

DEPARTMENT OF DEFENCE

DARWIN INTERNATIONAL AIRPORT

METHOD OF WORKING PLAN

YPDN 26/01

AERODROME: RAAF Base Darwin /
Darwin International Airport

PROJECT DESCRIPTION: Aircraft Hook Arrestor System Maintenance

DATES:

Approval of MOWP 13 March 2026

Commencement of works 01 April 2026

Completion of works 01 April 2027

Expiry of MOWP 01 April 2027

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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, CASA Instrument 85/20 – Lighted Visual Aids (Runway 11/29 at Darwin International Airport) Approval 2022 and CASA Instrument 35/25 – Darwin Aerodrome (Arrestor Barrier System) Approval 2025.

1.2 Description of the Works

Royal Australian Air Force (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 maintenance and related works on the AAS at Darwin Airport and replaces MOWP YPDN 25/04.

Work undertaken under this MOWP may include:

- Regular scheduled maintenance.
- Major services.
- Adhoc aircraft arrestor system remediation works within the scheduled displacements.
- Following an activation of the aircraft arrestor system.

1.3 Execution of Works

The regular fortnightly scheduled maintenance will generally be undertaken on Wednesday between 0800 and 1300 local time alternating between the two runway hook cable sites, though may be more frequent due to operational requirements.

Major servicing of the AAS may require displaced threshold for extended periods, between 0800 and 1700.

Displaced threshold will only be permitted to be in place on one end of Runway 11/29 at a time. Displacement of either Runway or closure to taxiways will not occur if it causes significant impact or delay to other airfield works.

Defence will continue to work closely with Darwin Airport to ensure that concurrent works are effectively de-conflicted, minimising impacts to both Defence and Civilian operations in the accordance with the terms outlined in the Darwin Airport Joint User Deed.

Works will be undertaken in two works stages:

During Stage 1 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. Taxiway C4 may be available for engine runs with prior approval from the Works Safety Officer (WSO).

During Stage 2 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.

2. RESTRICTIONS TO AIRCRAFT OPERATIONS

2.1 Works Stages - Operational Restrictions

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

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected
1	A. Regular Maintenance Once a month (Wednesday) from 0800 to 1400	All	Displaced Threshold RWY 11 RWY 11 THR DISP 824M 765M Western End RWY 11/29 Closed TWY A1 closed, north of TWY W
	B. Major Servicing 0800 to 1700		
2	A. Regular Maintenance Once a month (Wednesday) from 0800 to 1400	All	Displaced Threshold RWY 29 RWY 29 THR DISP 883M 823M Eastern End RWY 11/29 Closed TWY A6 closed, east of the FRA
	B. Major Servicing 0800 to 1700		

Plans of each work stage are attached as ANNEX A.

The date and time of commencement of works will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

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 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 in line with operational and compliance requirements

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																
<p>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 U/S SECN OF RWY MARKED BY ILLUMINATED VER X AND 36M FABRIC X</p> <p>DECLARED DISTANCE AND GRADIENT CHANGES</p> <table border="1"> <thead> <tr> <th>RWY</th> <th>TORA</th> <th>TODA</th> <th>ASDA</th> <th>LDA</th> </tr> </thead> <tbody> <tr> <td>11</td> <td>2589 (8494)</td> <td>2679 (8789) (2.14)</td> <td>2589 (8494)</td> <td>2530 (8300)</td> </tr> <tr> <td>29</td> <td>2589 (8494)</td> <td>2679 (8789) (2.0)</td> <td>2589 (8494)</td> <td>2589 (8494)</td> </tr> </tbody> </table> <p>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, E2, B1 AND B2 TKOF RUN AVBL SIGNS U/S WHEN 11 THR DISPLACED REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/01 STAGE 1</p>		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)
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<p>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 26/01 STAGE 1</p>																
<p>TWY A1 CLSD DUE DISPLACED THR RWY 11 REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/01 STAGE 1</p>																
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	<p>RWY 11/29 remains Code 4 Runway (Instrument/Non-Precision).</p> <p>RWY 11/29 WESTERN AAS NOT AVBL WHEN 11 THR DISPLACED</p> <p>TWY A1 AVBL MIL ACFT FOR ACCESS TO TWY W AND X</p>															

