debris as a result of the works. Downer will maintain a road sweeper within the work area until handover is complete. Prior to exiting the airfield, the sweeper will clean all work and access routes used during the shift to ensure they are free of debris and FOD.

1.3.5 Communications

Prior to works commencing, a number of stakeholder engagement sessions will be held with key stakeholders. These sessions will provide an overview of the operational plans, scope of works, staging, shift timings, access arrangements, affected areas, operational impacts, and key escalation pathways. The sessions will ensure stakeholders understand the planned works, the controls in place, and the communication process that will apply throughout the delivery period.

1.3.6 Shift Plans

Shift plans will be circulated each day by Downer to DIA prior to works commencing. The shift plans will confirm the planned work location, scope, timing, access arrangements, operational controls, personnel and equipment requirements, and any changes from the approved staging plan.

1.3.7 Operational Advice

DIA will distribute a Daily Operational Advice to all relevant stakeholders prior to each shift outlining the relevant shift plans, operational impacts, areas affected, stakeholder considerations, and key escalation methods. The Daily Operational Advice will support consistent situational awareness across airport operations, stakeholders, and relevant

service providers.

2. RESTRICTIONS TO AIRCRAFT OPERATIONS/SPECIAL REQUIREMENTS

2.1 Works Stages - Operational Restrictions

The works are planned to be carried out in 9 stages as follows:

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remarks
1	Day: Friday Date: 4 September 2026 Time: 0700-1900 Local ACST	Aircraft accessing ATA	Closure of the ATA Taxilane adjacent to Bays 6 & 7	Closure of ATA Taxilane adjacent to Bays 6 & 7. Modified pushback procedures required for aircraft departing from Bays 5 & 8 Post pushback, engine starts are approved at the designated disconnection point only and not permitted during pushback operations Access to Bay 8-12 via Taxiway Echo Access to Bay 21-25 & 1-5 via Taxiway Bravo Aircraft requiring repositioning from Bays 21-25 and 1-5 to Bays 8-12 is via TWY B2 to RWY 11/29 to TWY E2 Aircraft requiring repositioning from Bays 8-12 to Bays 21-25 and 1-5 is via TWY E2 to RWY 11/29 to TWY B2

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remarks
2	Day: Sunday Date: 6/9/2026 0700-1900 Local ACST	Code F Aircraft	Closure of the ATA Taxilane adjacent to Bays 21-25 and 1 TWY B2 Closure	Closure to all Code F aircraft Closure of ATA Taxilane adjacent to Bays 21-25 and 1. Access to Bays 2-10 via TWY E2 Modified pushback and towing procedures are required for Bay 2
3	Day: Monday Date: 04/09/2026 Time: 0700-1900 Local ACST	Aircraft accessing ATA and / or Code C, D, E aircraft accessing TWY U1	Closure of the ATA Taxilane adjacent to Bays 10, 11 & 12 TWYE2 TWY U1	Closure of the ATA taxi lane adjacent to Bays 10, 11 & 12. Modified pushback and towing procedures are required for Bay 9. Post pushback, engine starts are approved at the designated disconnection point only and not permitted during pushback operations TWY U1 restricted to Code B aircraft Access to and from the ATA will be restricted to one-way operations via TWY B2 All aircraft accessing ATA from TL Hanger will be required to be positioned on the ATA prior to 0700

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remarks
4	Day: Tuesday Date: 8/9/2026 0700-1900 LOCAL	Aircraft accessing ATA Code F	Closure of the ATA Taxilane adjacent to Bays 2 & 3 f Restriction of TWY B2	Closure of the ATA taxi lane adjacent to Bays 2 and 3 Access to Bay 21-25 & 1 via TWY B2 under marshalling and escort by WSO Closure to all Code F aircraft Modified pushback and towing procedures are required for Bay 1 and 4 Post pushback, engine starts are approved at the designated disconnection point only and not permitted during pushback operations Access to Bay 4-12 via TWY E2 Access to Bay 21-25 & 1 via TWY B2 under marshalling and escort by WSO Aircraft requiring repositioning from Bays 21-25 and 1 to Bays 4-12 is via TWY B2 to RWY 11/29 to TWY E2 Aircraft requiring repositioning from Bays 4-12 to Bays 21-25 and 1 is via TWY E2 to RWY 11/29 to TWY B2

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remarks
5	Day: Wednesday Date: 9/9/2026 0700-1900 Local ACST	Aircraft accessing ATA	Closure of the ATA Taxilane adjacent to Bays 8 & 9 Bays 7 & 10	Closure of the ATA taxi lane adjacent to Bays 8 and 9 Modified pushback and towing procedures are required for Bay 7 and 10 Post pushback, engine starts are approved at the designated disconnection point only and not permitted during pushback operations Access to Bay 10-12 via TWY E2 Access to Bay 21-25 & 1-5 via TWY B2 Aircraft requiring repositioning from Bays 21-25 and 1-7 to Bays 9-12 is via TWY B2 to RWY 11/29 to TWY E2 Aircraft requiring repositioning from Bays 9-12 to Bays 21-25 and 1-7 is via TWY E2 to RWY 11/29 to TWY B2
6	Day: Thursday Date: 10/09/26 0700-1900 Local ACST	Aircraft accessing ATA	Closure of the ATA Taxilane adjacent to Bays 4 & 5 Bays 3 and 6	Closure of the ATA taxi lane adjacent to Bays 4 and 5. Modified pushback and towing procedures are required for Bay 3 and 6. Post pushback, engine starts are approved at the designated disconnection point only and not permitted during pushback operations Access to Bays 6-12 via TWY E2 Access to Bay 21-25 & 1-5 via TWY B2 Aircraft requiring repositioning from Bays 21-25 and 1-3 to Bays 6-12 is via TWY B2 to RWY 11/29 to TWY E2 Aircraft requiring repositioning from Bays 6-12 to Bays 21-25 and 1-3 is via TWY E2 to RWY 11/29 to TWY B2

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remarks
7	Day: Friday Date: 11/9/2026 Time: 0700-1900hrs Local ACST	Code C, D, E and F	Closure of TWY E2 Restriction of TWY U1	Closure of TWY E2 Access to Bays 21-25, 1-12 via TWY B2 TWY U1 restricted to Code B aircraft Access to and from the ATA will be restricted to one-way operations via TWY B2 All aircraft over Code B utilising Bays – transiting from U1 hangers will be required to be prepositioned on the ATA prior to 0700hrs
8	Day: Saturday Date: 12/9/2026 Time: 0700-1900 Local ACST	ALL	Intersection of ATA Taxilane, Taxiway U1, Taxiway E2 TWY E2	Closure of TWY E2 for arriving aircraft Code B and below aircraft transiting from TWY U1 will be required to be under marshaller and WSO escort. Access to Bays 21-25, 1-12 via TWY B2 All aircraft over Code B utilising Apron Bays – transiting from TWY U1 hangers will be required to be prepositioned on the ATA prior to 0700hrs
9	Day: Monday DATE: 14/9/2026 0200-0600 LOCAL	ALL	ATA	The work area shall be vacated within five (5) minutes at the direction of the Works Safety Officer (WSO) to facilitate aircraft movements
10	Day: Tuesday DATE: 15/09/2026 0200-0600 LOCAL	ALL	ATA	The work area shall be vacated within five (5) minutes at the direction of the Works Safety Officer (WSO) to facilitate aircraft movements

Stage 8 has been established to facilitate pavement treatment works within the intersection of the ATA Taxilane, Taxiway U1 and Taxiway E2 whilst maintaining aircraft operations through the intersection. Due to the proximity of the work area, aircraft may be required to utilise non-standard taxi routing to maintain separation from the works. Upon notification of an aircraft movement, personnel, vehicles and equipment associated with Stage 8 works shall vacate the work area as directed by the WSO. The WSO shall then assume responsibility for the safe passage of aircraft through the affected area and oversee the deployment of Marshallers undertaking wing walking duties as required. Marshallers will monitor aircraft movements and maintain separation from the works area. Aircraft movements shall take priority over all works activities.

Plans of each work stage are attached as ANNEX A. Additional works maybe carried out as time limited works that do not affect aircraft operations.

3. SITE ACCESS AND LAYDOWN

Site access will be via Gate India, located on the corner of Murphy Drive and Pedersen Road. Vehicles, plant and personnel must follow the designated green access route from Gate India to ACP India. Refer to Annex B Site Access and Laydown Diagram

Following completion of the required screening process at ACP India, vehicles and personnel must continue along the designated road. The road connects a live taxi lane environment.

Entry to the live taxilane is only permitted following approval from Air Traffic Control (ATC). Once ATC approval is received, vehicles and personnel must proceed along the access route to the approved laydown area under the direction of the WSO.

When exiting the laydown area, vehicles and personnel must follow the same approved access route in reverse. Departure from the laydown area via the taxilane requires ATC approval before entering or crossing the live taxiway. After clearing the live taxiway environment, vehicles and personnel must continue via the access road to Gate India.

3.1 Laydown area

The designated laydown area for the project will be established towards the western end of the apron, opposite Bay 24 and Bay 25. – Refer to Annex B Site Access and Laydown Diagram.

3.2 Declared Emergencies and Adverse Weather

For declared emergencies the following will apply:

In a declared emergency, the works site will be made safe and will be vacated as directed by the WSO.

Commencement of works may potentially be delayed if the ATA is wet or likely to be wet. This will be determined by the nominated WSO and DIA representative and / 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 in line with operational and compliance requirements.

Thunderstorm Alert Procedure and Guidelines. In the event of adverse weather, the WSO will ensure any procedures are followed as described in the aerodrome manual regarding low visibility operations. This may include ceasing all works, making the site safe and vacating the airfield. If works are postponed due weather, NOTAMs will be reviewed and updated accordingly. Works will be managed inline with current ATA weather warning procedures – Darwin International

3.3 Prescribed Airspace Protection and Infringements

All plant, equipment, vehicles and activities associated with these works shall remain below the applicable prescribed airspace surface and must not penetrate prescribed airspace unless assessed and approved in accordance with applicable legislation and DIA procedures. The Obstacle Limitation Surface (OLS) environment applicable to the ATA Apron is illustrated in Annex 12 – ATA Apron OLS Reference Overlay, which identifies the relevant OLS contours and surfaces within the work area. Annex 12 is provided for operational reference only and does not replace the requirement for a formal OLS assessment where proposed plant, equipment, vehicles or activities may approach prescribed airspace.

