



Number	YSNW 11/24
Date of Issue	28/11/2024
Amendment Number	0
Date of Amendment	

DEPARTMENT OF DEFENCE

AERODROME METHOD OF WORKING PLAN (MOWP)

AERODROME

HMAS ALBATROSS (YSNW)

**PROJECT
DESCRIPTION**

**P0010 - National Airfield Works at HMAS Albatross - Closure 2
RWY 03/21**

IMPORTANT DATES

Approval of MOWP

Commencement of Works

Completion of Works

Expiry of MOWP

14/02/2025

04/11/2025

01/02/2026

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1. WORKS INFORMATION

1.1. Description of Works

The works to be completed under this Method of Working Plan (MOWP) comprises of the following key construction activities:

- Setup of Runway and Taxiway closure including placing unserviceability markers, work limit cones and temporary taxiway blue edge lighting;
- Installation of temporary access tracks from perimeter road to RWY 03/21
- Service locating and potholing;
- Treatment of service clashes including but not limited to HV and water relocation;
- Construct new drainage line across RWY 03/21/Taxiway B4/Civil Apron and associated pits/headwalls;
- Demolish and/or fill redundant drainage;
- Excavate swale drains;
- Isolation of existing AGL network for RWY 03/21 and all taxiway's/aprons within the closure and place temporary elevated blue edge lighting on Taxiways where necessary. Only area within the airfield that will have active AGL will be RWY 08/26 DTRM/IWDI/SAL/THR/PAPI/Edge lighting and Romeo Apron lighting
- Demolish/remove existing AGL infrastructure;
- Install pit and duct network for new AGL lighting incl. SIT/D25 and D7 pits and to the ALER;
- Install new primary and secondary cabling;
- Install Medium and High intensity elevated RWY edge lights and inset lights;
- Install new taxiway and apron lighting;
- Install new PAPI's, DTRM's, MAG's, TACAN Signs and IWDI's foundations and signs;
- Install new High Intensity Approach Lighting (HIAL) from RWY 21 to area across Albatross Road;
- Install new threshold end beam;
- ALER works including CCR works/surge diverters and cabinet modifications, **New AGL control system (subject to PMCA approval);**
- Aerodrome beacon replacement;
- Commissioning of new AGL;
- Asphalt profiling and placement of new asphalt;
- Application of Fuel Resistant Surface Treatment;
- Installation of earthing and tie-down points;
- Pavement grooving;
- Pavement line marking.

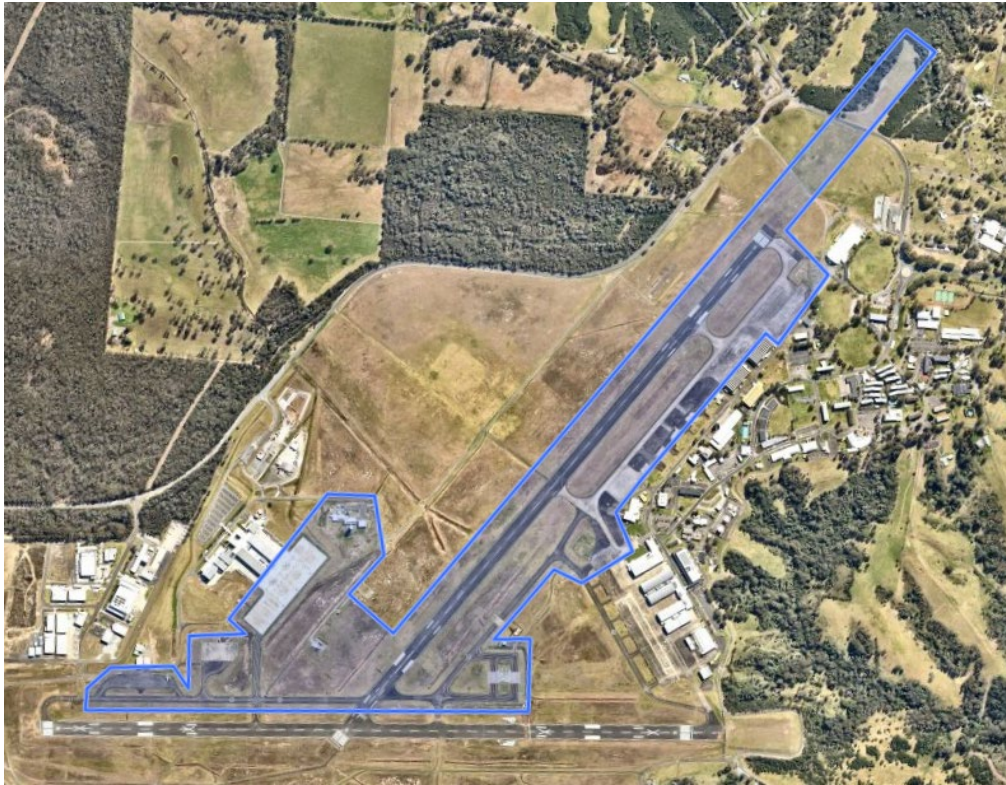


Figure 1 - Closure 2 Work Area

1.2. Scope of Works

Setup of closure of RWY 03/21, Air Movements Apron, Civil Apron, Western Apron, Hot Refuel Apron, Taxiway C2-4, Taxiway J1, Taxiway D, E and B1. This involves the following:

- Placement/removal of aerodrome markers including unserviceability cones, work limit cones, "X" markers.
- Placement of E-Flares where required.
- Placement of temporary elevated blue edge lights on Taxiways/Aprons where required.

See Annex F for Staging Diagrams

AGL Scope of Works

The AGL scope of works involves replacing the entire existing system with new LED lighting and generally involves working in all areas of the closure including the existing ALER.

The AGL installer will co-ordinate with EMOS to isolate relevant AGL circuits to safely enable construction activities within the closure.

- De-energise (or make unserviceable) existing AGL lights per table in Annex E

- Demolition of existing and construction of new pit/duct system for AGL;
- Duct bank installation of MAG's/PAPI's/DTRM's/IWDI's and TACAN's;
- Installation of HIAL's;
- Installation of THR21 threshold beam;
- Installation of Primary and Secondary circuits for AGL, incl. saw cuts for secondary cabling;
- Install primary circuits to existing ALER;
- ALER modifications including new CCR/Surge diverter's for the new AGL circuits;
- Configuration of the AGL control systems
- Installation and commissioning of new AGL in RWY and TWY lighting including flight checks (day and night)

Drainage Scope of Works

Drain 4/5/7/13/15/17

- Profiling and removal of pavement for RWY03/21 and TWY B4 (possibly completed in Closure 1) drainage crossing;
- Physical identification of existing services and isolate/protect/relocate;
- Where the drainage clashes with critical services, isolations of HV/Water may be required for safe install. A NOD will be sent to stakeholders prior to the works.
- Establish dewatering where required;
- Demolish existing drainage pipe where required;
- Installation of Drainage Line DR04/DR05/DR15 including pits and headwalls;
- Reinstatement of Runway pavement, pavement markings and strip;
- Grout fill redundant pipe under pavement;
- Excavate Swale drain and place rip-rap scour protection;
- Regrade and revegetate impacted area.

