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DEPARTMENT OF DEFENCE

AERODROME METHOD OF WORKING PLAN (MOWP)

AERODROME

RAAF BASE PEARCE (YPEA)

**PROJECT
DESCRIPTION**

**P0010
National Airfield Works at HMAS Albatross, RAAF Base
Richmond, RAAF Base Pearce and RAAF Base Amberley**

IMPORTANT DATES

Approval of MOWP

As per final signature

Commencement of Works

April 2024

Completion of Works

August 2025

Expiry of MOWP

01 September 2024

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1. WORKS INFORMATION

1.1. Description of Work

The **National Airfield Works at HMAS Albatross, RAAF Base Richmond, RAAF Base Pearce and RAAF Base Amberley**, involves the maintenance and upgrade of airfield infrastructure, including civil and electrical, at the four (4) named Defence establishments in Australia.

This Method of Work Plan captures the construction works to be carried out at **RAAF Base Pearce** as part the National Airfield Works under the P0010 contract.

Works are scheduled to take place over approximately 21 work areas, with a range of construction activities from asphalt paving, AGL installation works, ALER construction and rigid pavement (PCC) installation, in the following airfield areas.

- ALER Building (ATC Precinct)
- Runway 18L/36R (the Main Runway)
- Runway 05/23 (the Cross Runway)
- Taxiway A1, A2 and A3
- Taxiway B1 and B2
- Taxiway C1 and C2
- Taxiway D1, D2, D3 and D4
- Aircraft Wash/OLA2/ERU
- Air Movements Apron
- RSAF Apron
- Maritime Visitors Apron
- Main Apron

1.2. Definitions

A table of MOWP YPEA 02/24 specific definitions is provided below.

Table 1 - Definitions

Term	Definition
Work Area	A Work Area is an imaginary boundary placed around a portion of the airfield to determine the footprint of a work site. The work area shall be supported by MOWP sketches/drawings which show how Fulton Hogan intend to safely control the work area through the use of unserviceability cones, displaced thresholds and temporary lights and line marking.
Return to Service (RTS)	This describes a work shift in which Fulton Hogan is required to vacate and reinstate the work area back to a nominated extent and allow aircraft traffic as detailed within the works description and associated NOTAM.

1.3. Execution of Work

The table below outlines the work areas and their corresponding durations and dates. These dates have been input based on current programming and may be subject to change due to unforeseen issues, opportunities or circumstances. In general the Project has locked in target dates for the next 3 months with dates thereafter provided as indicative dates. These dates will be updated and locked in in subsequent revisions of the MOWP. Any reference to specific work hours shall always be in Perth local time (AWST) (UTC +8). All work areas are figuratively displayed in Appendix A of this MOWP.

The actual date and time of commencement will be advised by a NOTAM which shall be issued no less than 48 hours prior to work commencement.

All works are covered by the P0010 RAAF Base Pearce Construction Environmental Management Plan and approved Environmental Clearance Certificates & risk assessments.

Table 2 - Work Area Times

Work Area	Shift Style	Duration	Start	Finish
Airfield Pavement & AGL				
Work Area 11A RWY 05/23 1145m to 1715m & TWY D4	Day	10wk	29 Apr-24	July-24
Work Area 13B TWY D2 and TWY A Intersect 0529 – 0944	Night/RTS	13wk	6 May-24	Aug-24
Work Area 13C TWY D2	Day	13wk	6 May-24	Aug-24
Work Area 12 RWY 05/23 -0155m to 0905m, TWYA2 & A3	Day	9wk	22 May-24	July-24
Work Area 13A TWY D1 0181m – 0529m	Day	12wk	May-24	Sep-24
Work Area 20 RSAF Apron (AGL only)	Day	5wk	Jun-24	Aug-24
Work Area 21 Maritime Visitors Apron (AGL only)	Day	2wk	Jun-24	Aug-24
Work Area 18 ACFT Wash (AGL only)	Day	5wk	Jul-24	Sep-24
Work Area 19 Air Movements Apron (AGL only)	Day	4wk	Aug-24	Oct-24
Work Area 7A TWY B2 2300m - 2861m	Day	2wk	Oct-24*	Nov-24
Work Area 03/04/05 TWY B1 1400m - 2300m	Night/RTS	4wk	Nov-24*	Dec-24
Work Area 08 RWY 18L/36R 750m-1000m (POS)	Day	4wk	Dec-24*	Jan-25
Work Area 09 RWY 18L/36R 1000m - 2183m and Runway 05/23 – 0905m to 1145m (POS)	Day	2wk	Jan-25*	Jan-25
Work Area 00 Runway Reclassification 2100m - 2300m	Day	8wk	Jan-25*	Mar-25
Work Area 06 TWY A1 0682m - 1400m	Night/RTS	2wk	Jan-24*	Feb-25
Work Area 14 Main Apron including inverts	Night/RTS	3wk	Feb-25*	Mar-25
Work Area 7B RWY 18L/36R 0233m-750m & TWY C1/C2	Night/RTS	3wk	Mar-25*	Mar-25
Work Area 11B TWY D4 1317m - 1737m	Day	1wk	Apr-25*	Apr-25
Work Area 15 Runway Grooving 18L/36R 750m-2183m	Night/RTS	4wk	Jun-25*	Jun-25
ALER				
Work Area 01 ALER	Day	14mth	May-24	Jul-25
Civil Works / PCC				
Work Area 16 Main Apron Stage 1 PCC	Day	7mth	20 May-24	Nov-24
Work Area 02 TWY D4 OLAs PCC	Day	5mth	Aug-24*	Dec-24
Work Area 17 Main Apron Stage 2 PCC	Day	4mth	Sep-24*	Dec-24