For the purposes of these works, plant, equipment and vehicles are expected to comprise low-profile pavement treatment equipment operating at or near ground level and are not

anticipated to exceed 10 metres above ground level (AGL). Accordingly, 10 metres AGL shall be used as a trigger height for further review by DIA.

Prior to mobilisation, Downer shall provide details of any plant, equipment, vehicle or activity that exceeds, or has the potential to exceed, 10 metres AGL, or that may increase in height during operations, including but not limited to lighting towers, elevated work platforms, boom lifts, cranes, survey masts or other temporary structures.

Where required, DIA shall assess the proposed activity in accordance with the DIA Monitoring the OLS Procedure and OLS Assessment Procedures, including determination of the applicable prescribed airspace surface, reference to the ATA Apron OLS Drawing (Annex 12), and any associated approval requirements.

Should any proposed plant, equipment, vehicle or activity have the potential to penetrate prescribed airspace, the activity shall not commence until all necessary assessments, approvals, notifications and referrals have been completed.

Downer shall immediately notify the WSO and DIA Representative of any change to plant configuration, operating height or work methodology that may affect the original assessment or approved operating conditions.

The works are anticipated to be undertaken using low-profile pavement treatment equipment operating at or near ground level and are not expected to affect prescribed airspace. However, if plant, equipment, vehicle types or operational requirements change during the works, a reassessment shall be undertaken by DIA prior to the activity proceeding.

3.4 NOTAM

DIA representative is responsible for requesting NOTAM for the planned works and issuing the NOTAM for each stage of the works.

DIA will confirm that the NOTAM has been raised and published for the relevant stage of the works.

The following NOTAM details will apply:

3.4.1 Stage 1 NOTAM

Stage 1 NOTAM
ATA TAXILANE BTN BAYS 6 AND 7 CLSD DUE WIP BAYS 6 AND 7 NOT AVBL ACFT TO AND FM BAYS 8-12 TO USE TWY E2 ACFT TO AND FM BAYS 1-5 AND 21-25 TO USE TWY B2 EASTERN GA ACFT VIA TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 1 DAILY 2130 TO 0930 UTC

3.4.2 Stage 2 NOTAM

Stage 2 NOTAM
ATA TAXILANE ADJ BAY 1 CLSD DUE WIP BAY 1 & 21-25 NOT AVBL PORTION OF TWY B2 CLSD ACFT TO AND FM BAYS 2-12 TO USE TWY E2 EASTERN GA ACFT TO USE TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 2 DAILY 2130 TO 0930 UTC

3.4.3 Stage 3 NOTAM

Stage 3 NOTAM
ATA TAXILANE BTN BAYS 10, 11 AND 12 CLSD DUE WIP BAYS 10-12 NOT AVBL PORTION OF TWY E2 CLSD ACFT TO/FM BAYS 1-9 AND 21-25 TO USE TWY B2 EASTERN GA ACFT VIA TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 3 DAILY 2130 TO 0930 UTC

3.4.4 Stage 4 NOTAM

Stage 4 NOTAM
ATA TAXILANE BTN BAYS 2 AND 3 CLSD DUE WIP BAYS 2 AND 3 NOT AVBL PORTION OF TWY B2 CLSD ACFT TO AND FM BAYS 1 AND 21-25 TO USE TWY B2 ACFT TO AND FM BAYS 4-12 TO USE TWY E2 EASTERN GA ACFT TO USE TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 4 DAILY 2130 TO 0930 UTC

3.4.5 Stage 5 NOTAM

Stage 5 NOTAM
ATA TAXILANE BTN BAYS 8 AND 9 CLSD DUE WIP BAYS 8 AND 9 NOT AVBL ACFT TO AND FM BAYS 10-12 TO USE TWY E2 ACFT TO AND FM BAYS 1-7 AND 21-25 TO USE TWY B2 EASTERN GA ACFT TO USE TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 5 DAILY 2130 TO 0930 UTC

3.4.6 Stage 6 NOTAM

Stage 6 NOTAM
ATA TAXILANE BTN BAYS 4 AND 5 CLSD DUE WIP BAYS 4 AND 5 NOT AVBL ACFT TO AND FM BAYS 1-3 & 21-25 TO USE TWY B2 ACFT TO AND FM BAYS 6-10 TO USE TWY E2 EASTERN GA ACFT TO USE TWY E2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 6 DAILY 2130 TO 0930 UTC

3.4.7 Stage 7 NOTAM

Stage 7 NOTAM
TWY E2 CLSD DUE WIP ACFT TO AND FM BAYS 1-12 AND 21-25 TO USE TWY B2 EASTERN GA ACFT TO USE TWY B2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 7 DAILY 2130 TO 0930 UTC

3.4.8 Stage 8 NOTAM

Stage 8 NOTAM
TWY E2 CLSD DUE WIP ACFT TO AND FM BAYS 1-12 AND 21-25 TO USE TWY B2 EASTERN GA ACFT TO USE TWY B2 FOR ARR AND DEP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 8 DAILY 2130 TO 0930 UTC

3.4.9 Stage 9 NOTAM

Stage 9 NOTAM
ATA TXL WIP (CRACK SEALING) MEN AND EQPT WILL VACATE WITH 5 MIN PN REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/03 STAGE 9 DAILY 1630 TO 2030 UTC

4. PERSONNEL and EQUIPMENT

4.1 General

DIA as the Aerodrome Certificate Holder is responsible for all Airside operations within the DIA Boundary and Joint User Area. Downer is engaged to undertake all works associated with the Apron and Taxiway Treatment Works. Any reference to the Works Organisation within this MOWP shall be deemed to refer to Downer and its approved subcontractors.

DIA shall oversee all works and personnel and will ensure Downer operate under the strict requirement of DIA. All personnel are to be inducted through the DIA online induction process.

As the works are being undertaken on, or adjacent to, active aircraft manoeuvring areas, all personnel shall comply with the requirements of this MOWP and any directions issued by the nominated WSO or TAOO.

4.2 Work Area Delineation and Access Control

The limits of each work stage shall be established in accordance with the MOWP Work Stages in Section 10, Annex A.

Work areas will be delineated with a line of non-reflective orange work limit markers (witches' hats). Downer shall be responsible for the supply, installation, maintenance, relocation, and removal of all markers and associated work area delineation. Unserviceability cones will be established beyond the witches hats, as the complete limit of the works.

Once the work area has been established, a joint inspection shall be undertaken by Downer and DIA representatives to verify that the configuration complies with MOS 139 requirements and is operationally suitable prior to the commencement of works.

All personnel, vehicles, plant, and equipment shall always remain within the designated work area. Access beyond the established work limits is prohibited without the approval of the WSO.

4.3 Emergency Response

In the event of an airport emergency, the DIA Terminal and Airside Operations Officer (TAOO), WSO, or authorised DIA representative may direct that works cease immediately and that personnel, vehicles, and equipment vacate the work area and relocate to a designated safe location until normal operations are restored.

SMOKING IS NOT PERMITTED IN ANY AREA.

4.4 Control of Works Personnel and Security

All personnel and subcontractors engaged in the works shall comply with any directions issued by the WSO.

The WSO reserves the right to refuse airside access to any person who, in their opinion, may compromise the safety of aircraft operations or airfield activities.

Any aviation safety breaches, incidents, hazards, or non-compliance events involving project personnel or other airfield users must be reported immediately to the WSO and the DIA TAOO.

Upon notification of an incident or safety breach, the WSO will initiate an immediate response in consultation with DIA and Air Traffic Control (ATC). An investigation shall be undertaken, and an incident report raised for all incidents, safety breaches, and non-compliance events.

4.5 Vehicles and Plant

All fixed plant shall remain below the Obstacle Limitation Surface (OLS) unless otherwise

approved by Darwin International Airport (DIA). Any plant, equipment, vehicle, or activity that penetrates the prescribed airspace shall be assessed and approved by the DIA Manager, Airport Operations, prior to commencing work.

All vehicles, plant and equipment utilised during the works shall be maintained in a safe and serviceable condition. Any vehicle, plant or equipment deemed unserviceable, unsafe or likely to create a hazard to aircraft operations shall be immediately removed from the airside by Downer as directed by the WSO.

All vehicles shall comply with the applicable speed limits prescribed within the DIA Airside Vehicle Control Handbook. Unless otherwise directed by the WSO, all vehicles operating within the work area shall travel at a safe speed not exceeding 10km/h.

No movement of vehicles, plant, or equipment shall occur outside the designated work area or approved access routes without the prior approval of the Works Safety Officer (WSO). Only vehicles, plant, and equipment directly engaged in the works shall be permitted within the work area. All other vehicles shall be parked in locations nominated by DIA.

All vehicles and self-propelled plant operating airside shall be fitted with an operational amber beacon, which shall be activated at all times whilst operating within the movement area. Vehicles not fitted with an amber beacon shall only operate airside under the direction of the WSO.

Vehicle operators shall ensure all loads, tools, materials and equipment are secured to prevent the creation of Foreign Object Debris (FOD). Any FOD identified within or adjacent to the work area shall be removed immediately.

Vehicles and plant shall not be left unattended whilst running and shall only be parked within locations approved by the WSO.

All vehicle and plant movements associated with the works shall be conducted in accordance with directions issued by the Works Safety Officer (WSO). The WSO may restrict, suspend or relocate vehicle movements at any time to maintain the safety of aircraft operations.

At the completion of each shift, all plant, equipment, vehicles, and materials shall be removed from the work area and relocated to a designated parking or storage area approved by the DIA representative and WSO. Where no suitable airside storage location is available, all plant, equipment, vehicles, and materials shall be removed from site at the end of each shift.

4.6 Access to the Works and Security

Access to the works area for all vehicles will be in accordance with relevant work stage (as listed in Annex A) and as approved by DIA and 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.

- All personnel, vehicle and plant will enter through the designated gate India entry point
- If drivers do not hold an Authority to Drive Airside (ADA) access to and from 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.
- Emergency evacuation routes shall be maintained, including ARFFS access routes as required.