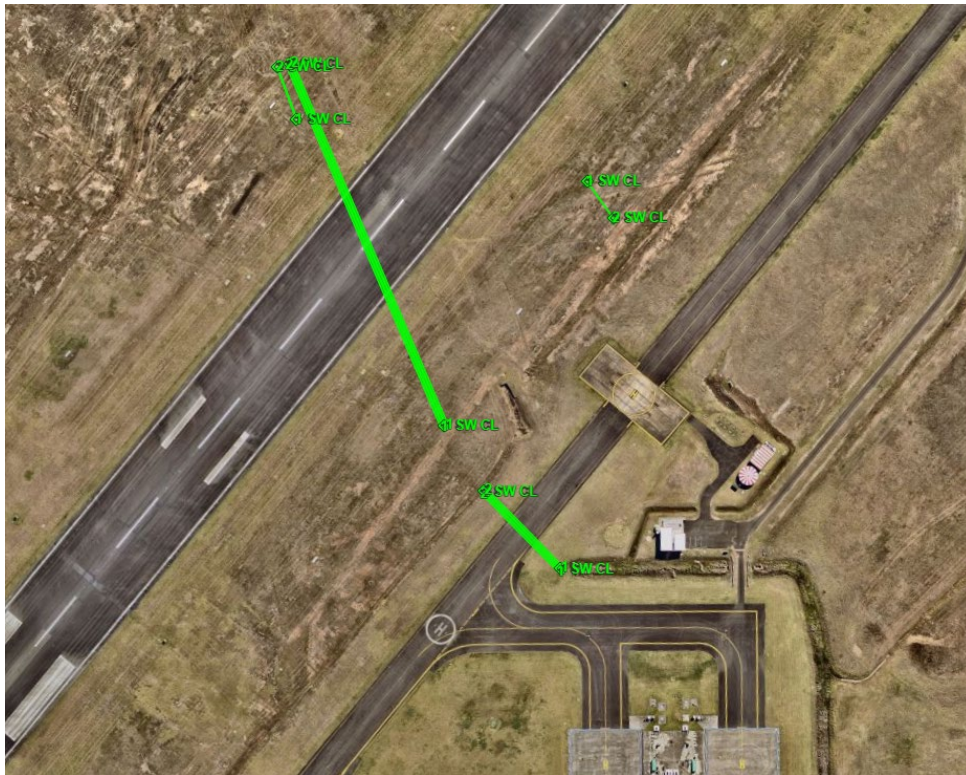


Figure 2 - Drainage Line DR04/05/17

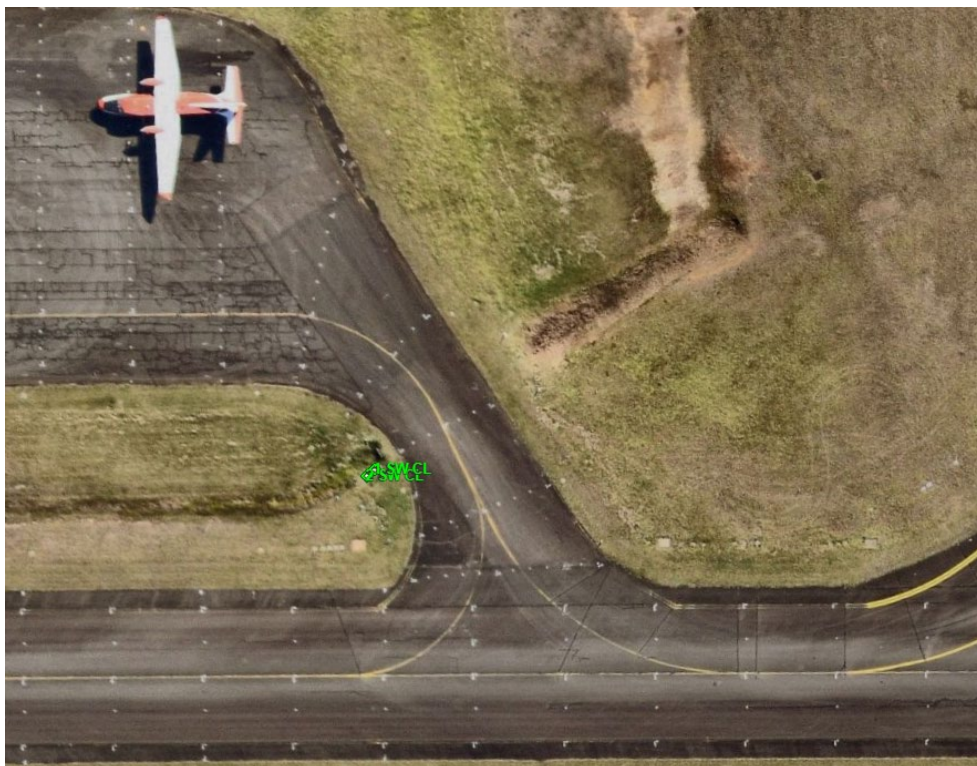


Figure 3 - Drainage Line DR13



Figure 4 - Drainage Line DR15

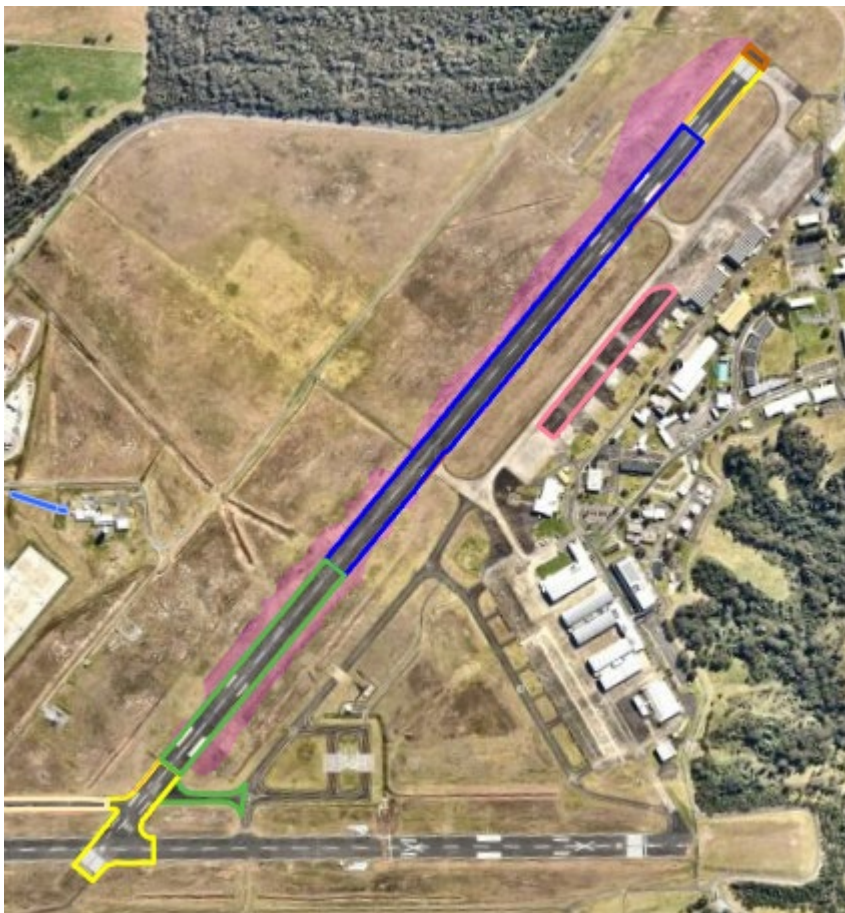


Figure 5 - Drainage Line D701

Pavements Scope of Works

Runway 03/21

- Profile/texture the entirety of RWY03/21
- Placement of AC intermediate and wearing course.
- Reinstate asphalt where drainage and duct banks have been installed across the runway and taxiways.
- Completion of trapezoidal grooving (this may be completed on night shifts after returning RWY 03/21 to service)
- Install new pavement marking;



Taxiway C2-4

- Profile and remove asphalt;
- Prepare surface and place high strength grid;