* Denotes indicative dates – exact dates to be confirmed in progressive updates of MOWP to be submitted

1.4. Work Hours

Construction activities are divided in to either dayshift, weekend or Return to Service. Dayshift and weekend work hours are defined as 0600 to 1800 with RTS activities conducted in a more specific manner dependent of the schedule of weekend or night flying which is occurring at any given time.

It is understood that night flying activities occur regularly at RAAF Base Pearce with any number of flight schools performing night flying on any given night. Therefore, RTS shift hours are fully dependent on when the night flying sessions conclude for the evening, as this conclusion designates the commencement of the productive shift.

The Contractor understands that the end of productive works on an RTS shift shall be 0600 in all cases. This allows one hour to perform clean up/pack up activities and a FOD check, enabling a re-opening of the airfield at 0700, in time for the Base activities to commence at 0800.

The RTS construction activities will be undertaken Sunday night to Thursday night, and Monday through to Saturday for day shift. Friday nights, Saturdays and Sundays may be used as construction shifts, through discussion and agreement with the Base, providing adequate notice to stakeholders.

During the conduct of RTS works if the scheduled finish times cannot be met the WSO is to immediately contact Tower Supervisor (ATC active) or ABCP/BASO/BAEO (ATC inactive – CTAF) to inform of the delay

and expected time until serviceable. If this occurs during CTAF operations the WSO is to maintain watch on frequency until relieved by ABCP/BASO/BAEO to ensure aviators are informed of closures.

Weekend works will be utilised for activities that require dayshift access to the airfield or aprons but do not warrant a long term occupation of the work area. This includes activities such as short term works, utility location and work area establishment. Weekend activities shall be used sporadically throughout the project, with appropriate notice given to Base via NOTAMs.

A full shutdown of the base is scheduled from the 15th December 2024 to the 31st January 2025 (inclusive) for critical construction activities of Runway 18L/36R and associated Taxiways within the runway strip. These works **will not be** constructed under a return to service arrangement, and the airfield will remain closed for the duration of this period. Works will occur on a dayshift schedule with nightshifts as contingency with only three public holiday days observed as non-working days (Christmas Day, Boxing Day & New Year's Day).

2. RESTRICTIONS TO AIRCRAFT OPERATIONS

2.1. Restrictions to Aircraft Operations per Work Area

Table 3 - Work Area 11A

Planned Dates	29 April 2024– July 2025	Shift	Day shift
Affected Areas	RWY 05/23 TWY D4	TORAs	N/A
Activities	Pavement and AGL works to RWY 05/23 and TWY D4		
Restrictions to Airfield Areas			
Runways	RWY 05/23 unserviceable during the works		
Taxiways	TWY D4 closed during the works. Access to Mock Up restricted to Perimeter Rd only.		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 4 - Work Area 01 ALER

Planned Dates	06 May 2024 – July 2025	Shift	Day shift
Affected Areas	ATC Precinct	TORAs	N/A
Activities	Construction of ALER building incl. LEG fuel		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 5 - Work Area 13B TWY D2 / Alpha

Planned Dates	06 May 2024 – Aug 24	Shift	RTS
Affected Areas	TWY D2 and Alpha Intersect	TORAs	N/A
Activities	Pavement and AGL works to TWY D2 and intersection with TWY A		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	TWY D2 unserviceable during the works period TWY D/A intersection unserviceable during the nightworks however returned to service during day shift hours for base use		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 6 - Work Area 13C TWY D2