4.7 Visual Ground Aids

Markings, markers, and ground lighting are not to be installed, altered, or removed without

the approval of the WSO. Any markings or markers that are required to be moved or removed due to works in progress must be advised to the DIA TAOO and reinstated prior to the completion of the works shift. Any accidental damage to the markers must immediately be reported to the WSO and to the DIA TAOO

4.8 Works Permits

To prevent damage to airport lighting systems, underground services, and other airport infrastructure, Downer personnel must obtain current underground service information and relevant approvals prior to undertaking any excavation works on site.

All works shall be planned and executed to avoid impacts to existing airport assets and will be undertaken in accordance with the approved Construction Environmental Management Plan (CEMP), Health & Safety Management Plan H&SMP and all applicable airport operational requirements.

4.9 Other Restrictions

All loose material and equipment must be secured against movement in strong winds, aircraft propeller wash or jet blast. Any damage to aerodrome facilities or property must be reported immediately to the WSO and the DIA TAOO.

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

5. AERODROME, MARKERS, MARKINGS AND LIGHTS

The works area and associated markers are detailed in the drawings contained within Section 10 Annex A of this MOWP.

All pavement markings disturbed by the works shall be reinstated by the Contractor in accordance with CASA MOS Part 139 requirements prior to the completion of works and reopening of the area at the end of each shift.

Any Aeronautical Ground Lighting (AGL) fittings located within the works area shall be appropriately covered or masked during construction activities and fully reinstated by the Contractor upon completion of the works.

5.1 Unserviceability Markers

Any closed portion of the manoeuvring area shall be clearly identified using red and white unserviceability markers in accordance with CASA Part 139 MOS Section 8.108 during daylight hours, 0700-1900.

5.2 Works Limit Markers

Work Limit Markers will be established and evenly spaced at the limits of work for each shift where the works interface with live airfield areas. The Work Limit Markers will define the designated work areas in which the contractor's treatment activities will be undertaken.

The works area will consist of two distinct zones within the works limit:

- Treatment Zone: The area where the surface treatment activities are being undertaken.
- Turn Zone: The area required at each end of the Treatment Zone to allow trucks to safely turn around.

Between 0830hrs and 1130hrs, the works zone will extend 20m beyond each end of the Treatment Zone to accommodate turning movements. From 1130 hrs until the end of shift at 1900hrs, the works area will be reduced to the Treatment Zone only.

The work limit markers will serve as a defined limit for all workers on foot and plant and equipment, no authorised movements are permitted outside of the area under the guidance and supervision of the WSO.

5.3 Visual Aids

Aerodrome markings, markers and ground lighting shall not be installed, relocated, altered or removed without the approval of the Works Safety Officer (WSO).

Where any markings, markers or lighting are temporarily removed or relocated to facilitate construction activities, the Contractor shall notify the DIA Terminal and Airside Operations Officer and ensure that all affected visual aids are reinstated prior to the completion of the work shift.

Any accidental damage to aerodrome visual aids shall be reported immediately to both the WSO and the DIA Terminal and Airside Operations Officer.

During and within surface treatment works boundaries, all visual aids will be protected with masking cloth tape and/or cardboard. Any visual aids affected by the surface will be cleaned and returned to a serviceable condition.

5.4 Protection of Electrical Services

Prior to commencing works, the Downer shall verify the location of all underground services within the work area and surrounding vicinity to prevent damage to existing infrastructure.

Where excavation is required, an Excavation Permit shall be obtained prior to commencing work. All excavation activities shall be undertaken in accordance with the approved

Construction Environmental Management Plan (CEMP), Health and Safety Management Plan (H&SMP), relevant permit conditions, and all applicable Darwin International Airport operational requirements.

Any damage to underground services or electrical infrastructure shall be reported immediately to the Works Safety Officer (WSO) and the DIA Terminal and Airside Operations Officer, and the affected area made safe pending further direction.

5.5 Instrument Landing System (ILS) Critical and Sensitive Areas

No Instrument Landing System (ILS) Critical or Sensitive Areas are affected by the works covered under this MOWP. Should the scope of works change and have the potential to impact ILS facilities or protected areas, the works shall be reviewed and appropriate controls implemented prior to commencement.

6. RISK REVIEW

A risk register has been developed for the project with a formal risk review completed to identify and assess operational, safety, compliance and project related risks associated with the proposed works. Identified risks and controls have been reviewed with relevant stakeholder with appropriate mitigation measures incorporated into the MOWP.

7. ADMINISTRATION

7.1 Works Organisation

Position	Contact Name	Telephone Business Hours	Telephone After Hours
DIA Head of Airport Operations	Melanie Cobbin	0421 601 461	0421 601 461
Downer Project Manager	Tim Jackson	0400 573 094	0400 573 094
Downer Works Manager	Adam Urbaniak	0460 424 502	0460 424 502
Downer Project Engineer	Mahesh Lokchundar	0456 689 782	0456 689 782
DIA TAOO – Safety 1	Communicated in Shift Plan	0402 088 145	0402 088 145
DIA TAOO Safety 2	Communicated in Shift Plan	0407 484 263	0407 484 263
Project WSO (Downer Representative)	TARMAC Duty Contact (name details to be provided in shift plan)	0458 862 556	0458 862 556

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

7.2 Works/Project Manager

The Downer Project Manager is Timothy Jackson (Mobile 0400 573 094)

The Downer Works Manager will be Adam Urbaniak from Downer (Mobile 0460 424 502)

The details of the nominated Works Manager for each stage will be fully outlined in the relevant shift plan, which will be released prior to the works commencing

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

7.3 Works Safety Officer

Downer shall provide a suitably qualified person to undertake the role of Works Safety Officer (WSO). The WSO shall be endorsed by DIA and identified in the relevant shift plan in accordance with CASA MOS Part 139 requirements. The WSO is responsible for ensuring that all works, insofar as they affect the safe operation of aircraft, are conducted in accordance with this MOWP, applicable operational procedures and the requirements of CASA MOS Part 139.

The WSO is responsible for the operational safety and control of the works and shall carry out WSO duties in accordance with the requirements of CASA MOS Part 139 Sections 13 and 15, and this MOWP.

The WSO shall:

- Be present at the worksite at the commencement and completion of each shift and remain readily available throughout all work periods.
- Act as the primary operational point of contact between Downer, Darwin International Airport (DIA), Air Traffic Control (ATC) and other relevant stakeholders.
- Ensure work areas are established, marked, maintained and removed in accordance with this MOWP and CASA MOS Part 139 requirements.
- Conduct pre-start inspections and verify that work areas, access routes, markers, equipment and personnel are correctly positioned prior to works commencing.
- Ensure all personnel, vehicles and equipment remain within the approved work area and comply with the requirements of this MOWP.
- Immediately cease works and direct personnel, vehicles and equipment to vacate the work area where required to facilitate aircraft operations, declared emergencies or other operational requirements.
- Ensure all personnel, vehicles, equipment, materials and Foreign Object Debris (FOD) are removed from the work area prior to reopening the area to aircraft operations.
- Coordinate all temporary closures, restrictions and work area handovers in accordance with the approved stage drawings and operational requirements.
- Maintain effective communication with the DIA TAOO throughout the works and immediately report any incidents, hazards, non-compliances or changes to the approved work methodology.

For **Stage 8 operations**, the WSO shall be responsible for overseeing the safe passage of aircraft through the intersection of the ATA Taxilane, Taxiway U1 and Taxiway E2. Upon notification of an aircraft movement, the WSO shall direct personnel, vehicles and equipment associated with Stage 8 works to vacate the affected area and confirm the area is safe prior to permitting aircraft movements. The WSO shall coordinate and supervise the deployment of Marshalls to perform wing walking activities as required to monitor aircraft movements, maintain separation from the works area, and facilitate any non-standard taxi routing through the intersection.

The WSO must be contactable at all times during the works period on 0458 862 556 (Tarmac Duty WSO).

In addition to the Downer nominated WSO, the ADG TAOO on duty will undertake assurance activities relating to the works.

The TAOO shall:

- Verify that the work area has been established in accordance with the approved MOWP stage drawings, including the placement of markers, cones, barriers and lighting where applicable.
- Conduct inspections prior to the commencement of each stage and before the area is returned to operational service.
- Participate in the documented handover and return-to-service inspections in accordance with the approved AVCRM checklist.
- Verify that all operational restrictions, closures, markings and visual aids have been correctly implemented and reinstated.
- Confirm the area is suitable for return to aircraft operations prior to release back to DIA.

7.4 Marshalls

Airlines and other organisations utilising Taxiway Uniform 1 during Stages 7 and 8 are required to provide suitably trained Marshalls to undertake wing-walking activities during aircraft movements through the work area. The Marshall will be escorted by the WSO at all times and will be responsible for monitoring wingtip clearances and assisting with the safe manoeuvring of aircraft around the worksite. The Marshall will maintain direct communication with the WSO via radio regarding the aircraft's intended path of travel and any clearance requirements when transiting the affected intersection.

All Marshalls conducting wing walk activities must wear the prescribed Personal Protective Equipment (PPE), including:

- High visibility clothing meeting airside requirements
- Safety footwear
- Hearing protection
- Any additional PPE specified by the WSO or required under the approved Safe Work Method Statement (SWMS).

Failure to provide a Marshall may result in aircraft movements being delayed until appropriate safety controls are in place.

7.5 Downer Representative

The Downer representatives for the works are listed at **ENCLOSURE A.**

7.6 DIA Representative

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

7.7 Distribution

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

8. AUTHORITY

8.1 Issue

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

All works must be carried out in accordance with the MOWP.

8.2 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 relevant DIA Representatives.

8.3 Expiry

This MOWP will remain current until Friday 18th September 2026, unless extended by amendment.