- Placement of Asphalt (intermediate and wearing course);
- Install new pavement marking;
- Flanking and revegetation as required;



Figure 6 - Pavement Works at TWY C1

Civil Apron

- Profile and remove asphalt down to existing base material;
- Prepare milled surface and spray primer seal;
- Placement of asphalt;
- Installation of new earthing and tie-down points;
- Installation of Fuel Resistant Surface Treatment (FRST);
- Install new pavement marking.

1.2.2 Location and Duration of Work Stages

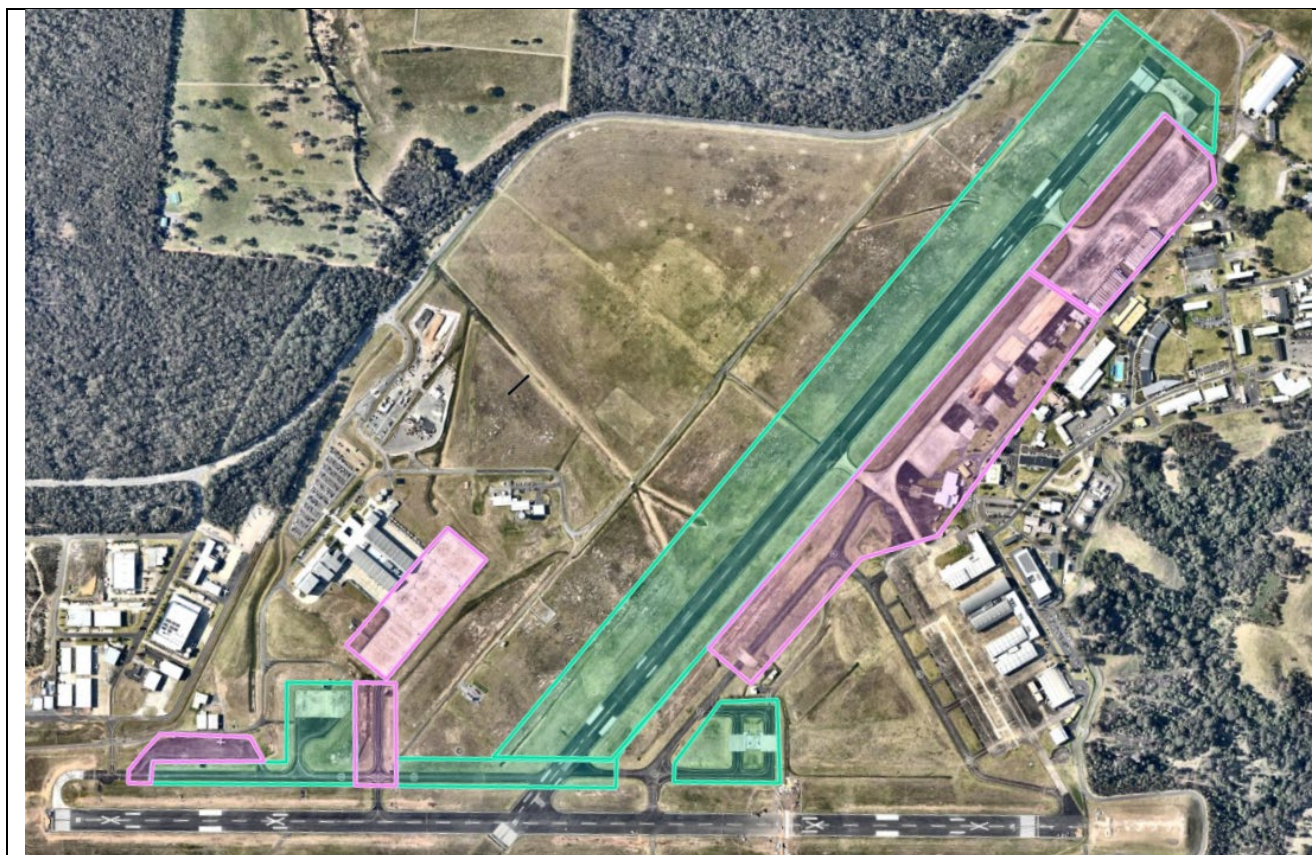
All works will be conducted typically between 0600-1900 Mon-Sat. Where works are required outside typical hours, Defence will be notified to allow for relevant NOTAM's to be raised where required.