Planned Dates	06 May 2024 – Aug 24	Shift	Day
Affected Areas	TWY D2	TORAs	N/A
Activities	Pavement and AGL works to TWY D2		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	TWY D2 unserviceable during the works period		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 7 - Work Area 12 RWY 05/23 / TWY A2 & A3

Planned Dates	13 May 2024 – July 2024	Shift	Day shift
Affected Areas	RWY 05/23 TWY A2 / A3 TWY D1	TORAs	N/A
Activities	Pavement and AGL works to RWY 05/23 and TWY A2 / A3		
Restrictions to Airfield Areas			
Runways	RWY 05/23 unserviceable during the works		
Taxiways	TWY A2 and A3 unserviceable during the works, this Taxiway area will be expedited to return this area to service as soon as possible TWY D1 unserviceable from CH 0181 on to RWY 05/23 (eastward)		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 8 - Work Area 13A TWY D1

Planned Dates	20 May 24 - Sep 2024	Shift	Day shift
Affected Areas	TWY D1	TORAs	N/A
Activities	Pavement and AGL works to TWY D1		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	TWY D1 unserviceable during the works		
Aprons	N/A		
Aircraft Restrictions	Nil		

Table 9 - Work Area 16

Planned Dates	20 May – Nov 2024	Shift	Day shift
Affected Areas	Main Apron South	TORAs	N/A
Activities	Replacement of rigid pavement sections on the Main Apron		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	Areas of the Main Apron shall be unserviceable during the works.		
Aircraft Restrictions	Nil		

Table 10 - Work Area 17

Planned Dates	Sep - Dec 2024	Shift	Day shift
Affected Areas	Main Apron North	TORAs	N/A
Activities	Replacement of rigid pavement sections on the Main Apron		

Restrictions to Airfield Areas	
Runways	N/A
Taxiways	N/A
Aprons	Areas of the Main Apron shall be unserviceable during the works.
Aircraft Restrictions	Nil

Table 11 - Work Area 20

Planned Dates	Late June 2024- August 2024	Shift	Day shift
Affected Areas	RSAF Apron	TORAs	N/A
Activities	AGL installation		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	Areas of the Apron shall be unserviceable during the works.		
Aircraft Restrictions	Nil		

Table 12 - Work Area 21

Planned Dates	Late June 2024- August 2024	Shift	Day shift
Affected Areas	Maritime Visitors Apron	TORAs	N/A
Activities	AGL installation		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	Areas of the Apron shall be unserviceable during the works.		
Aircraft Restrictions	Nil		

Table 13 - Work Area 18

Planned Dates	July 2024 – Sep 2024	Shift	Day shift
Affected Areas	ACFT Wash	TORAs	N/A
Activities	AGL installation		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	Areas of the Apron shall be unserviceable during the works.		
Aircraft Restrictions	Nil		

Table 14 - Work Area 19

Planned Dates	August 2024 – Oct 2024	Shift	Day shift
Affected Areas	Air Movements Apron	TORAs	N/A
Activities	AGL installation		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	N/A		
Aprons	Areas of the Apron shall be unserviceable during the works.		
Aircraft Restrictions	Nil		

Table15 - Work Area 02 TWY D4 PCC OLAs

Planned Dates	Aug 2024 – Feb 2025	Shift	Day shift
Affected Areas	TWY D4	TORAs	N/A
Activities	Installation of PCC OLAs		
Restrictions to Airfield Areas			
Runways	N/A		
Taxiways	TWY D4 inaccessible during works		
Aprons	N/A		
Aircraft Restrictions	Nil		

2.2. Work Area NOTAMs

Table 16

Work Area 11A NOTAM	
RWY 05/23 and Taxiway 'D4' CLOSED DUE WIP. REF METHOD OF WORKS PLAN (MWOP) YPEA XX/2024	
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	

Table 17

Work Area 13B Night NOTAM	
Taxiway 'D2' & INT 'A' AND 'D' CLOSED DUE WIP. REF METHOD OF WORKS PLAN (MWOP) YPEA XX/2024	
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	

Table 18

Work Area 13C Day NOTAM	
Taxiway 'D2' CLOSED DUE WIP. REF METHOD OF WORKS PLAN (MWOP) YPEA XX/2024	
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	

Table 19

Work Area 12 NOTAM	
RWY 05/23 and Taxiway 'A2' & 'A3' CLOSED DUE WIP. REF METHOD OF WORKS PLAN (MWOP) YPEA XX/2024	
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	

Table 20

Work Area 13A NOTAM	
Taxiway 'D1' CLOSED DUE WIP. REF METHOD OF WORKS PLAN (MWOP) YPEA XX/2024	
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	

2.3. Declared Emergencies

Under the direction of the Air Traffic Control (ATC), Base Aviation Safety Officer (BASO), Base Airfield Engineering Officer (BAEO) or Air Base Command Post (ABCP) the Works Safety Officer (WSO) is responsible for instructing the works contractor to vacate the works area in the event of a declared emergency.