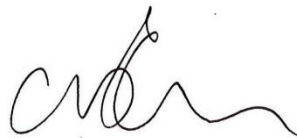
8.4 Approval

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



Timothy Jackson
Project Manager
Downer

Date: 20th August 2026



Melanie Cobbin
Head of Airport Operations
Darwin International Airport
Airport Development Group
Date: 20th August 2026



Rob Porter
Executive General Manager
- Airports
Airport Development Group
Date: 20th August 2026

ENCLOSURE A – Downer Representative

Downer representative for the works will be:

Timothy Jackson Project Manager M: 0400 573 094 E: timothy.jackson2@downergroup.com	Adam Urbaniak Works Manager M: 0460 424 502 E: Adam.Urbaniak@downergroup.com
--	--

ENCLOSURE B – DIA Representative

Darwin International Airport representatives for these works will be:

Melanie Cobbin Head of Airport Operations M: 0421 601 461 E: Melanie.cobbin@adgnt.com.au	ADG TAOO Terminal & Airside Operations Officer M: 0402 088 145 E: dia.taoo@adgnt.com.au
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ENCLOSURE C – DISTRIBUTION LISTS

Darwin International Airport		
Rob Porter	EGM Airports	Rob.Porter@adgnt.com.au
Melanie Cobbin	Head of Airport Operations	Melanie.Cobbin@adgnt.com.au
Matthew Evans	Environment Officer	Matthew.evans@adgnt.com.au
David Scheib	Head of Electrical	David.scheib@adgnt.com.au
Kyle Schwarze	Senior Compliance Coordinator	Kyle.schwarze@adgnt.com.au
Ana Fotu	Senior Operations Coordinator	ana.fotu@adgnt.com.au
Allan Woo	Aviation Development Manager	Allan.woo@adgnt.com.au
TAOO - Various	Terminal & Airside Operations Officers	Dia.TAOO@adgnt.com.au
TSO – Various	Technical Services Officer	Diatechs@adgnt.com.au
Grounds man – Various	Grounds Maintenance	diagroundsmaintenance@adgnt.com.au

RAAF BASE Darwin		
452 SQN DAR FLT – RAAF ATC		
SQNLDR Stephanie Gartshore	452SQN DARFLT FLT CDR	452SQNDAR.FLTCDR@defence.gov.au
SQNLDR Joshua McNickle	452SQN DARFLT OPS CDR	452SQNDAR.OPSCDR@defence.gov.au
452SQN – Various	ATC Duty Controller Ground Freq – <u>121.8 MHz</u> Tower Freq - <u>133.1 MHz</u>	DAR.ATC@defence.gov.au

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NOTAM Office, Brisbane	nof@airservicesaustralia.com
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Civil Aviation Safety Authority	
CASA Aerodrome Inspector	aerodromes@casa.gov.au
CASA Aviation Safety Advisor	PETER.BALL@casa.gov.au
Airlines and Other Operators	
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AirAsia Indonesia	maa_scheduleplanning@airasia.com
AirAsia Malaysia	shannondixon@airasia.com
Air Frontier	admin@airfrontier.com.au chiefpilot@airfrontier.com.au
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China Southern	wangyi@csair.com
Corporate Air	charters@corporate-air.com.au
Dnata	Edson.dosreis@corporate-air.com.au

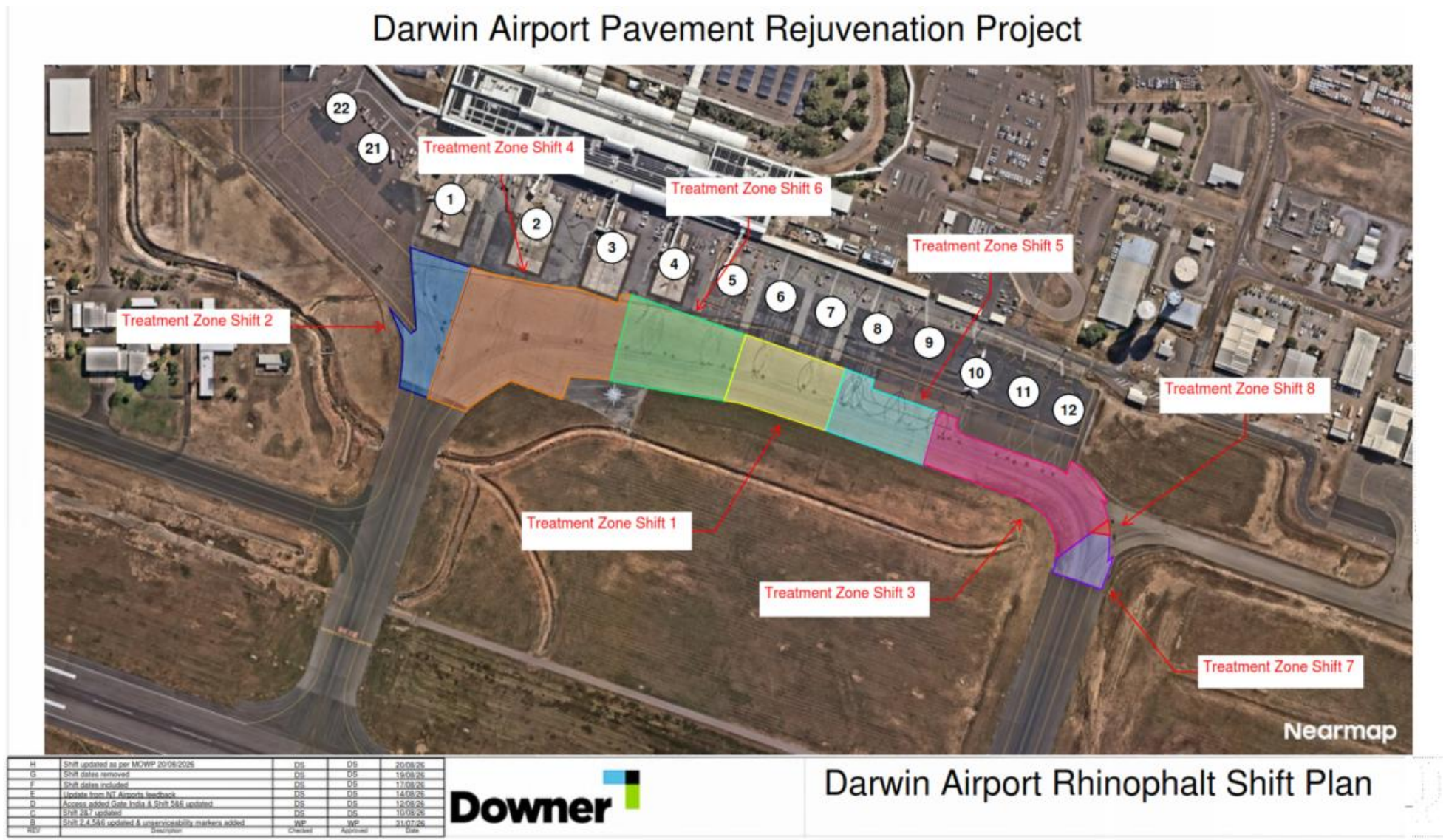
Emirates	graeme.wise@emirates.com DispDutyManagers@emirates.com
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Flight Standards	Ben.mackney@flightsdtandards.com.au Cameron.marchant@flightstandards.com.au
Fly Tiwi	operations@flytiwi.com.au
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Virgin Australia Regional Airlines	Selven.ramsamy@virginaustralia.com VARAflighttechnical@virginaustralia.com
Westonia Aviation	operations@westoniaav.com.au