See Annex F for Staging Diagrams

Item	Work Activity	Start	Finish	Aircraft Restrictions
1	Stage 1	14/02/2025 (night shift)	28/03/2025	RWY 03/21 Closed TWY C3/4 Closed TWY B1 Closed TWY B4 Open (Partial) TWY B5 Closed TWY E1 Closed TWY D Closed Central Apron Closed (Partial) Hot Refuel Apron Closed Western Apron Open Civil Apron Open TWY G Closed (1x 3 day closure, 1 x 4 day closure, 2 weeks' notice to be provided) TWY J1/2 Open TWY C1 Closed TWY G Open



2	Stage 2	12/03/2025	04/11/2025	<p>RWY 03/21 Closed</p> <p>TWY C2-4 Closed</p> <p>TWY J1/2 Open (To be closed for AC/AGL works with sufficient notice) Air movements Apron (Specific Staging to maintain access for aircraft)</p> <p>Western Apron Closed</p> <p>Hot Refuel Apron Closed</p> <p>Civil Apron Closed (Specific Staging to maintain access for aircraft)</p> <p>TWY E1 Closed</p> <p>TWY D Closed</p> <p>TWY B1 Closed</p> <p>TWYB2/3/4/A2/Eastern Apron (Specific Staging to maintain access to aircraft Central Apron Closed)</p> <p>TWY B2-5 Open</p>
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2a	AGL Works - Romeo	16/06/2025	25/07/2025	Time Limited Works - Aircraft to operate at opposite ends of works. No apron edge lights available. Lit with temp blue edge lights
3	Opening of RWY 03-21 and implement RWY03 Displacement and RWY 08/26 Closure	04/11/2025	04/11/2025	RWY03/21 Open (03 is displaced) TWY C2-4 Open TWY J2 Open Central Apron Open Air Movements Apron Open Western Apron Open Hot Refuel Apron Open Civil Apron Open TWY E Open TWY D Open TWY B1 Open TWY G Open RWY 08/26 Closed TWY C1 Closed TWY J1 Closed TWY B5 Closed

				TWY A1 Closed TWY A2 Closed TWY F Closed Eastern Apron Closed (Partial) Staged
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1.2.3 Timing

Time of Completion

The specific work activities are expected to commence on 13/12/2024 and be substantially completed by for a total construction period of approximately 8 months with allowance for inclement weather. The enabling works inc. pot holing and service identification works will be completed prior to the commencement of Closure 2 (RWY03-21). There may be additional works during night shifts to complete AGL installation, testing and commissioning. The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

Upon completion of the works as described in this MOWP, BMD is to inform the PMCA in writing of the date of completion. If the works are completed ahead of the scheduled timeline, The Contractor is to inform the BAEO so that any extant NOTAM's can be withdrawn. Activities will occur mainly during day shifts (Monday to Saturday). Typically, 5 dayshifts per week.

Co-ordination and liaising with other Subcontractors carrying out work on the Base is to be communicated daily to minimise clashing of work activities and respective closures. The Contractor will assign a resource dedicated to directly manage coordination and subsequent security applications to ensure Defence have a single point of contact throughout the works.

2. RESTRICTIONS TO AIRCRAFT OPERATIONS

2.1. General

The works have been planned to minimise the impacts to Defence and civilian operations however works will require areas of RWY 03-21, TWY's A2, B1-5, C1-4, D, E, F, G, J1-2, Central, Air Movements, Western, Romeo, Eastern and Civil Apron to be closed for either all or part of the duration of the works to allow completion of construction activities. The Contractor will install adequately secured, temporary aerodrome markers and lighting IAW MOS 139 requirements for movement surface closures to ensure works and aerodrome user safety as per section 3.5.

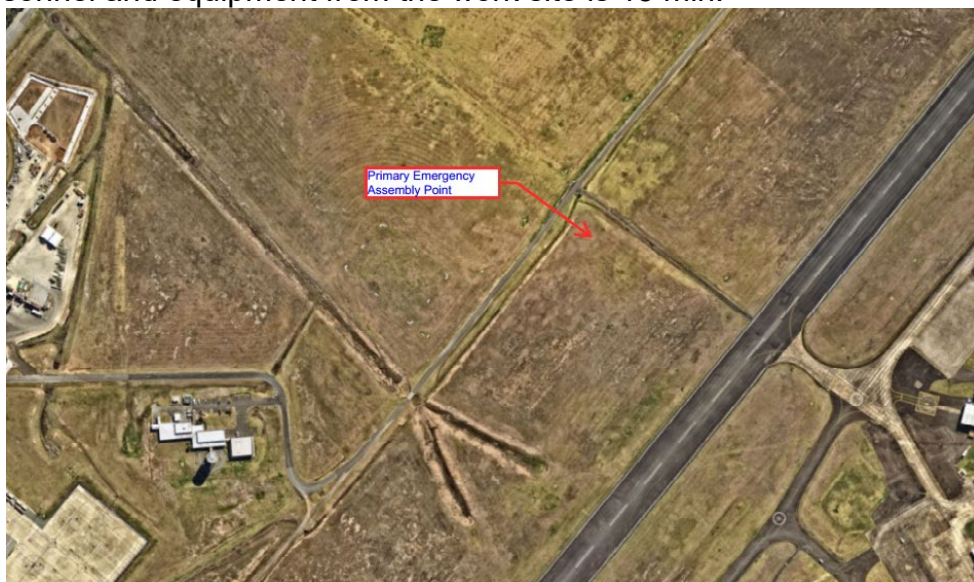
2.2. Declared Emergencies and Adverse Weather

Under the direction of Air Traffic Control (ATC), Fire Controller or the HMAS Albatross Airfield Coordination Centre (ACC), the Works Safety Officer (WSO) is responsible for instructing the works contractor to vacate the work in the event of a declared emergency.

If time permits, ATC will advise the WSO the minimum time allowable to restore the airfield movement areas to operational condition. The WSO, in consultation with the Works Contractor, will then advise ATC whether restoration of the airfield movement areas is *possible or not possible*.

Outside ATC hours, the WSO will contact the Airfield Coordination Centre (through contact at Section 4.7) and advise the status of the works area and the ability for it to be made available for declared aircraft emergencies.

In the event of an emergency all personnel and equipment will vacate the airfield movement areas under the direction of ATC or the Fire Controller on SMCV or CTAF. The Primary Assembly Area is show below or at a location known to all personnel. The estimated time to vacate personnel and equipment from the work site is 15 min.



2.3. NOTAMs

NOTAM's will be required for this work.

The Aerodrome Manager through ACC Ops will be responsible for issuing NOTAMs for each stage of the works. The Contractor is to liaise with the ACC Ops regarding NOTAM requirements in the first instance.

The full planned NOTAM text for each stage of work is attached at Annex B. Dates and times are to be confirmed 48 hours before submission of any NOTAM and the commencement of works.

Any proposed changes to the works detail are to be carried out in consultation with the relevant stakeholders. Modification to the works information must be detailed in an amendment to this MOWP and the planned NOTAM text. All modifications must be reviewed and approved by the relevant authorities prior to the commencement of the works.

