

# DEPARTMENT OF DEFENCE DARWIN INTERNATIONAL AIRPORT

## METHOD OF WORKING PLAN

### YPDN 26/02

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

**PROJECT DESCRIPTION:** P0009 BRA Inverts Works

#### DATES:

<b>Approval of MOWP</b>	02 March 2026
Revision Date	02 March 2026
Commencement of works	17 March 2026
Completion of works	15 May 2026
<b>Expiry of MOWP</b>	15 May 2026

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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.*

### **1.2 Description of Works**

*The scope under this MOWP includes the reconstruction of the existing rigid & flexible pavement's for the Western & Central inverts at the Bomber Replenishment Apron (BRA) up to the edge line on taxiway AS.*

*This includes the following works:*

- *Service location*
- *Airfield Ground Lighting (AGL) removal*
- *Demolish existing pavement to 560mm below design surface level*
- *Carting of spoil to temporary stockpile site (near Bombing Road for processing and disposal)*
- *Testing of spoil for contaminants*
- *Installation of a new culvert under the central invert*
- *Install new pavements as per the approved design*
- *Reinstate AGL fittings*
- *Line marking works*
- *RBB works*

### **1.3 Execution of Works**

*The below sequence of work is to be referenced:*

- *Check for existing services:*
  - o *Use ground penetrating radar to identify existing underground services*
  - o *Isolate, remove or relocate existing services if required*
- *Isolate and remove existing AGL fittings:*
  - o *Any existing AGL and secondary cable impacted by the work will be isolated and removed prior to undertaking the works*
- *Demolish existing pavement to 560mm below design surface level:*
  - o *Identify any existing services and prevent possible striking of services*
  - o *Double sawcut on edges of existing at tie ins to pavement to be retained*

- o Break up existing pavement and load out spoil to temporary stockpile site near **BRA**
- o Testing of spoil to determine if it is suitable for removal from site or if it is contaminated and needs to be disposed of site or at a licenced facility
- Install expedient pavement adjacent to taxiway:
  - o Reinststate the profiled section with project approved asphalt
  - o Reinststate the AGL and secondary cables
  - o Re-apply line marking
- Install a new culvert under the central invert:
  - o Construct base slab
  - o Install culvert units
  - o Construct encasement
- Install rigid pavement:
  - o Prepare subgrade
  - o Install lean mix
  - o Install PCC
  - o Water Curing
- Install expedient pavement adjacent to taxiway (Central Invert):
  - o Reinststate the profiled section with project approved asphalt
  - o Reinststate the AGL and secondary cables
  - o Re-apply line marking
- Install shoulder pavements and finishing works:
  - o Reinststate the shoulder pavements
  - o Re-spread topsoil
  - o Reinststate the AGL and secondary cables
  - o Re-apply line marking
  - o Complete hydro mulch/re-grassing works

**Notes:**

- Demolition, culvert works and rigid pavement works to be constructed on a 10-minute recall.

**1.4 Location and Duration of Work Stages**

Works will be undertaken within the area approved for the works and at the approved stockpile sites.

**1.5 Timings**

The below Timings are provided for the works under the MOWP.

Stage	Work Scope	Start Date	End Date
<b>Stage 1</b>	Set up site including closing western section of BRA and inverts (Western & Central)	17/03/2026	17/03/2026
	Additional Service location	17/03/2026	17/03/2026
	AGL Isolation and Lights removal	17/03/2026	17/03/2026

Demolition of existing pavement to stage 1 limit of works	17/03/2026	31/03/2026
Construct new culvert under Central Invert	28/03/2026	07/05/2026
Construct new Rigid Pavement	28/03/2026	25/04/2026
AGL reinstatement	11/04/2026	12/05/2026
Line marking	10/05/2026	13/05/2026
Demobilisation from Airside	12/05/2026	15/05/2026

The working hours for the various stages of work are:

- 6am to 6pm Day Shift
- 6pm to 6am Night Shift
- Monday to Sunday

NOTAM, to be issued not less than 48 hours before work commences.

## 2 RESTRICTIONS TO AIRCRAFT OPERATIONS (RTAO)

### 2.1 Works Stages- Operational Restrictions

As part of the works, BRA West of the Central invert will be closed and listed below:

During gaps between stages 2 the works boundaries return to stage 1 configuration.