ANNEXURE A – MOWP Stages Overview Drawing

Figure 1 - Darwin Airport Pavement Rejuvenation Project Shift Overview



ANNEXURE B –Drawings

Stage 1

Darwin Airport Pavement Rejuvenation Project

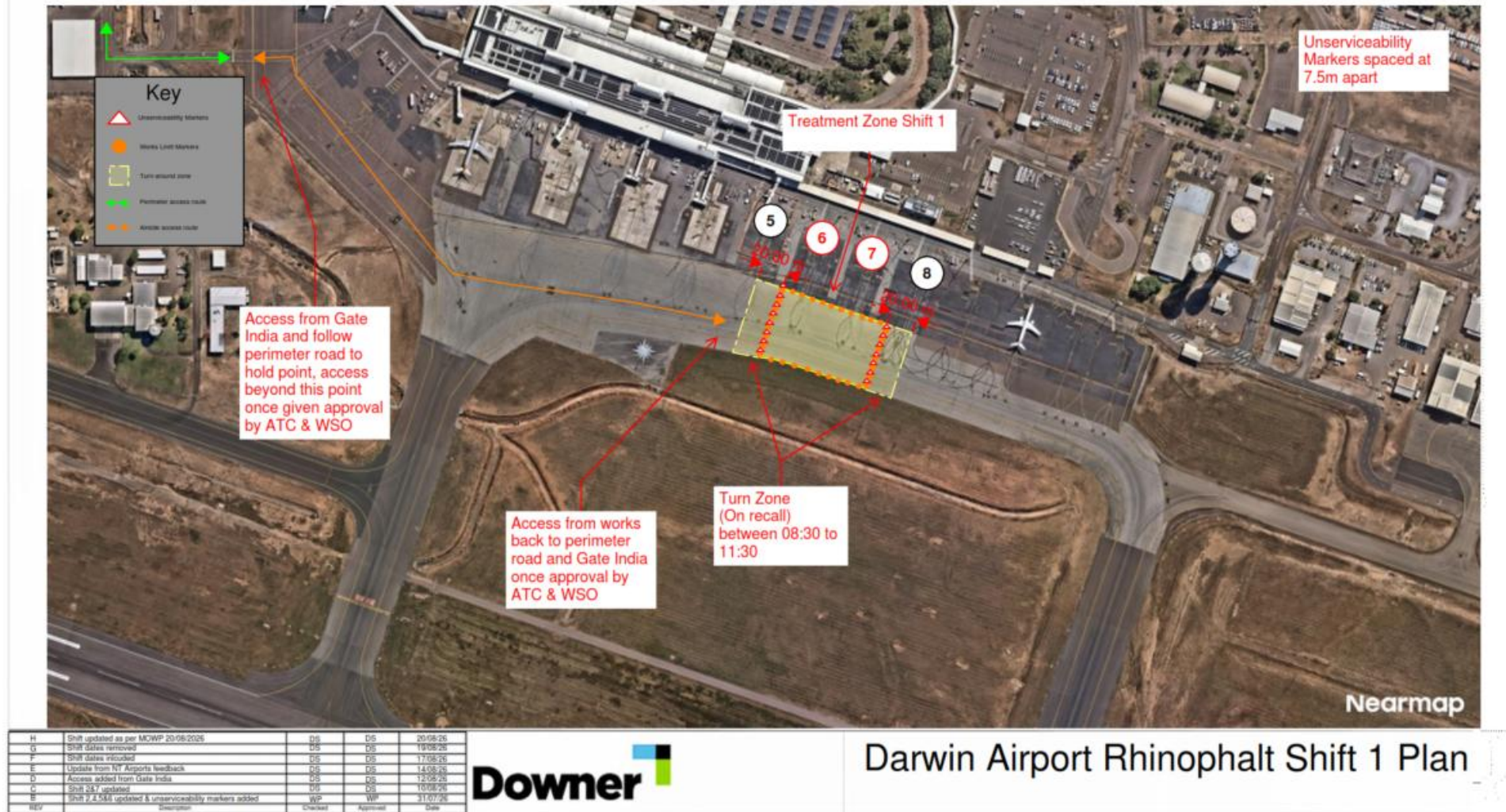


Figure 2 - Stage 1 Darwin Airport Pavement Rejuvenation Project

Stage 2

Darwin Airport Pavement Rejuvenation Project

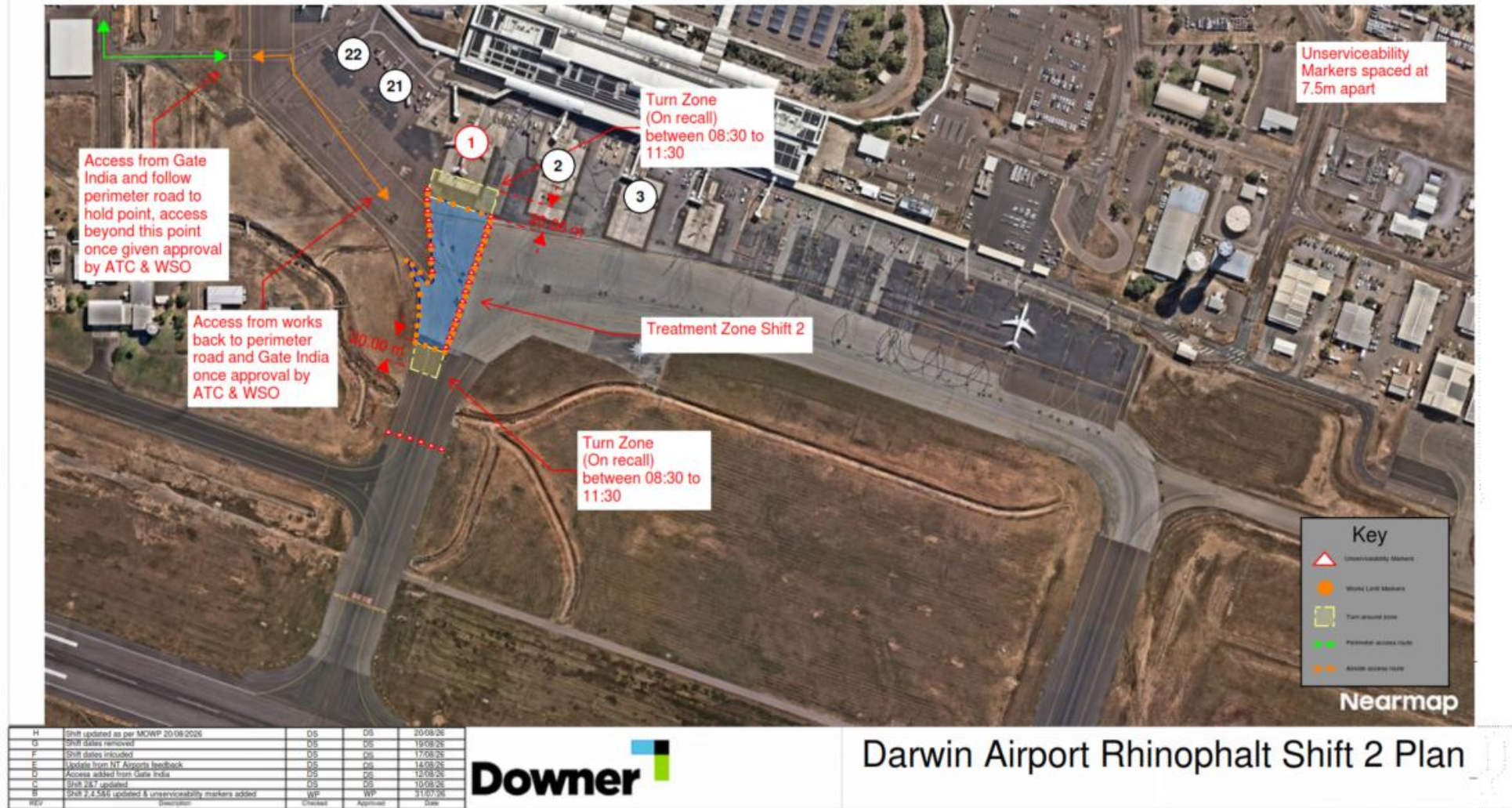
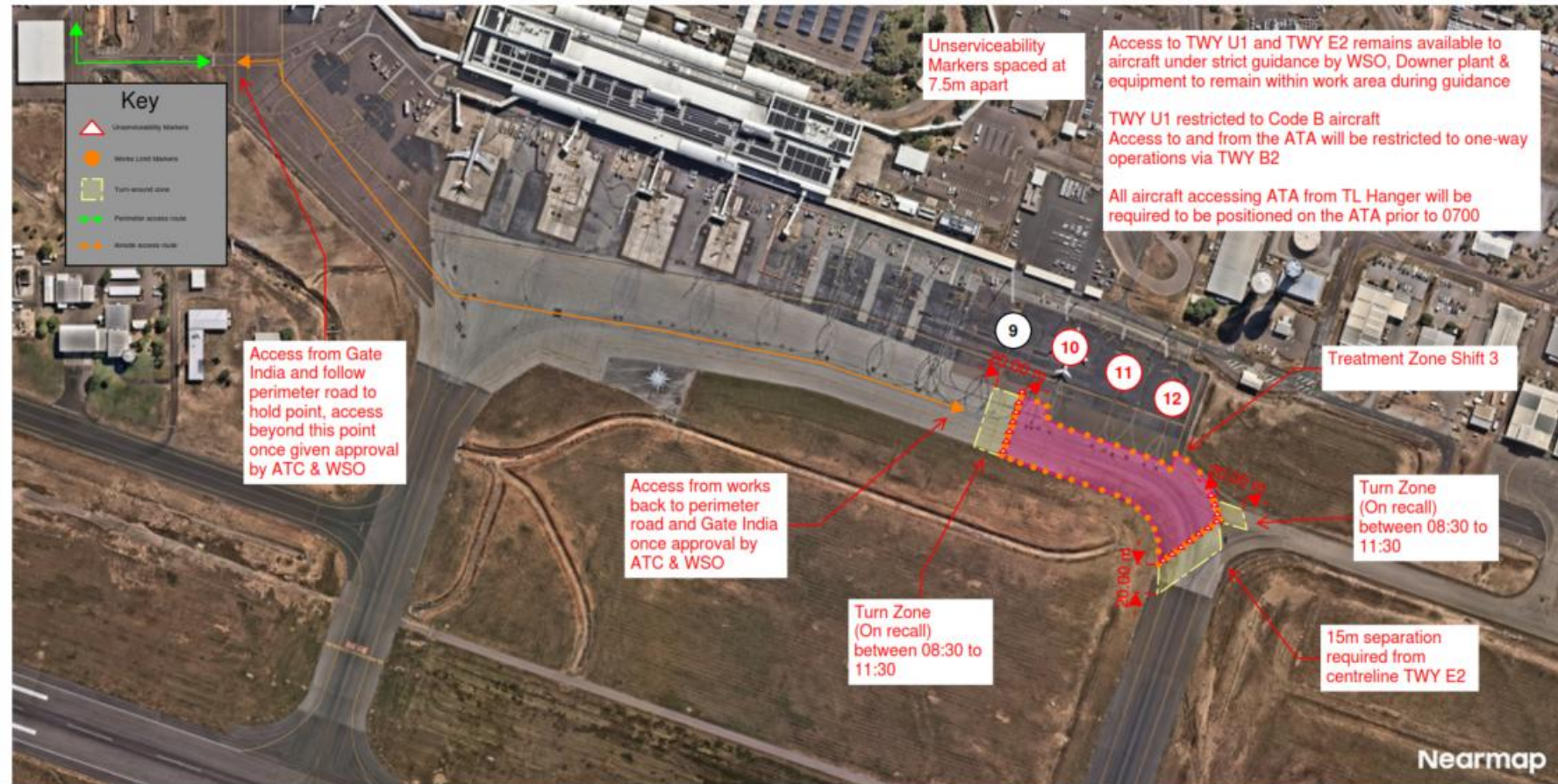


Figure 3 - Stage 2 Darwin Airport Pavement Rejuvenation Project

Stage 3

Darwin Airport Pavement Rejuvenation Project



M	Shift updated as per MOWP 20/08/2026	DS	DS	20/08/26
Q	Shift dates removed	DS	DS	19/08/26
F	Shift dates included	DS	DS	17/08/26
E	Update from NT Airports feedback	DS	DS	14/08/26
D	Access added from Gate India	DS	DS	12/08/26
C	Shift 2 & 3 updated	DS	DS	10/08/26
B	Shift 2 & 3 updated & unserviceability markers added	WP	WP	31/07/25
REV	Description	Checked	Approved	Date