The final NOTAM text is to be released at least 48 hours prior to the commencement of the works.

Works are not to commence until the WSO has, on the day of the works, confirmed that the correct NOTAM is current for the planned works. The WSO is also to be in possession of hard copy of the published NOTAMs and MOWP relevant to their area of works.

3. RESTRICTIONS ON THE WORKS CONTRACTOR

3.1. General

The Contractor shall comply with the requirements of the Contract Documents produced for this project, Manual of Standards 139, HMAS Albatross Aerodrome Manual and this MOWP. In the event of ambiguity or conflict of requirements, this MOWP takes precedence.

The Contractor will provide ongoing input into staging and works impacts during the Design Phase of the project to ensure constructability and minimise impacts on aircraft operations. A final MOWP will be submitted to the PMCA at least 14 days prior to mobilising on site. Refer to Section 5.2 for information on procedures relating to variations to this MOWP. The Contractor is to take every precaution to prevent any spillage of material on or in the vicinity of aircraft movement areas, or in transit to and from the work site. Any spillage which does occur is to be immediately removed by the Contractor to the satisfaction of the WSO and BAEO.

The Contractor is to prevent material from being blown onto aircraft movement areas by watering or other appropriate control measures. Spoil is to not to be left for prolonged periods; at a minimum secured in skips, trucks or removed after each work shift.

On completion of each work period and on each occasion the movement area is returned to active use, the Contractor is to ensure the works area is made serviceable, including the removal of all FOD hazards, to the satisfaction of the WSO. The WSO is to advise the BAEO when the work area has been declared suitable for aircraft operations to enable an independent inspection to be conducted.

Smoking is not permitted on the airside movement area.

3.2. Personnel

Only personnel with the correct valid security and Contractor's pass will be permitted on site. All personnel associated with the work shall be bound by any reasonable instructions issued by the WSO.

Any breaches of aviation safety must be reported to the WSO. The WSO is to initiate an immediate response in consultation with ATC and the BASO. The BASO will provide guidance when an Aviation Safety Report (ASR) needs to be raised.

All personal and equipment will, when directed by the WSO, vacate the Runway and all taxiways and Aprons where works may conflict with aircraft movements.

All persons appointed to the project will undergo a site-specific induction on works safety and security requirements prior to commencing any works on site.

Additionally, the following provisions will apply to the Contractor:

- All personnel must remain within the boundaries of the work site at all times;
- All Contractors and personnel must comply with any additional security provisions, which may be imposed by the Department of Defence;
- Unauthorised sightseers or persons without a Defence Common Access Card (DCAC) or Visitor Identification Cards (VIC) must not enter the Security Restricted Area to visit the site;
- Persons and vehicles may be subject to search at any time;

Personnel working airside must have completed Airside Awareness Training as a minimum and must remain under supervision/escort of Airside Access qualified personnel. Airside Awareness training is part of the Base Induction provided by Security and Estate Group, when first joining at the pass office.

3.3. Vehicles and Plant

The highest vehicle or item of plant and equipment being utilised for these works is 6 metres in height. Any higher piece of plant or equipment will not be established on site within the Works Area so as not to infringe the OLS.

No movement of vehicles or plant is to take place outside the works areas or access routes (outside = live air movement areas) without being escorted by a WSO. Only vehicles and plant engaged in the work activities shall be permitted at the work site.

All vehicles and plant are to be clean prior to entering the airside active areas. All vehicles will undertake a FOD inspection prior to any entry airside where areas are open to aircraft.

3.4. Access to the Works and Security

Access to and from the works site will be as per the approved Site Traffic Management Plan and as directed by the WSO. The Contractor will have a separate detailed Vehicle

Management Plan (VMP) for all airside access points, which will be provided separate to the MOWP. 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 aerodrome lighting.

Personnel are only permitted to move about the airside work areas under the direct and constant supervision of the WSO. Personnel are only permitted to move about the designated work areas, and only using the designated access routes. Any person detected on the site outside these limits may be evicted from the site and denied return.

Security is paramount at all times. All personnel are to have on their person a valid security pass issued by the HMAS Albatross Security Pass Office. All personnel requiring unescorted airside access to the works site must have an appropriate Airside Access Level as issued by the BASO post training. If personnel do not have airside access they must not access airside without a WSO.

3.5. Aerodrome Markers, Markings and Lights

The Contractor is to provide all temporary markings, markers and lighting. Markings, markers and lighting are not to be installed, altered or removed without the approval of the WSO. The Contractor shall place aerodrome markers, markings and lights including, but not limited to orange cones / witches' hats, unserviceability cones and temporary lights in vicinity of the work zone demarking the extent of works in accordance with MOS Part 139 standards. Markers will comprise red steady lights (Night) and red banded white cones (Day) to define the limits of the available movement area and are depicted.

During the works, parts of the Aircraft Movement Area that are unserviceable due to the works will be marked and lit in accordance with the requirements of ICAO Annex 14 and MOS 139. The layout of unserviceability markings and lights is shown on the above figures for each Stage of work.

The Contractor shall place unserviceability cone markers and temporary lights at the designated locations and as directed by the WSO in order to mark the unserviceable areas of the movement area so that entry to the works areas by aircraft is prohibited.

Unserviceability cones shall be placed by the Contractor to delineate the limits of the Aircraft Movement Area.

Red omni-directional lights shall be placed by the Contractor to delineate the limits of the Aircraft Movement Area. The lights shall be located at all locations where unserviceability cones are in place.

Blue omni-directional lights shall be placed by the Contractor to delineate the limits of TWYs, as required. Blue temporary lighting is required on all TWY which remain operational and have had their permanent AGL isolated.

The Contractor shall maintain all cone markers and temporary lights so that they're clearly visible and are in the required locations.

The Contractor shall maintain all temporary lights in good working order and in the required locations and shall have sufficient spare new batteries in store on the airfield to ensure all temporary lighting is operational throughout its installation on the airfield.

The Contractor shall ensure that all cone markers and temporary lights are established at the start of each Stage of the works and removed at the completion of each Stage as detailed in the relevant NOTAM.

The WSO shall ensure the cone markers and temporary lights are appropriate and maintained at all times.

The WSO is to ensure that all markings are established and removed at the start and end of each work period, as detailed in the relevant NOTAM.

The WSO is to liaise with the BAEO/BASO to ensure that markings are appropriate and that they are properly maintained at all times.

All visual ground aids are to be protected from sprayed bitumen by appropriate covering prior to the commencement of the work and uncovering after the completion of the works.