Stage	Approximate Scheduled Timings	Affected Aircraft	Facilities Affected	Remark
1	17Mar26- 15 May 26	All	- Taxiway A5 -works adjacent A5 conducted as Time Limited Works with a 10-minute recall.	- vacate as per ATC instruction.

			<ul style="list-style-type: none"> <li>- BRA West Invert Closed</li> <li>- BRA Central Invert Closed</li> <li>- BRA West of the central invert Closed.</li> <li>- Taxiway A5 Restricted to Max Code C aircraft</li> </ul>	<ul style="list-style-type: none"> <li>- Contact 13SQN ABCP for parking Bay arrangements</li> </ul>
2	08 Apr 26-11 Apr 26	All	<ul style="list-style-type: none"> <li>- Taxiway A5 -Closed 1800 to 0600 LOCAL</li> <li>- Taxiway A5 Restricted to Max Code C aircraft</li> </ul>	<ul style="list-style-type: none"> <li>- ATC to re-direct aircraft accordingly.</li> </ul>
	13 Apr 26-18 Apr 26		<ul style="list-style-type: none"> <li>- BRA West Invert Closed</li> <li>- BRA Central Invert Closed</li> <li>- BRA West of the central invert Closed.</li> </ul>	<ul style="list-style-type: none"> <li>- Contact 13SQN ABCP for parking Bay arrangements</li> </ul>
	20 Apr 26-25 Apr 26			
	01 May 26 & 05 May 26 - 10 May 26			

Plans of work stage is attached as ANNEX B.

## 2.2 Declared Emergencies and Adverse Weather

All work zones can only be conducted during normal visual meteorological conditions (VMC) and will be terminated during periods of reducing visibility in accordance with Darwin International Airport (DIA) low visibility procedures.

The work sequence is to be managed to enable vacation of works site within 30 minutes with no return to operational status. Aviation Rescue Fire Fighting (ARFF) vehicles responding to a declared emergency will have access to the works site under direction of Works Safety Officer (WSO).

Under the direction of Air Traffic Control (ATC), Airport Development Group (ADG) Terminal & Airside Operations Officer (TAOO) or Base Aviation Safety Officer (BASO) the WSO is responsible for instructing the works contractor to vacate the work site in the event of a declared emergency.

The WSO is to remain in contact with ATC and maintain radio listening watch at all the times (during the works operational hours).

Weather conditions including thunderstorms will be monitored by the WSO via BOM and / or thunderstorm alerting software.

Works will not be carried out during periods where Low Visibility Operations are declared. All stages could be adversely affected by wet weather and may result in delays or temporary stoppages of the works.

### 2.3 NOTAM

The DIA Head of Airport Operations or approved delegate is responsible for approving and issuing the NOTAMs for each stage of the works.

ADG are responsible for publishing any NOTAMs for works impacting the Joint User Area (JUA).

Defence is responsible for publishing any NOTAMs for works impacting the Defence areas.

#### 2.3.1 NOTAM's

<b>JUA-NOTAM</b>
TWY A5 CLOSED DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/02 STAGE 2 DAILY 0830 TO 2030 UTC
TWY A5 RESTRICTED TO MAX CODE C AIRCRAFT DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/02 STAGE 1 AND 2
<b>Defence only area- NOTAM</b>
BOMBER REPLENISHMENT APRON (BRA) WEST AND CENTRAL INVERTS CLOSED AND BRA WEST OF CENTRAL INVERT CLOSED DUE WIP CONTACT 13SQN ABCP TO COORDINATE ALTERNATIVE PARKING ARRANGEMENTS BRA UNLIT, BRA EAST PARTIALLY LIT BY TEMP BLUE EDGE LIGHTS REFER METHOD OF WORKING PLAN (MOWP) YPDN 26/02 STAGE 1 AND 2

### **3 PERSONNEL AND EQUIPMENT**

#### **3.1 General**

Fulton Hogan and the nominated WSO (Tarmac Aerodrome Operations) will oversee the works and personnel.

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 non-reflective orange cones across the taxiway. Works personnel must not *move* beyond these lines.

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

Upon completion of work, and on every occasion that the taxiway is returned to active use, Fulton Hogan 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 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 Fulton Hogan 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 ADG Head of Airport Operations and TAOO along with Defence, WSO & BASO.

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

#### **3.3 Vehicles and Plant**

Vehicles and plant used for these works will include various vehicles, trucks, and trailers; asphalt profiler, paver and suction sweeper. All vehicles plant and equipment used for airside access are to be fitted with flashing beacons and use dipped headlights during nightworks. Vehicles and equipment used in these works are not to exceed the equipment maximum heights of 10m above ground level.