2.3.2 Stage 2 NOTAM

Stage 2 NOTAM																
<p>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 U/S SECN OF RWY MARKED BY ILLUMINATED VER X AND 36M FABRIC X</p> <p>DECLARED DISTANCE AND GRADIENT CHANGES</p> <table border="1"> <thead> <tr> <th>RWY</th> <th>TORA</th> <th>TODA</th> <th>ASDA</th> <th>LDA</th> </tr> </thead> <tbody> <tr> <td>RWY 11</td> <td>2531 (8303)</td> <td>2621 (8599) (2.14)</td> <td>2531 (8303)</td> <td>2531 (8303)</td> </tr> <tr> <td>RWY 29</td> <td>2531 (8303)</td> <td>2621 (8599) (1.2)</td> <td>2531 (8303)</td> <td>2471 (8107)</td> </tr> </tbody> </table> <p>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 U/S WHEN 29 THR DISPLACED RWY 11 TWY B1, B2, E1, E2, C3 AND C4 TKOF RUN AVBL SIGNS U/S WHEN 29 THR DISPLACED ACTIVE LAND AND HOLD SHORT OPS (LAHSO) NOT AVBL WHEN RWY 29 THR DISPLACED 883M REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/01 STAGE 2</p>		RWY	TORA	TODA	ASDA	LDA	RWY 11	2531 (8303)	2621 (8599) (2.14)	2531 (8303)	2531 (8303)	RWY 29	2531 (8303)	2621 (8599) (1.2)	2531 (8303)	2471 (8107)
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RWY 11	2531 (8303)	2621 (8599) (2.14)	2531 (8303)	2531 (8303)												
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<p>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 26/01 STAGE 2</p>																
<p>TWY A6 CLSD DUE DISPLACED THR RWY 29 REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/01 STAGE 2</p>																
<p>Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)</p>	<p>RWY 11/29 remains Code 4 Runway (Instrument/Non-Precision).</p> <p>Refer Airservices NOTAM published notifying ILS GP 'IDN' 333.2 RWY 29 U/S DUE DTHR</p> <p>RWY 11/29 EASTERN AAS NOT AVBL WHEN 29 THR DISPLACED</p> <p>TWY A6 AVBL BETWEEN TWY D AND FRA FOR MIL ACFT</p>															

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.

MEOMS, 13 SQN RAAF Base Darwin are responsible for overseeing works and personnel; and will operate under the Call Sign(s) 'Cable Party #'. Details of Call Sign(s) will be fully outlined in the runway displacement shift plan, which will be released prior to the conduct of works.

The works are to take place on and in the vicinity of aircraft maneuvering 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 'non-reflective' orange road markers (witches hats) across the runway. Works personnel must not move beyond these lines.

Defence personnel / Defence contractors will supply all markers and markings for the execution of the displacement. Defence personnel / Defence contractors will also ensure activation of 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; and will operate under designated call signs.

Defence personnel/ Defence contractors are responsible for the maintenance, testing and transportation of Lit Crosses and relevant equipment during the period of MOWP.

Defence personnel/ Defence contractors will position the trailer lit crosses and remaining markers and markings in the appropriate locations for the applicable stage of work. Once the displaced runway has been established, both a Defence and ADG representative will be required on site to ensure that the final displacement configuration meets MOS139 compliance.

Markers or markings must not be moved without the permission of the designated WSO or 13SQN BASO.

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 and return all provided marking and equipment to the ADG TAOO. This shall include the removal of all Foreign Object Debris (FOD) hazards to the satisfaction of the WSO and ADG TAOO. 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, ADG TAOO 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 ADG TAOO.

The WSO is to initiate an immediate response in consultation with DIA; ATC and the BASO. Aviation Safety Report (ASR) is required to be raised for all incidents and or noncompliance events.

3.3 Vehicles and Plant

Where works are being undertaken on Runway 11/29, the Defence personnel / Defence contractors 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 4.7m
- Stage 2 maximum height at works limit is 5m

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 beacon 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 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 (as listed in Annex A) 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 DIA TAOO or reinstated prior to leaving the work site.

Any damage to the markers must be reported to the WSO. DIA TAOO and DIA key contacts

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 ADG TAOO.

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 13SQN BASO or BAEO are 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

TWY A1 and TWY A6 will be marked by unserviceability markers red banded white cones during the day (and red lights at night). Also see below 4.3 Lighted Visual Aid.

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

CASA approved lighted visual aid in the form of a trailer-mounted frame that elevates to a LED-illuminated "X" shaped cross is used to mark the unserviceable section of the runway 11/29 in lieu of unserviceability crosses.

At the western end two lighted visual aids are used. One is deployed at the runway designator number and the 2nd lighted visual aid is deployed 300m further down the runway. The lighted visual aids are deployed at an angle of 3° from the vertical. An additional 36m high fabric unserviceability marker will be placed at the 600m mark. Refer to Stage 1 drawing ANNEX A.