3.6. Protection of Electrical Services

The Contractor will undertake a thorough visual inspection of the work area to determine if any AGL lights and associated secondary cabling and all other electrical services are located in the vicinity of the work area. Services should be marked on service drawings and services can be traced back to SIT pits within the grassed areas. The Contractor will use locating wands to ascertain the presence of any underground electrical services. If service locations are detected, they are to be physically exposed using Non-Destructive Digging methods, recorded and then marked with paint and a physical barrier (such as conduit marker) are to be placed to mark their locations within the work area. If the service is unable to be relocated, the Contractor will ensure the service is protected during the works.

3.7. Instrument Landing System (ILS) Critical and Sensitive Areas

The localiser/Glide Path Indicator will be **restricted in availability** during works in RWY03/21. The signal in space is deemed to be impacted, when works are being conducted in the following protected areas.

The ILS will still be utilised by aircraft to conduct approaches, though only to a restricted height in line with Air Services procedures.



Figure 7- Critical Area - Localiser



Figure 8 - Critical Area - Glide Path

3.8. Special Requirements

Any damage to the airfield or its equipment will be reported immediately to the WSO or BASO / Aerodrome Manager.

Prior to performing any hot work, the Works Contractor Works Supervisor is to obtain a Hot Work Permit.

Personal protective equipment (PPE) is to be worn at all times. Hearing protection will be worn in areas of close proximity to aircraft.

3.8.1. Military Exercises and Expeditions

The Contractor has not been made aware of any significant upcoming military exercises that may impact the works. Albatross will remain an open and operational airfield throughout the project. Clear and specific closures will be implemented and communicated to airfield users to ensure nil impact to works.

3.8.2. Construction Lighting

Where required, lights for general floodlighting of the area shall be shielded above the horizontal and not directed towards approaching aircraft. No lighting tower shall be located outside the limit of works area unless permitted by the Works Safety Officer.

3.8.3. Protection of Above Ground Aids

The Contractor must protect all runway, taxiway and apron edge lights in each work area through the installation of approved delineators. Delineation must be placed prior to the commencement of work and must remain in place for the duration of the work period.

3.9. Dust and Foreign Object Damage (FOD) Control

The Contractor is to ensure that active aircraft pavements used or crossed during the works are kept clean and free of debris. Any debris is to be immediately removed by the Contractor to the satisfaction of the WSO.

All loose material and equipment are to be secured against movement in strong winds or aircraft blast. Measures shall be always taken for control of dust or other nuisance materials and the Contractor shall immediately respond. The Works Contractor is responsible for implementing appropriate control measures.

Stockpiles and equipment parking must only be located in areas designated and approved by the Aerodrome Manager.

The Contractor is to take every precaution to prevent any spillage of material on or in the vicinity of aircraft movement areas or in transit to and from the work site. Any spillage shall be removed by the Contractor.

On completion of each work period where airfield movement areas are required to be returned to active use, the Works Supervisor is to ensure the works area is made serviceable, including the removal of all FOD hazards.

4. ADMINISTRATION

4.1. Project Manager

The Project Manager / Contract Administrators (PMCA) are BECA, represented by **Richie Hicks**.

The Works Contractor Manager is BMD, represented by Project Manager, **Matthew Hebden**.

The Project Manager's contact details are at section 4.7.

4.2. Works Contractor

The works will be carried out by BMD Constructions and their respective Subcontractors. All contact with the Base by the Works Contractor, in relation to the work, is to be made through the Project Manager.

4.3. Works Contractor Manager

The Works Contractor Manager will be BMD (represented by **Matthew Hebden**). The Works Contractor Manager or representative must be present on site during all work periods.

The Works Contractor Manager is responsible, on behalf of the Works Contractor, for complying with the requirements of this MOWP.

The Works Contractor Works Manager's contact details are at section 4.7.

4.4. Works Safety Officer

Works Safety Officers (WSOs) will be supplied by **Oz Airports** and they will be present on site with the construction crew at all time during the works related to this project. An updated list of individual WSOs, mobile phone numbers, email address and callsigns is to be provided to the Aerodrome Manager through ACC, whenever changed.

The duties of the WSO are to escort the works crew and to monitor and control their movements to ensure the airside safety is maintained.

The WSO is responsible for ensuring that the works are conducted in accordance with CASA Manual of Standards (MOS) - Part 139 Aerodromes, CASA directions related to aerodrome works, directions from the aerodrome operator and this MOWP.

The WSO is responsible for the following:

- Ensure the safety of aircraft operations in accordance with the standards for aerodrome works and this MOWP;
- Ensure that, where applicable, the aerodrome works are notified by issue of a NOTAM and that the text of each NOTAM is as set out in the MOWP prior to works commencing on site;
- Initiating and cancelling work related NOTAMS in consultation with the BAEO;
- Supply ATC, on a daily basis, with information necessary to ensure the safety of aircraft operations;
- Maintain positive radio communications with ATC;
- Discuss with the Contractor, on a daily basis, any matters necessary to ensure the safety of aircraft operations;
- Brief the Contractor, staff and sub-contractors on the safety precautions required during the works. The brief is to include but not limited to conditions likely to affect the conduct of the works such as:
 - Weather.
 - Other NOTAM airfield activities.
 - Work site evacuation procedures including the signal to be employed.
- Ensure that unserviceable portions of the movement area, temporary obstructions and the limits of the works are correctly marked and lit in accordance with MOS 139, ADFP 602 and this MOWP.
- Ensure that the vehicles, plant and equipment carrying out aerodrome works are properly marked and lit or are under works safety officer supervision or within the properly marked and lit works area.
- Ensure that all other requirements of the directions and MOWP relating to vehicles, plant, equipment and materials are complied with.
- Ensure that access routes to work areas are in accordance with the MOWP and clearly identified and that access is restricted to these routes.
- Ensure that excavation is carried out in accordance with the MOWP and, in particular, so as to avoid damage or loss of calibration to any underground power or control cable associated with a precision approach and landing system or any other navigational aid.
- Report immediately to ATC and the BASO any incident, or damage to facilities, likely to affect air traffic control services or the safety of aircraft.
- Remain on duty at the works area while work is in progress.
- Ensure that ATC and ACC Ops is kept informed of the radio call signs of the vehicles used by the works safety officer.
- Immediately remove vehicles, plant and personnel from the movement area where necessary to ensure the safety of aircraft operations and/or works personnel.

- Ensure that the movement area is safe for normal aircraft operations on completion of the work following removal of vehicles, plant, equipment, and personnel from the works area.
- In the case of any time-limited works (TLW) which may arise, ensure that the TLW area is restored to normal safety standards not less than 5 minutes before the time scheduled or notified for an aircraft movement unless varied by ATC.
- All TLW that cannot be restored to normal safety standards in less than 5 minutes, is to have a supporting NOTAM to communicate impacted areas. This is applicable for operations outside of ATC hours.
- Ensure that floodlighting or any other lighting required for carrying out aerodrome works is shielded so as not to represent a hazard to aircraft operations.
- Carrying out WSO duties in accordance with the requirements as stipulated in MOS Part 139 Section 10.12.