No movement of vehicles or plant is to take place outside the works areas or access routes without the consent of the WSO. Only vehicles and plant engaged in the work activities shall be permitted at the work site. Private vehicles will not be permitted at the airside work site.

At the end of work period, all vehicles, plant, equipment, and material are moved clear of the works area and moved back to Fulton Hogan laydown area.

Vehicles and self-propelled items of plant are to have vehicle warning lights as detailed in CASR MOS Part 139 Section 14.05: Airside vehicle lighting requirements.

### **3.4 Access to the Works and Security**

Access routes to and from the works areas will be in accordance with relevant work stage Diagram (See Appendix B).

Movement of vehicles, plant and equipment must be confined to these routes 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 as per Annex B- Stage 1.

### **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 ADG TAOO.

### **3.6 Works Permits**

To prevent damage to airport lighting systems and other airport facilities the works contractors must use Fulton Hogan's dig permits and follow Fulton Hogan's permit procedure.

### **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 as detailed in 3.2.

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 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 cones. All personnel (and equipment) must remain within the designated works area.

#### **4.3 Protection of Electrical Services**

The Works Contractor Works Supervisor is to obtain dig permits prior to performing any excavation on any site (excluding surface milling). The Works Contractor is to provide access to RAAF Base Darwin (BAEO) for the records of service investigations.

### **5 ADMINISTRATION**

#### **5.1 Project Manager Contract Administrator (PMCA)**

The Project manager is Richie Hicks (BECA).

The PMCA representatives for the works are listed in the table in Section 5.6.

#### **5.2 Works Organisation**

The Contractor's Project Manager will be Mr Ben Vance (Mobile: 0439 651 349)

The Contractor's Works Manager will be Mr Bryan Vance (Mobile: 0418 751 399)

The Fulton Hogan duty phone number will be (Mobile: 0439 651 349)

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.

All contact, with the Base, by the Contractor, in relation to the work, is to include PMCA and the DoD Estate & Infrastructure Group Project Officer.

#### **5.3 Design Consultant (DC)**

The Design Consultant for P0009 is **Aurecon Australasia Pty Limited (Aurecon)**. The Works Organisation and WSO are subsequently sub-contractors as per sub-contractor agreements.

The DC Consultant's Representative for P0009 is Mr Kevin Dearden [not on site]. The De's on-site Representative is included in the table in Section 5.6.

The Design Consultant's Representative may be contacted on the following details:

Mobile: +61 438 297 771

Email: kevin.dearden@aurecongroup.com

## 5.4 Works Safety Officer

The nominated WSO's for these works will be from Tarmac Aerodrome Operations.

The Tarmac Aerodrome Operations lead WSO will be Mike Clancy (Mobile: 0423 797 355) and Tarmac Aerodrome Operations will be responsible for the operational safety of the works.

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. A WSO must be appointed to each work site to ensure that a WSO is always present as per Part 139 (Aerodromes) Manual of Standards Sections 15.04.

The WSO must maintain radio communications with Darwin Ground on 119.55 MHz when ATC is active or maintain radio communications on the CTAF 133.1 MHz when the aerodrome is non-towered.

The WSO must always have a copy of this MOWP accessible.

## 5.5 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

## 5.6 Contact List

RAAF Base Darwin - 13 Squadron		
CO 13 Squadron SADFO	WGCDR Rowan Paice	T: 07 4430 0464 M: 0408 485 621 E: rowan.Qaice@defence.gov.au
Assistant SADFO	SQNLDR Craig Pinkney	M: 0407 615 214 E: <a href="mailto:craig.Pinkney@defence.gov.au">craig.Pinkney@defence.gov.au</a>
Base Aviation Safety Officer	FLTLT Jayden Harvey	M: 0409 669 416 E: dar.baso@defence.gov.au
Base Airfield Engineering Officer	FLTLT Patrick Tanner	M: 61409936053 E: dar.baao@defence.gov.au
		E:

<b>RAAF ATC - 452 SQN DAR FLT</b>		
452SQN DAR FLT CDR	SQNLDR Stephanie Gartshore	T: 08 79294671 M: 0408 809 864 E: 452sqndar.f1tcd@defence.gov.au
452SQN DAR FLT OPS CDR	SQNLDR Joshua McNickle	T: 08 7929 4673 (APP SPVR) M: 0408 972 806 E: 452sgndar.oQsdr@defence.gov.au
ATC Duty Controller	Various	T: 08 7929 4816 (1WR SPVR) E: dar.atc@defence.gov.au
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Director General Capital Facilities and Infrastructure	BRIG Matthew Quinn	E: matthew.guinn@defence.gov.au
Director - National Projects	GPCAPT Sunil Narayan	M: 0451131 844 E: sunil.narayan@defence.gov.au
Project Director - National Airfield Projects	SQNLDR Aaron Rondine	E: aaron.rondine@defence.gov.au
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<b>DEIC</b>		
Base Infrastructure Officer	FLTLT David Champion	M: 0400 821116 E: david.chamQion2@defence.gov.au

<b>DEEP</b>		
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Assistant Director Aerodrome Policy - DEEP	Anthony Wade	T: 08 7374 1538 E: <a href="mailto:Anthony.wadel@defence.gov.au">Anthony.wadel@defence.gov.au</a>
<b>SDD</b>		
Regional Environment and Sustainability Officer	Katina Croft	M: 0409 883 566 E: <a href="mailto:Katina.croft@defence.gov.au">Katina.croft@defence.gov.au</a>
Base Manager - RAAF Base Darwin	Shyne Brenton	T: 0456 212 605 E: <a href="mailto:shyne.brenton@defence.gov.au">shyne.brenton@defence.gov.au</a>
Assistant Base Manager	Paul Gibbs	T: 08 8923 7296 E: <a href="mailto:paul.gibbsl2@defence.gov.au">paul.gibbsl2@defence.gov.au</a>
<b>Darwin International Airport</b>		
Executive General Manager - Airports	Rob Porter	T: 08 8920 1832 E: <a href="mailto:rob.porter@adgnt.com.au">rob.porter@adgnt.com.au</a>
Head of Airport Operations	Melanie Cobbin	T: 0421 601 461 E: <a href="mailto:Melanie.cobbin@adgnt.com.au">Melanie.cobbin@adgnt.com.au</a>
Head of Security and Emergency Management	George Cheriyan	M: 0419 864 223 E: <a href="mailto:George.cheriyana@adgnt.com.au">George.cheriyana@adgnt.com.au</a>
Terminal & Airside Operations Officer	Various	M: 0402 088 145 E: <a href="mailto:dia.taoo@adgnt.com.au">dia.taoo@adgnt.com.au</a>
<b>Beca Consultants (PMCA)</b>		

PMCA	Richie Hicks	M: 0444 531 535 E: richie.hicks@beca.com
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<b>Aurecon Australasia Pty Ltd (DSC)</b>		
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Project Manager	Steven Mcgough	M: 0477 343 880 E: Steven.McGough@aurecongroup2.com
Design Manager	Kevin Dearden	T: 03 9975 3000 M: 0438 297 771 E: kevin.dearden@aurecongroup2.com
<b>Contractor - Fulton Hogan</b>		
Project Manager	Ben Vance	M: 0 439 651 349 E: Ben.Vance@fultonhogan.com.au
Works Manager	Bryan Vance	M: 0 418 715 399 E: BtYan.Vance@fultonhogan.com.au
<b>Tarmac Aerodrome Operations (WSO)</b>		
Director	Jason Dechaineux	M: 0429 467 481 E: jason@taoi2s.com.au
Lead WSO	Mike Clancy	M: 0423 797 355 E:

## 5.7 Distribution

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

Director	Jason Dechaineux	M: 0429 467 481 E: jason@tao1:1s.com.au
Lead WSO	Mike Clancy	M: 0423 797 355 E:

## 5.7 Distribution

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

## 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 RAAF Base Representatives FLTLT Pat Tanner and DIA Representative, Melanie Cobbin.

### 6.3 Expiry

This MOWP will remain current until 15 May 2026 unless extended by amendment.