Downer

Darwin Airport Rhinophalt Shift 3 Plan

Figure 4 - Stage 3 Darwin Airport Pavement Rejuvenation Project

Stage 4

Darwin Airport Pavement Rejuvenation Project

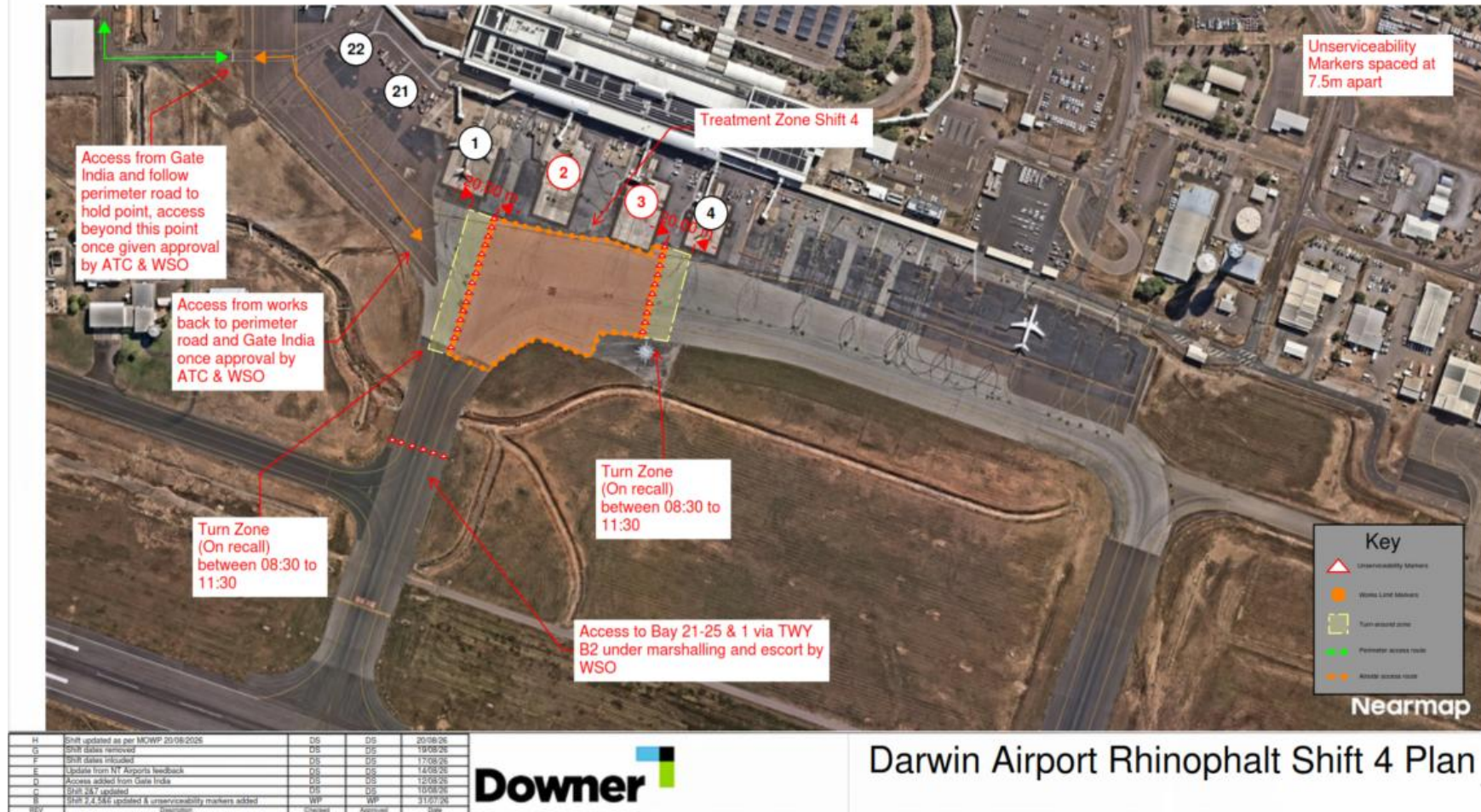


Figure 5 - Stage 4 Darwin Airport Pavement Rejuvenation Project

Stage 5

Darwin Airport Pavement Rejuvenation Project

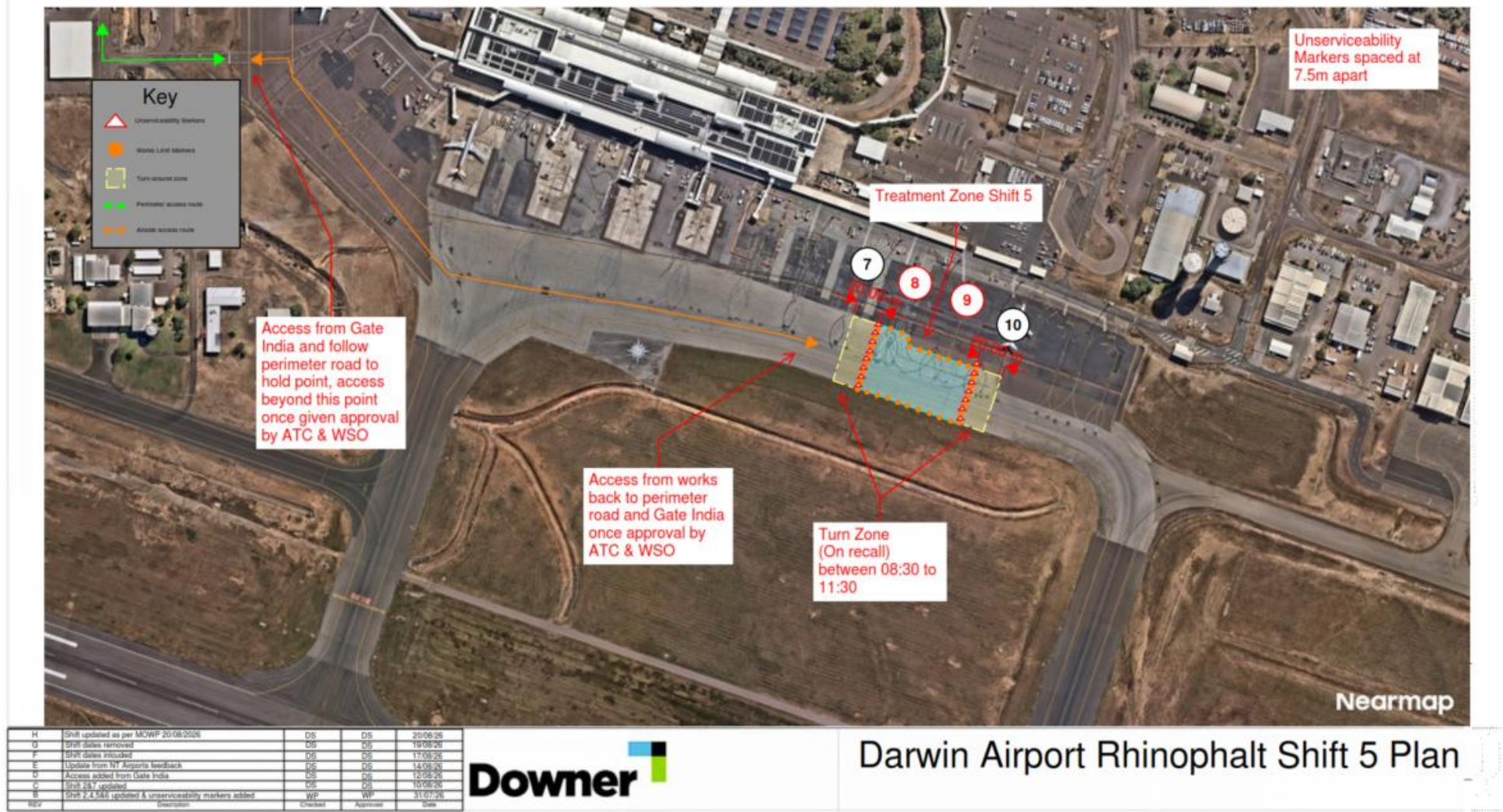


Figure 6 - Stage 5 Darwin Airport Pavement Rejuvenation Project

Stage 6

Darwin Airport Pavement Rejuvenation Project