4.5. Aviation Safety

The WSO is responsible for Aviation Safety matters affecting the works site, as well as every contractor's employee present on site.

4.6. Base Aviation Safety Officer

The BASO / Aerodrome Manager will provide Airside Access training and conduct inductions, if required. Base induction includes airside awareness which is to be completed as a minimum and WSOs are to be approved to level 3 Airfield Access at HMAS Albatross.

4.7. Contact Details

Appointment	Agency	Contact Details
Aerodrome Manager	HMAS Albatross	LCDR Shane Firkin albatross.aioperations@defence.gov.au
Base Airfield Engineering Officer (BAEO)	HMAS Albatross	LEUT Leigh Paulin albatross.aioperations@defence.gov.au
Base Airfield Safety Officer (BASO)	HMAS Albatross	LEUT Jack Fiddis albatross.aioperations@defence.gov.au
Airfield Coordination Officer	HMAS Albatross	LEUT Craig Daniel (02) 4449 2161 albatross.aioperations@defence.gov.au
Airfield Coordination Officer	HMAS Albatross	Rebecca Heather (02) 4449 2161 albatross.aioperations@defence.gov.au
Project Manager (PMCA)	BECA	Richie Hicks 0444 531 535 Richie.hicks@beca.com
Contractor Works Manager	BMD Constructions	Matthew Hebden 0428 078 752 Matthew.hebden@bmd.com.au
Work Safety Officer	Oz Airports	Robert Squires 0405 812 288 Robert.squires@ozairports.com.au

5. AUTHORITY

5.1. Issue

This MOWP is issued in accordance with CASA Manual of Standards Part 139. All works will be carried out in accordance with the MOWP.

5.2. Variation

Minor variations to this MOWP can be issued by the Project Manager after liaising with the BAEO. However, no variation to this MOWP of a substantial nature is to be issued without the approval of the signatories. These variations will be authorised and distributed as an amendment.

Requests or proposals to amend or vary the MOWP, as well as queries on its content or meaning, are to be directed to the Aerodrome Manager through the ACC OPS.



Approval

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

Operating Agent	Base Manager	Works Contractor
Shane Firkin	Theon Theodore	Matthew Hebden
Aerodrome Manager	Base Manager	Project Manager
Airfield Coordination Centre	S&EG	BMD Constructions
HMAS Albatross	HMAS Albatross	
Date:	Date:	Date:

Annexes:

- A. Works Site, Access Route and Drawings
- B. NOTAM Text
- C. Distribution List
- D. Location Drawing
- E. AGL Isolation Plan
- F. Staging Diagram

ANNEX A - Works Site, Access Route and Drawings



Figure 9 - Asphalt Batch Plant Location



Figure 10 - BMD Office Location



Figure 11- Access to Closure 2

ANNEX B – NOTAMS Text

*The WSO will provide final NOTAM's

NOTAM ONE	Zulu	
A) Location	YNSW AD	
B) Start	250214	TBC
C) Finish	-????	????
D) Period of Activity	MON-SUN	1100/2300
E) NOTAM Text	<p style="text-align: right;">RWY 03/21,</p> <p style="text-align: center;">TWY D, TWY E1, TWY C2, C3 AND C4 CLSD DUE WIP TWY J CLSD EXC ACFT UNDER TOW OVERFLY BELOW 400FT NOT PERMITTED DUE WORKERS AND EQUIPMENT EXC: 1. ACFT PPR FROM AIRFIELD COORDINATION CENTRE 2. FAA ROTARY ACFT WHO ARE TO OPERATE IAW SFI 04/24</p> <p style="text-align: center;">TWY B5 TWY J1 TWY C1 TWY A1 TWY F</p> <p style="text-align: center;">MARKED WITH TEMPO BLUE EDGE LGT ONLY PAL AFRU READBACK UNRELIABLE CTC RFFS CS 'BASE FIRE' ON CTAF FREQ 118.85 FOR LGT STATUS WESTERN APRON CLSD</p> <p style="text-align: right;">REFER MOWP 11/24</p>	

ANNEX C - DISTRIBUTION LIST

AERODROME MANAGER HMAS ALBATROSS
453 SQN DET NOWRA OPSCDR
BASE MANAGER ALBATROSS
PROJECT DIRECTOR
PROJECT MANAGER
WORKS CONTRACTOR
WORKS SAFETY OFFICER
EMOS
HQFAA (OPS and OPAW)