### 6.4 Approval

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

**Stephanie ga**  
rtshore

Digitally signed by  
stephame.gartshore  
Date: 2026.03.02  
11:04:31 +09'30'

**Craig**  
PINKNEY

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**SQNLDR Stephanie Gart:shore**

FLTCDR 452 SQN DAR FLT

RAAF ATC Darwin

**SQNLDR Craig Pinkney**

T/CO 13 SQN T/SADFO

RAAF Base Darwin

**Rob Porter**

Executive GM Airports

Airport Development Group

## 7 Annex A - DISTRIBUTION LISTS

<b>RAAF BASE Darwin</b>		
<b>13 SQN - RAAF Darwin</b>		
WGCDR Rowan Paice	<b>SADFO</b>	<a href="mailto:rowan.gaice@defence.gov.au">rowan.gaice@defence.gov.au</a>
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Cable Party 1 Cable Party 2	MEOMS 13 SQN	<a href="mailto:13SQNAircraftArrestorSystems@dm.mil.au">13SQNAircraftArrestorSystems@dm.mil.au</a>
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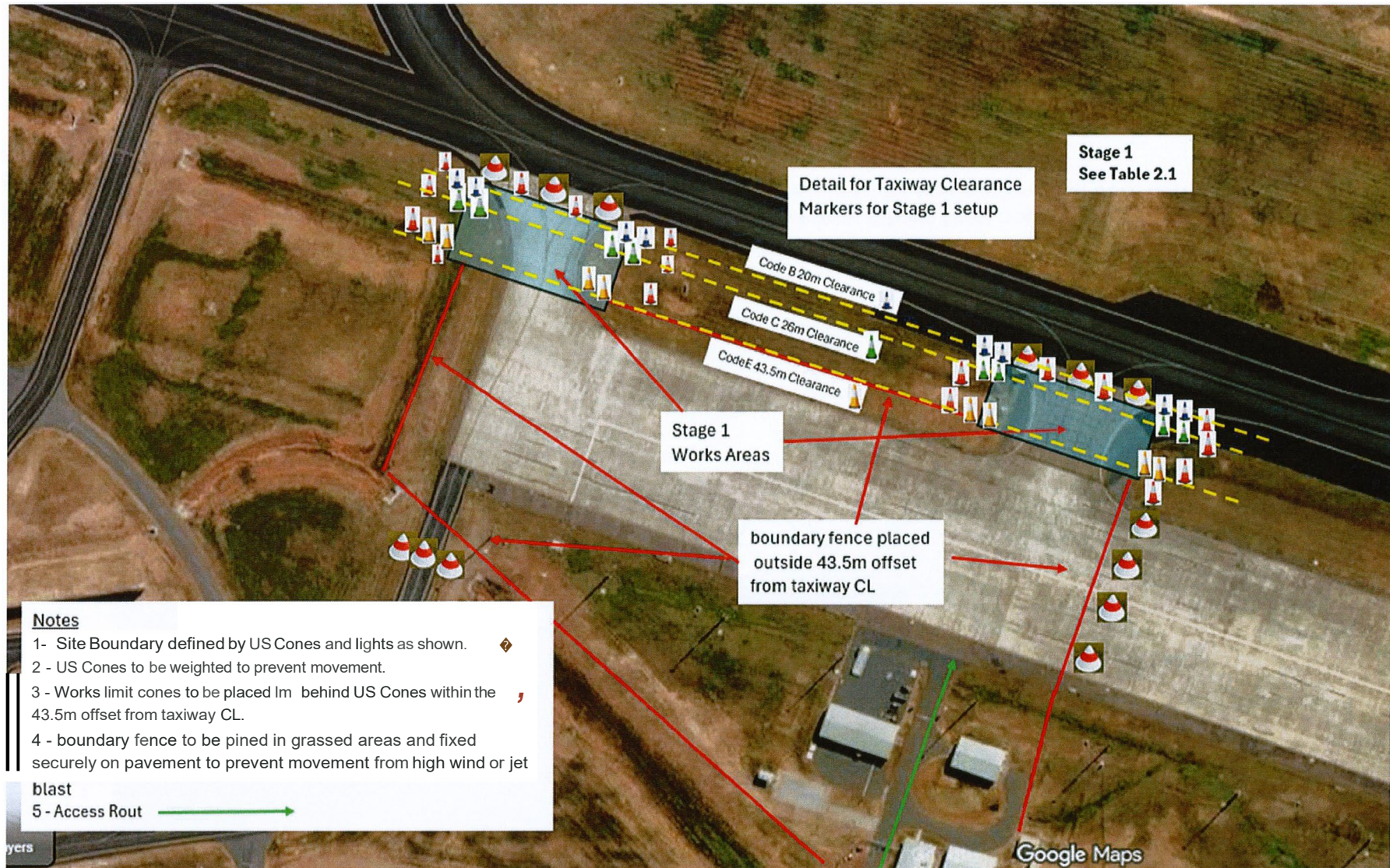
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8 ANNEX B - (Work site and Access route)