At the eastern end two lighted visual aids are used. One is deployed at the runway designator number and the 2nd lighted visual aid is deployed 300m further down the runway. The lighted visual aids are deployed at an angle of 3° from the vertical. An additional 36m high fabric unserviceability marker will be placed at the 600m mark. Refer to Stage 2 drawing ANNEX A.

4.4 In the event the visual aids become unserviceable, work will be suspended and runway returned to standard operations. Temporary Displaced Thresholds

Runway Threshold Identification Lights (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. The displaced and full length threshold lighting are to be operated in accordance with 'P0009 National Airfield Works at RAAF Base Darwin Runway 11-29 Displaced Threshold Lighting - Standard Operating Procedures'.

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.

MEOMS 13 SQN RAAF Base Darwin will organize with RAAF ATC regarding switching off the ILS Glide Path in accordance with NOTAM timings.

5. ADMINISTRATION

5.1 Works Organisation

The AAS 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 Department of Defence.

5.2 Works Manager

The nominated Works Manager will be the Senior Non-Commissioned Officer (SNCO) from MEOMS 13 SQN RAAF Base Darwin. The details of the nominated Works Manager for each displacement will be fully outlined in the relevant shift plan, which will be released prior to the conduct of the displacement.

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.

5.3 Works Safety Officer

The nominated WSO will be provided by MEOMS 13 SQN RAAF Darwin 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 WSO 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.

In addition to the MEOMS 13 SQN RAAF Darwin nominated WSO; the ADG TAOO will also carry out the assurance functions relating to these works, including ensuring marking of the unserviceable portions of the movement areas for the displaced thresholds Stages 1 and 2.

5.4 Base Aviation Safety Officer

The BASO will provide airside induction training to Defence personnel involved in carrying out any works on the maneuvering areas.

The BASO will lead the displacement activity and be the main point of contact for aviation safety issues during the Works. The BASO may be contacted on the following e-mail:

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 relevant DIA Representatives.

6.3 Expiry

This MOWP will remain current until 01 April 2027, unless extended by amendment.

6.4 Approval

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

SQNLDR Stephanie Gartshore
FLTCDR 452 SQN DAR FLT
RAAF ATC Darwin

WGCDR Rowan Paice
CO 13 SQN SADFO
RAAF Base Darwin



Rob Porter
Executive GM Airports
Darwin International Airport

7 ENCLOSURE A – Defence Representative

Defence representative for the works will be:

<p>FSGT Greg Shields AAS SNCO 13 SQN MEOMS RAAF Base Darwin E: gregory.shields@defence.gov.au T: 08 7929 9524 E: gregory.shields@defence.gov.au</p>	<p>CPL Chris Hepworth AAS NCO 13 SQN MEOMS RAAF Base Darwin E: chris.hepworth@defence.gov.au T: 08 7929 9584 E: chris.hepworth@defence.gov.au</p>
<p>WOFF Paul Healey OIC MEOMS 13 SQN MEOMS RAAF Base Darwin T: 08 7929 9488 M: 0457 651 786 E: paul.healey@defence.gov.au</p>	<p>SQNLDR William Gibson FLTCDR - Airbase Operations 13 SQN RAAF Base Darwin T: 07 5362 2504 M: 0461 524 174 E: william.gibson@defence.gov.au</p>
<p>FLTLT Pat Tanner RAAF Base Darwin BAEO T: 03 5146 6934 M: 0458 134 234 E: dar.baeo@defence.gov.au</p>	<p>FLTLT Jayden Harvey RAAF Base Darwin BASO T: 02 4078 2088 M: 0409 669 416 E: dar.baso@defence.gov.au</p>
<p>SQNLDR Stephanie Gartshore FLT CDR – 452 SQN DAR FLT T: 02 4077 9733 M: 0408 809 864 E: 452SQNDAR.FLTCDR@defence.gov.au</p>	<p>SQNLDR Joshua McNickle OPS CDR – 452 SQN DAR FLT T: 03 5169 8645 M: 0408 972 806 E: 452SQNDAR.OPSCDR@defence.gov.au</p>

8 ENCLOSURE B – DIA Representative

Darwin International Airport representatives for these works will be:

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

RAAF BASE Darwin		
13 SQN – RAAF Darwin		
WGCDR Rowan Paice	SADFO	rowan.paice@defence.gov.au
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FLTLT David Champion	Base Infrastructure Advisor	dar.13sqnbia@defence.gov.au David.champion2@defence.gov.au
FLTLT Patrick Tanner	BAEO 13 SQN	dar.baeo@defence.gov.au
FLTLT Jayden Harvey	BASO 13 SQN	dar.baso@defence.gov.au
SQNLDR William Gibson	Airbase Operations FLTCDR	william.gibson@defence.gov.au
SGT Gregory Shields CPL Chris Hepworth	AAS SNCO MEOMS 13 SQN	gregory.shields@defence.gov.au chris.hepworth@defence.gov.au
Cable Party	MEOMS 13 SQN	13SQNAircraftArrestorSystems@drn.mil.au
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SQNLDR Joshua McNickle	452SQN DARFLT OPS CDR	452SQNDAR.OPSCDR@defence.gov.au
452SQN – Various	ATC Duty Controller	DAR.ATC@defence.gov.au
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Matthew Evans	Environment Officer	Matthew.evans@adgnt.com.au
Ian Pask	Head of Electrical	Ian.pask@adgnt.gov.au
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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

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Civil Aviation Safety Authority	
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CASA Aviation Safety Advisor	PETER.BALL@casa.gov.au
Airlines and Other Operators	
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10 ANNEX A – Stage 1