ANNEX D - LOCATIONAL DRAWING

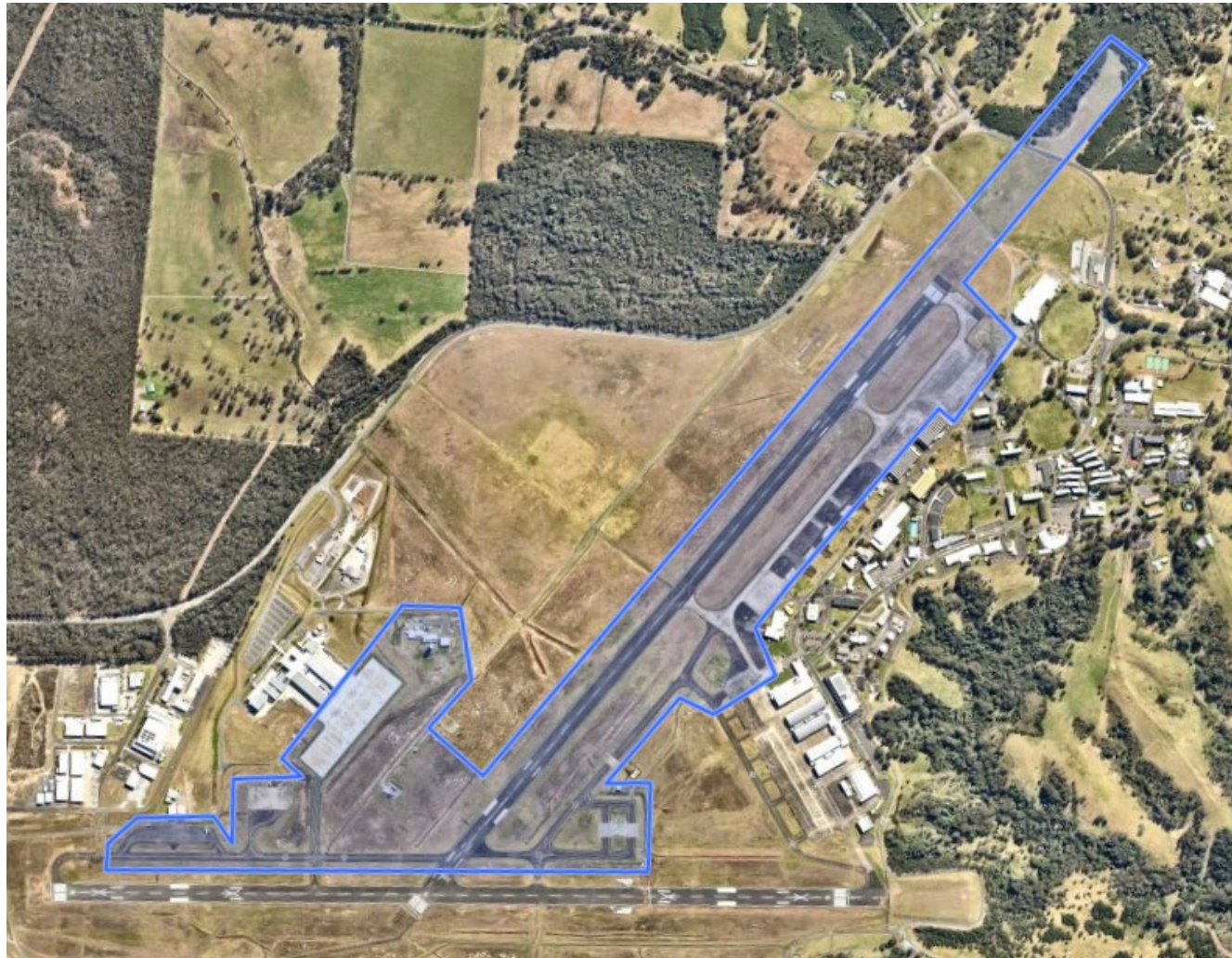
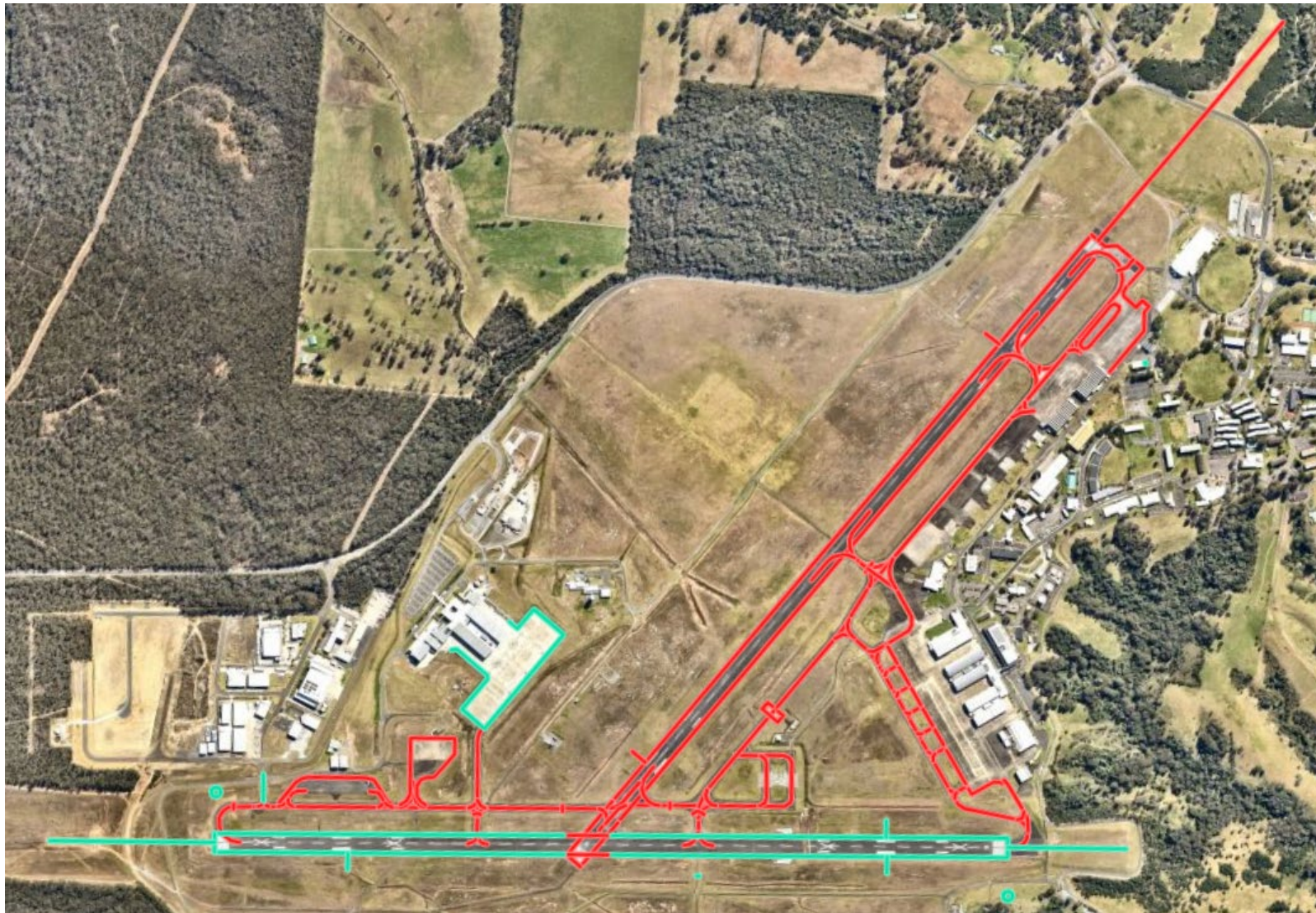


Figure 12 - Works Area

ANNEX E - AGL Circuit Isolations

Circuit No.	CCR
RWY 03/21 OT1	1
IWI 03/21	2
RWY 21 HIAL 1	4
RWY 21 HIAL 3	5
RWY 03/21 A	6
RWY 03/21 C	7
Apron AA1	12
TWY B1, B2, E	13
TWY B3, B4 B5, D	14
TWY A, Apron AA2	15
RWY 21 HIAL 2	21
PAPI 03A, PAPI 21A	22
PAPI 03, PAPI 21	34
RWY 03/21 B	23
RWY 03/21 D	24
TWY J1, J2, MH-60R Apron	29
TWY C1, Apron CA	30
TWY C2, Apron BA2, MA	31
Apron BA1	32

Lights highlighted in red will be unserviceable. Lights highlighted in green will be in service.



ANNEX F - See attached staging diagram (Closure 2 - Staging Diagram Rev 2)