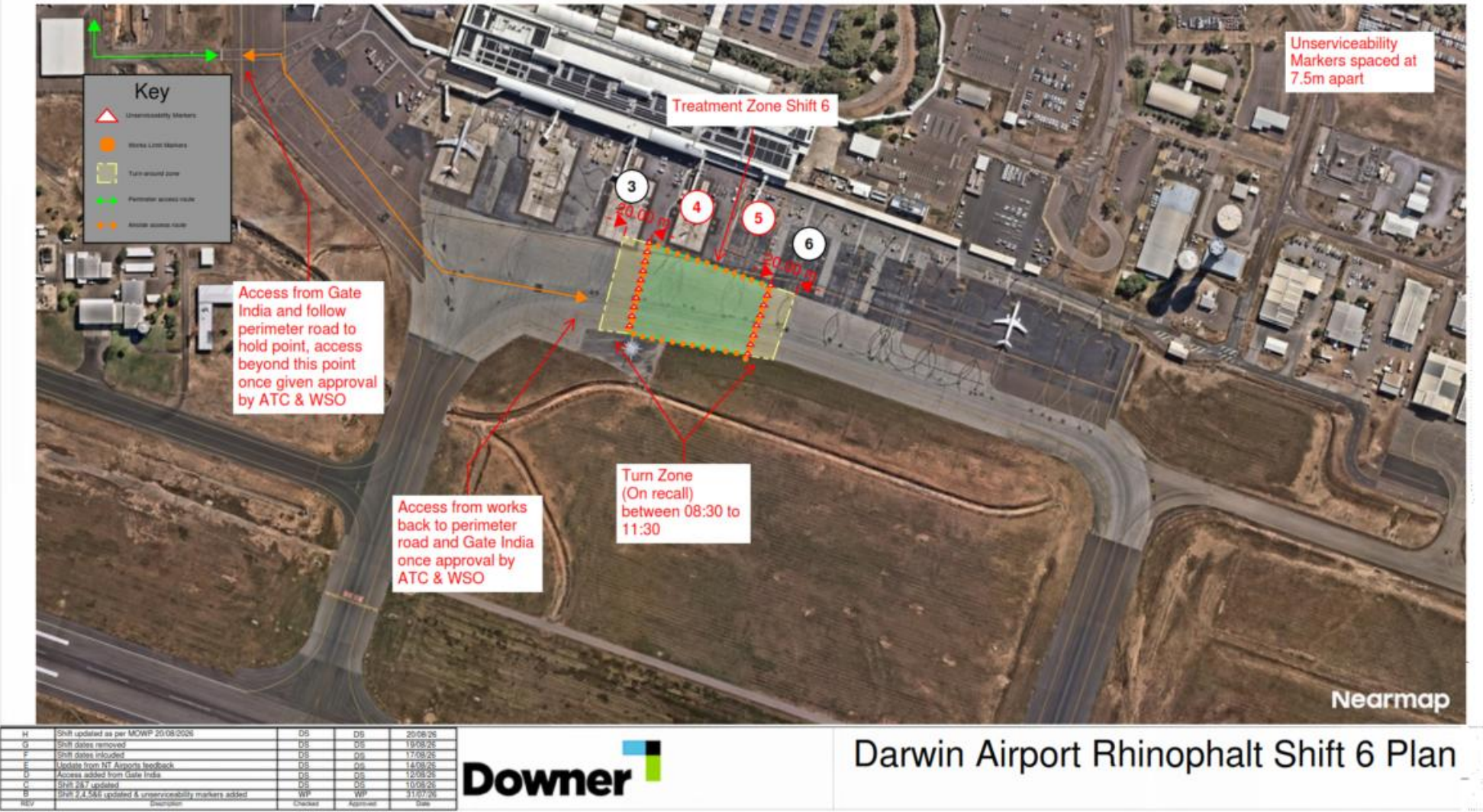


Figure 7 - Stage 6 Darwin Airport Pavement Rejuvenation Project

Stage 7

Darwin Airport Pavement Rejuvenation Project

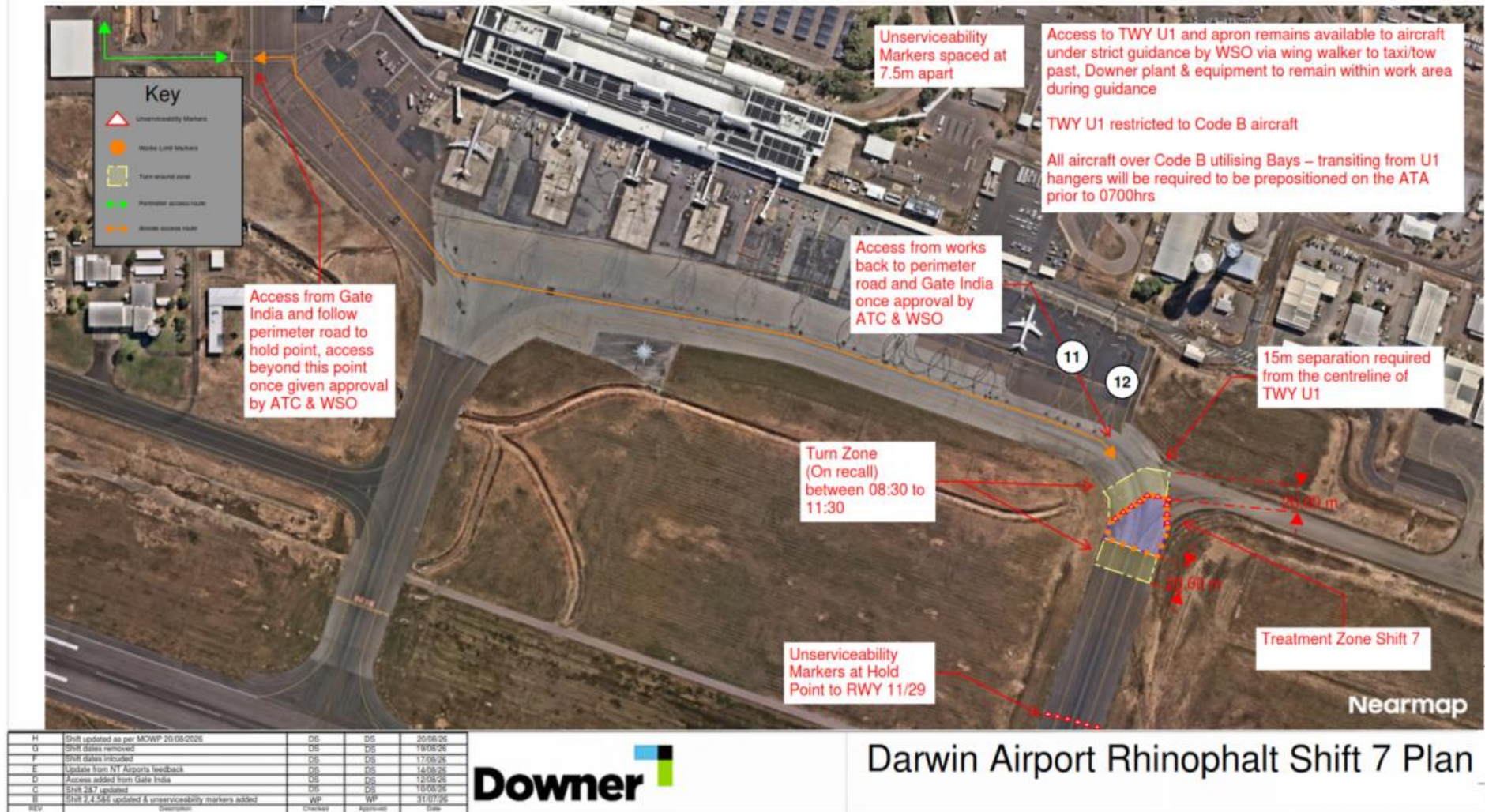


Figure 8 - Stage 7 Darwin Airport Pavement Rejuvenation Project

Stage 8

Darwin Airport Pavement Rejuvenation Project

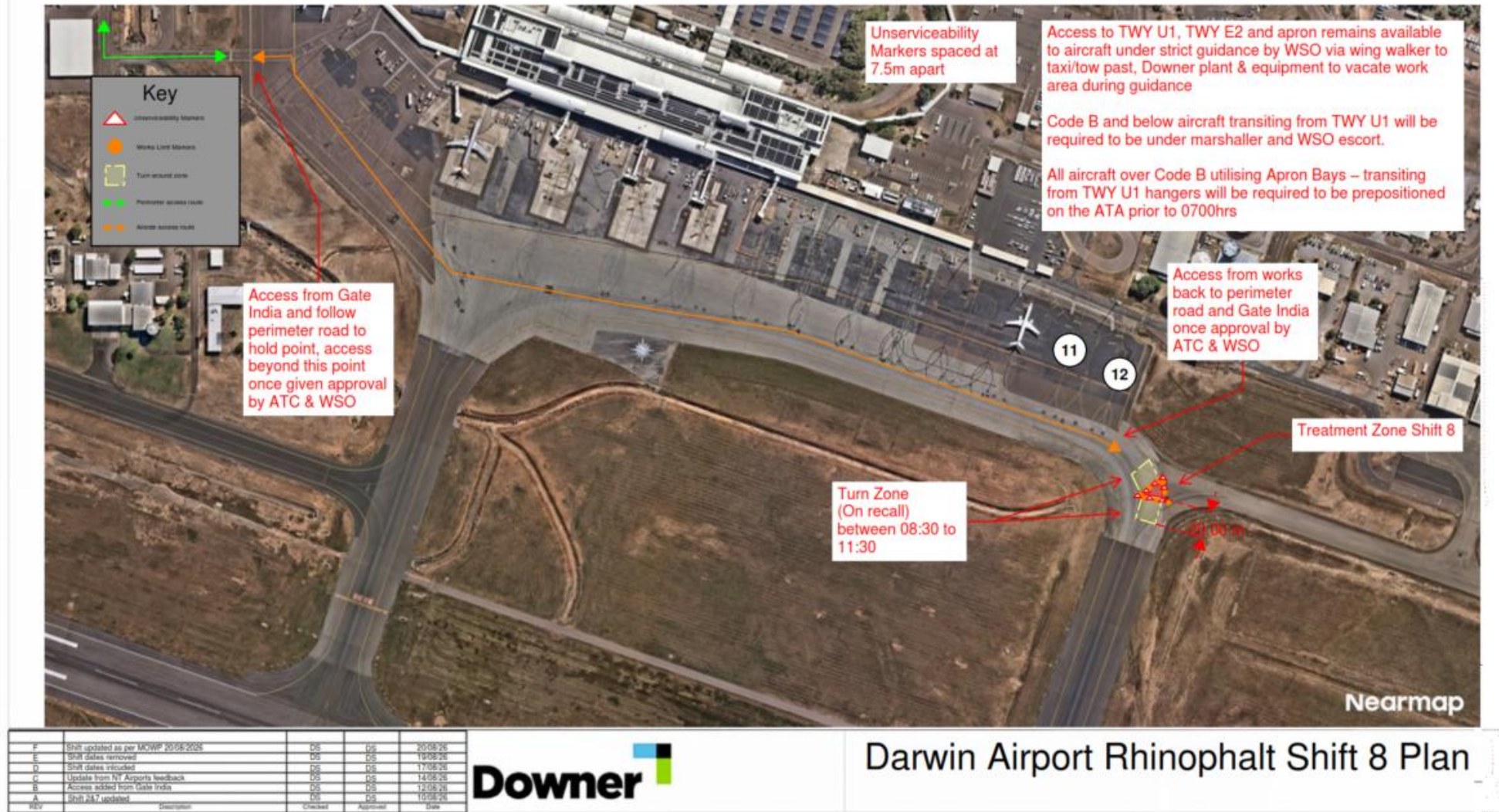


Figure Figure 9 - Stage 8 Darwin Airport Pavement Rejuvenation Project

Stage 9 & 10

Darwin Airport Pavement Rejuvenation Project

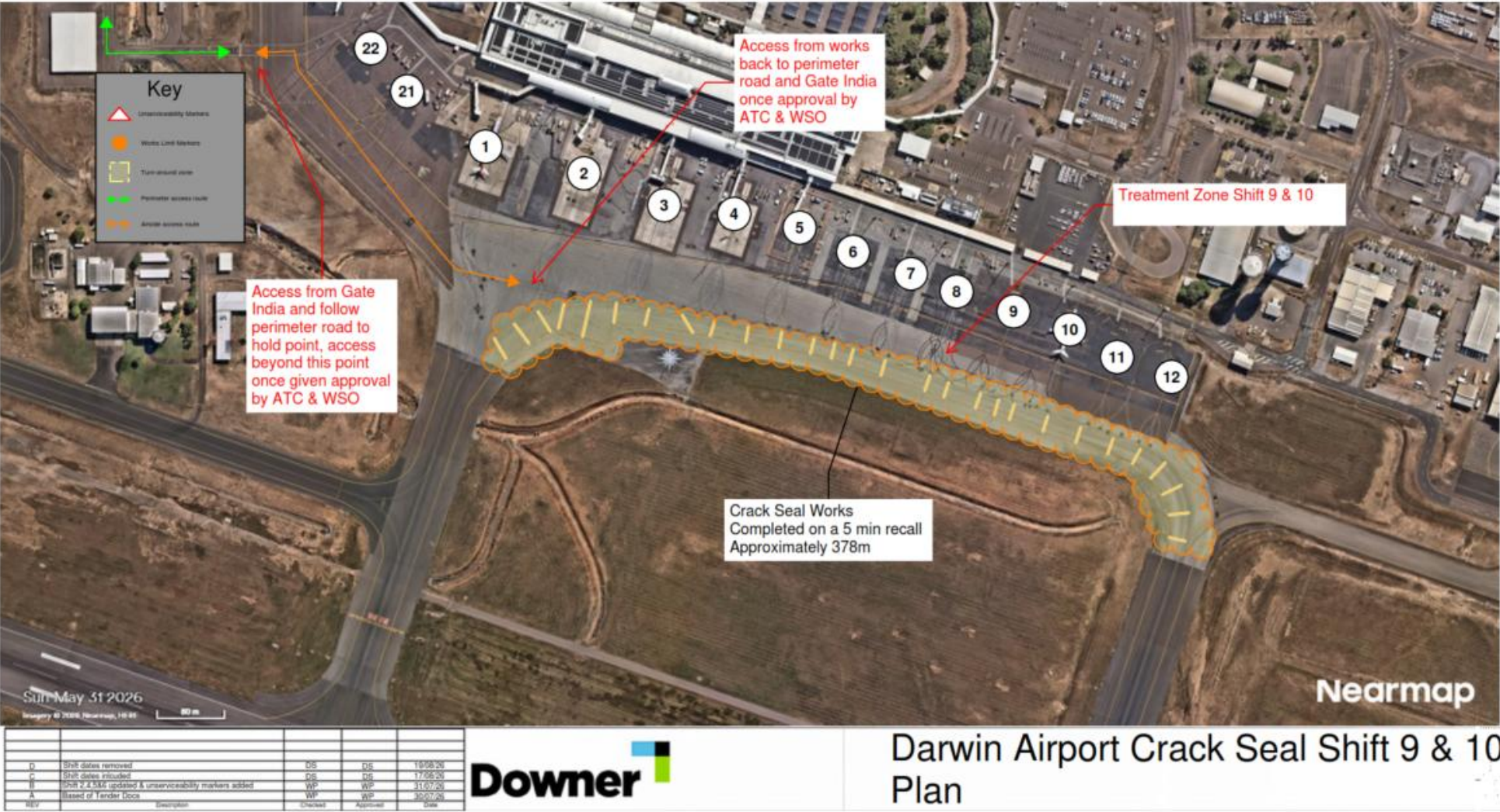