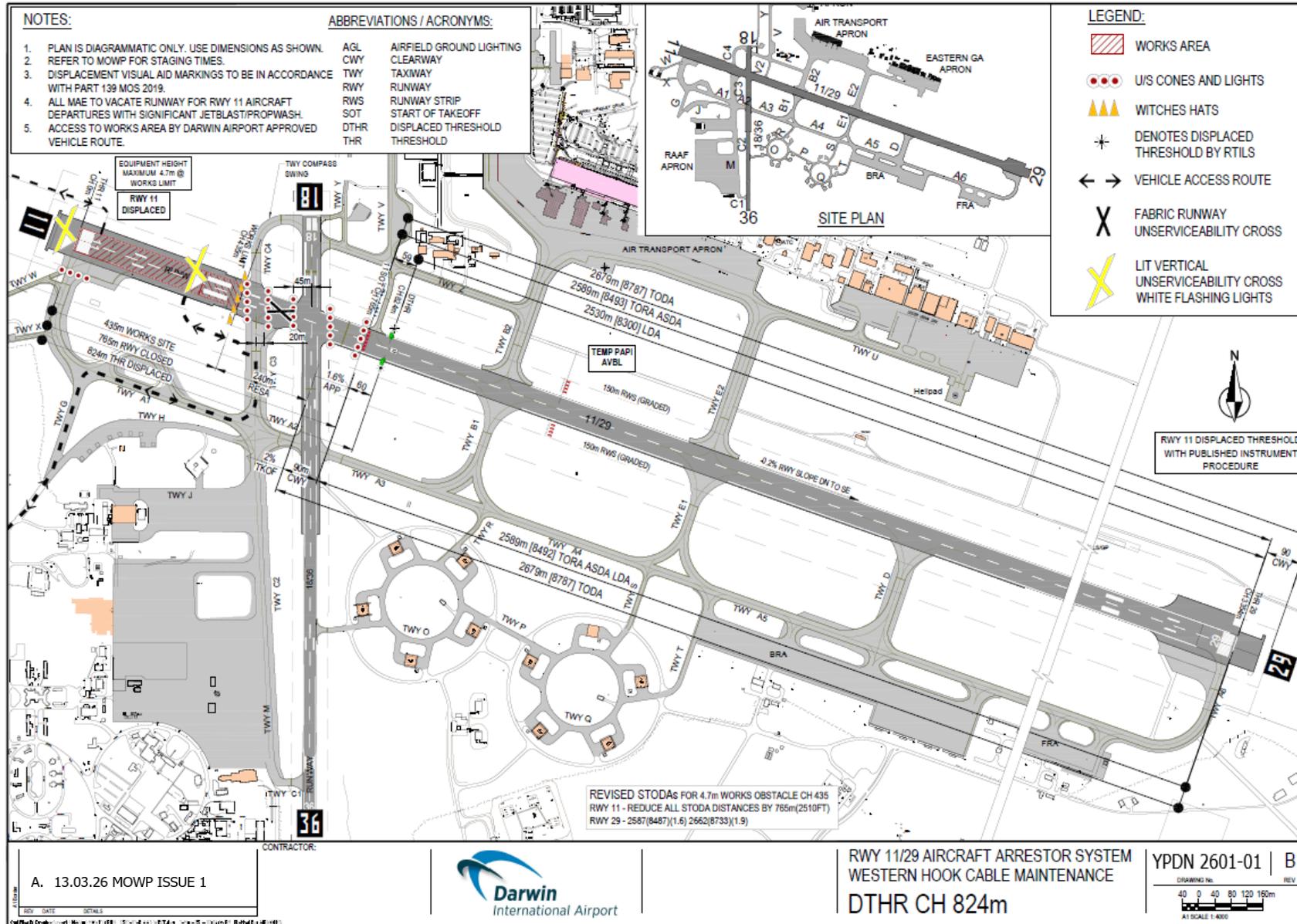


Figure 1: Stage 1 AAS Maintenance RWY 11/29 Displacement

11 ANNEX A – Stage 2

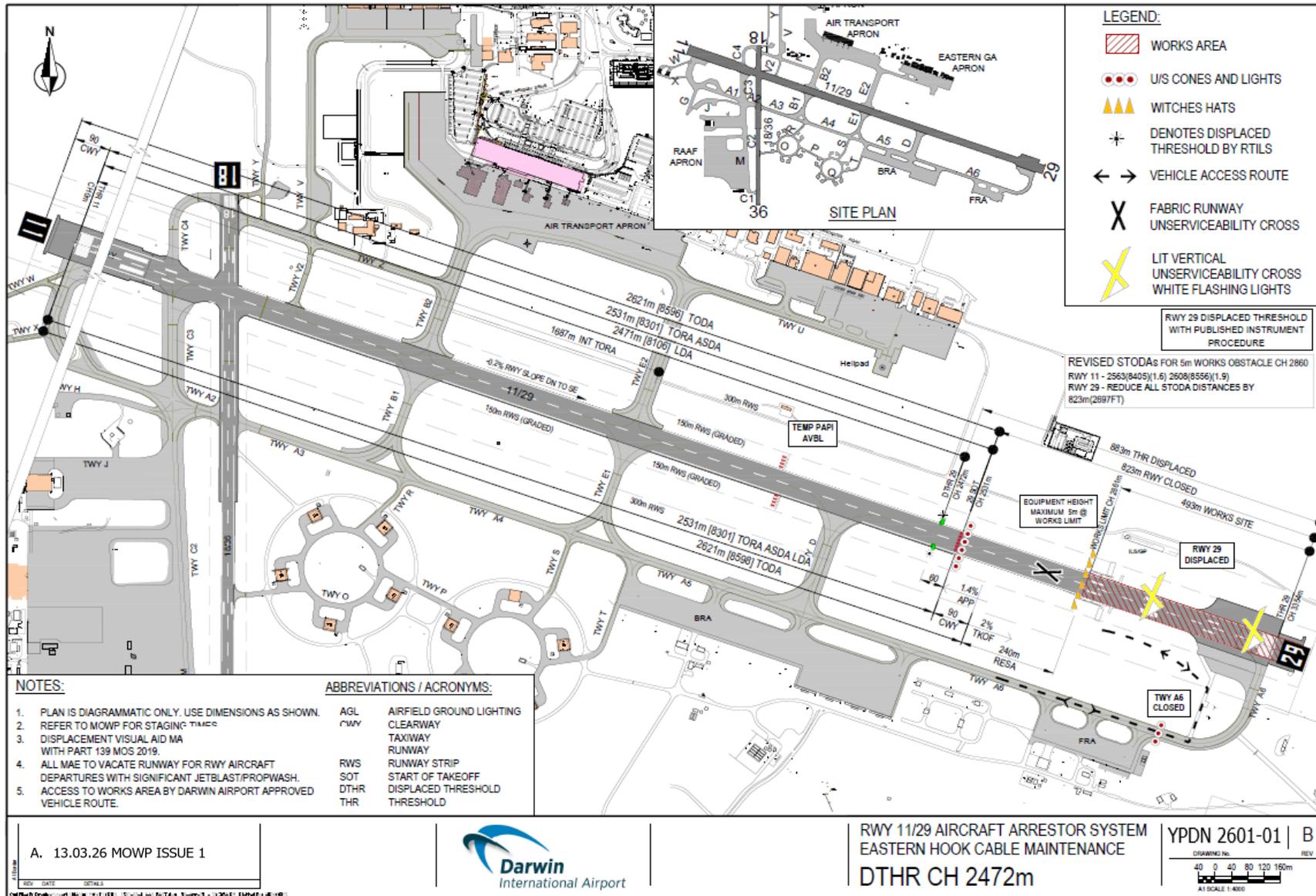


Figure 2: Stage 2 AAS Maintenance RWY 11/29 Displacement