Site Location



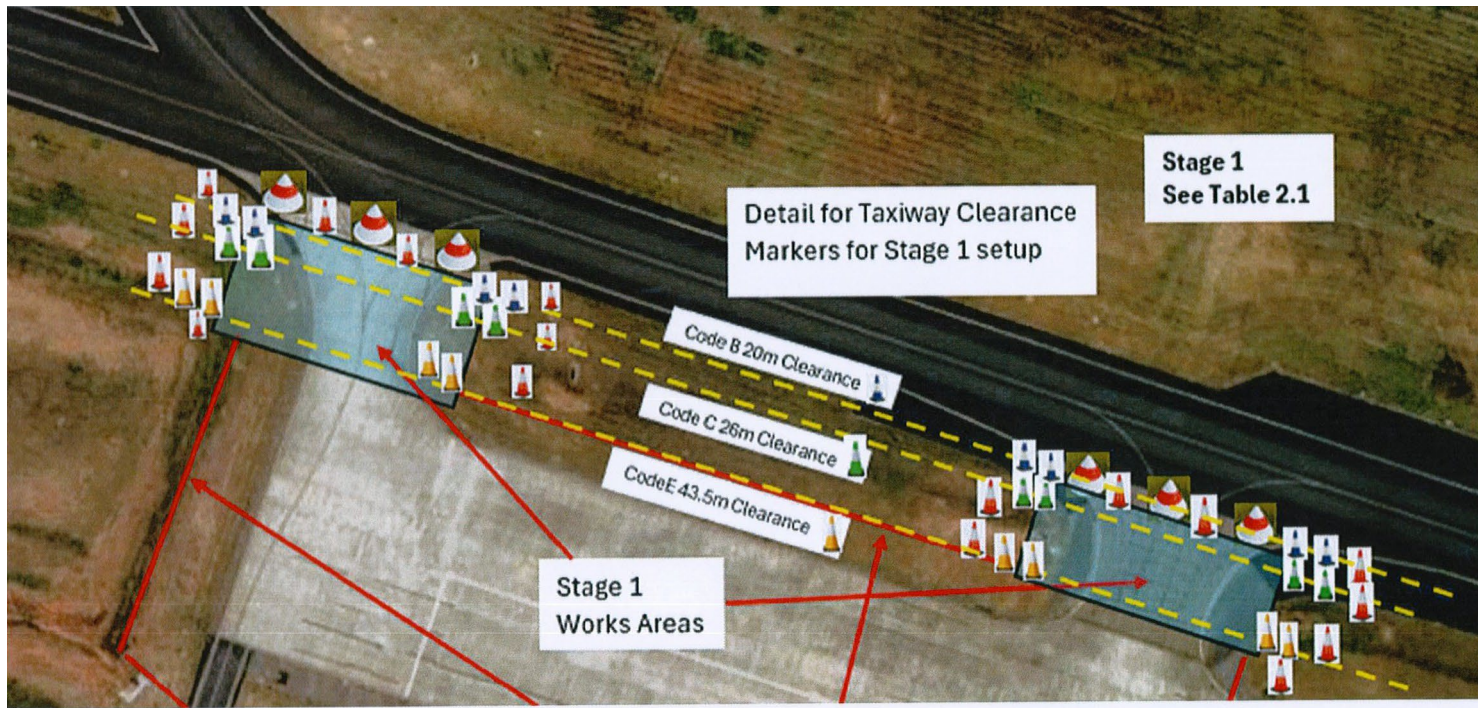
STAGE 1



**Notes**

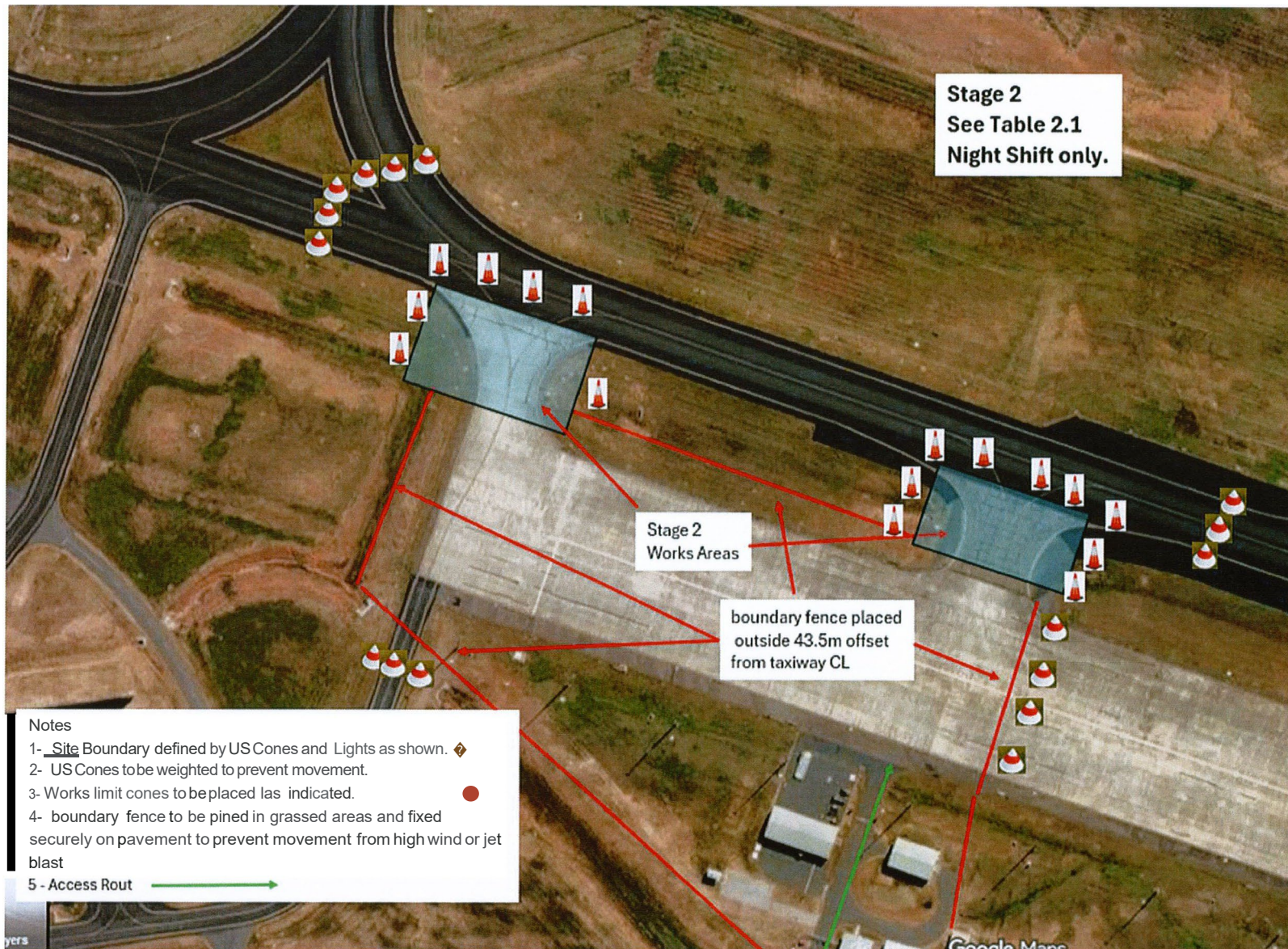
- 1- Site Boundary defined by US Cones and lights as shown.
- 2 - US Cones to be weighted to prevent movement.
- 3 - Works limit cones to be placed 1m behind US Cones within the 43.5m offset from taxiway CL.
- 4 - boundary fence to be pinned in grassed areas and fixed securely on pavement to prevent movement from high wind or jet blast
- 5 - Access Rout

Stage 1 - Detail for Clearance Marker Cones



Note: The Purpose of the Clearance markers is for the WSO's & Work Crews to know where they need to pull back to when an aircraft is passing the work site. The WSO's will instruct the work crews which line they need to be behind for each occasion when required to pull back which will reduce the impact of light aircraft passing on the works.

Stage 2 Taxiway AS Closed between 1800 to 0600 - reverts to Stage 1 outside of these times



- Notes
- 1- Site Boundary defined by US Cones and Lights as shown. ◆
  - 2- US Cones to be weighted to prevent movement.
  - 3- Works limit cones to be placed as indicated. ●
  - 4- boundary fence to be pinned in grassed areas and fixed securely on pavement to prevent movement from high wind or jet blast
  - 5 - Access Rout →