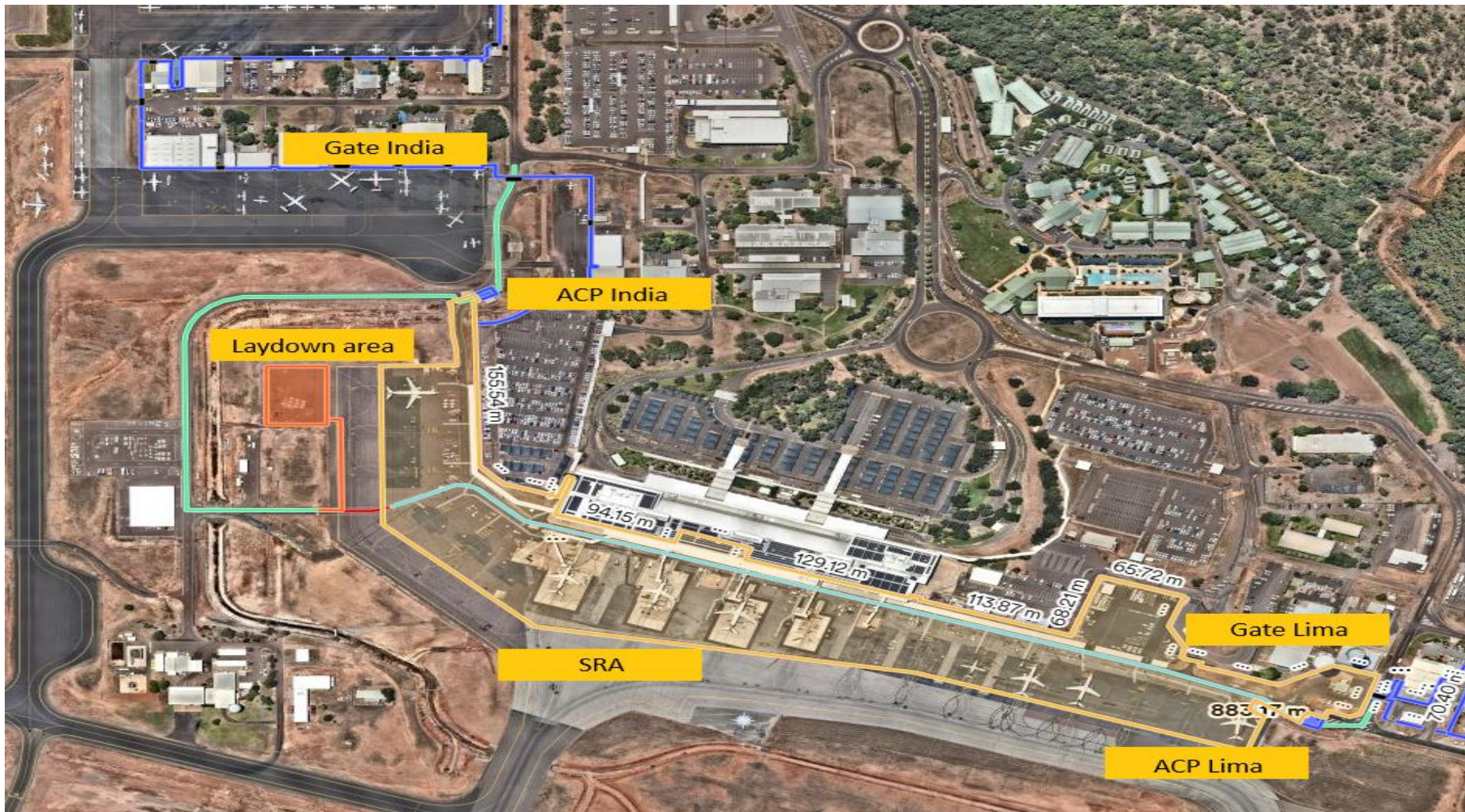
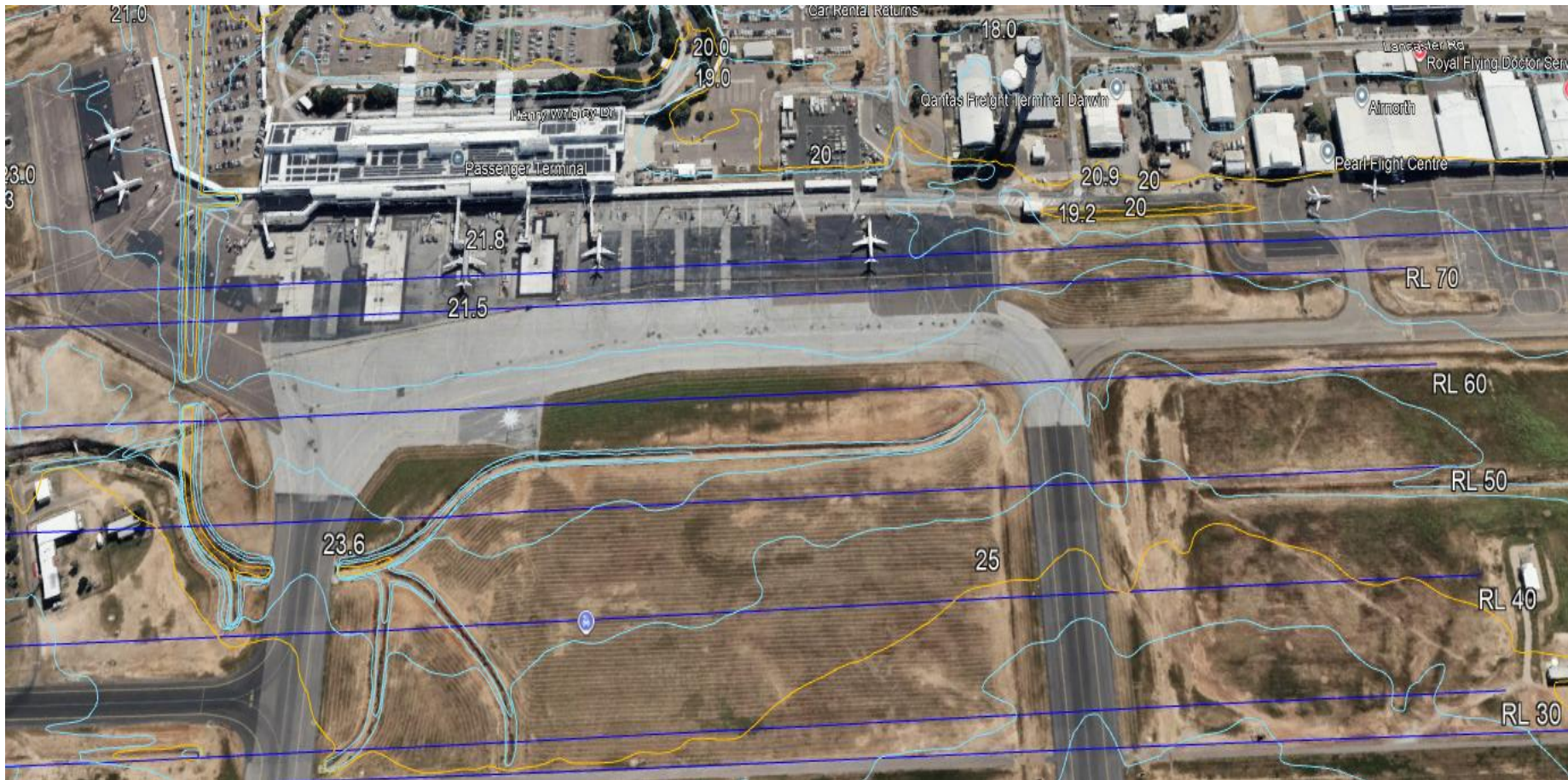


Figure 10 - Stage 9 & 10 Darwin Airport Pavement Rejuvenation Project

ANNEXURE C – Site Access and Laydown





The overlay must not be used to determine permissible obstacle heights or as a substitute for a formal obstacle assessment. Any plant, equipment, vehicle or activity that may affect prescribed airspace must be assessed in accordance with the DIA Monitoring the OLS Procedure and DIA OLS Assessment Procedure