The WSO will communicate the status of the works area and the ability for it to be made available for declared aircraft emergencies over VHF. ARFF vehicles responding to a declared emergency will have access to the works site under direction of the WSO.

The WSO is to remain in contact with ATC (during operational hours) and/or monitor the CTAF frequency 118.3 when ATC is not active. The WSO, in consultation with the Works Contractor will advise ATC whether reinstatement of the manoeuvring area is possible or not possible.

For declared emergencies the following will apply:

- Work Areas which affect Runways 18L/36R and 05/23 will be vacated within 30 minutes for emergency operations only however these areas will not be returned to an operational status.

For predicted adverse weather the following will apply:

- All works are to vacate the airfield when lightning is within 2km of the aerodrome. This shall be directed by the WSO.

All stages could be adversely affected by wet weather and may result in temporary stoppages of the works.

For any emergencies the WSO will direct works personnel to pack up, make safe and vacate as per the MOWP DWGs and work area VMP.

2.4. NOTAMs

RAAF Base Pearce BASO or representative, will be responsible for issuing NOTAMs for each stage of the work. The contractor is to liaise with the BASO, BAEO and/or ABCP, in regards to NOTAM requirements in the first instance.

The full **planned** NOTAM text for each stage of work is to be prepared by the contractor and submitted to the above authorities through the ABCP inbox for review and submission 96 hours prior to the commencement of works. Dates and times will be indicative only and are to be confirmed prior to the release of the NOTAM.

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

The final NOTAM is to be issued at least 48 hours prior to the commencement of the works. The NOTAM text shall reference this MOWP.

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 relevant to their area of works.

NOTAMs required for all airside changes including any temporary airfield lighting. All temporary airfield lighting plans to be approved by the BAEO and BASO prior to implementation. The WSO and Contractor will be responsible for the monitoring and maintenance of all temporary lighting to ensure that it remains in position, functioning and in full working order to ensure serviceability of the airfield.

3. RESTRICTIONS ON THE WORKS CONTRACTOR

3.1. Personnel

All personnel associated with the work are bound by any instructions issued by the WSO, who has the right to refuse access to persons likely, in their opinion, to compromise aircraft safety on the airfield. All instructions from the WSO must be strictly followed at all times.

Any breaches of aviation safety (not detected by the WSO) must be reported to the WSO. The WSO is to initiate an immediate response in consultation with the BASO. The BASO will prepare and submit an Aviation Safety Report (ASR) if required.

Works are to comply with the Fulton Hogan suite of project management plans.

Smoking is not permitted airside or within any restricted areas of the aerodrome.

3.2. Vehicles and Plant

Vehicles and plant used for these works will include various light vehicles/job trucks, truck and trailers, asphalt profilers, shuttle buggy and pavers, bobcats and positracks, suction sweepers, concrete delivery trucks and adhoc semi-trailers for delivery purposes. All vehicles, plant and equipment used for airside access are to be fitted with flashing beacons and use dipped headlights during night works. All vehicles are to be visually inspected for any fluid leaks before operating on the airside pavements.

The highest vehicle or item of plant and equipment being utilised for these works is 8 metres in height and will be moving in the vicinity of all runways and taxiways. Plant and machinery is to be located/operated so as to not breach the Obstacle Limitation Surface of the aerodrome or present a hazard to safe air operations.

Machine	Max Working Height	Zones
Profiling Machine (on transport Float)	6m	All Applicable
Asphalt transfer vehicle (shuttlebuggy)	4m	All Applicable
Lighting Tower	8m	All Applicable
Bitumen Spray Truck	5m	All Applicable
Excavator	4m	All Applicable
Crane (Fuel tank & SPEL)	40m (height limited)	ALER only
Concrete Pump	20m	ALER Only
Concrete tele-belt	4m	Main Apron and Taxiway D4

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 to enter the work site. Non-inducted plant or private vehicles will not be permitted at the airside work site.

The WSO shall control the work area through positive communication methods i.e. radios and also via line-of-sight methods of control.

At the end of each work period, all vehicles, plant, equipment and material are to be moved clear of the works area and parked in the designated parking 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.

All vehicles and plant are to be cleaned prior to entering the airside active areas and have a FOD check completed at the relevant access points in accordance with Base signage.

Where possible all heavy vehicles/plant should avoid operating on shoulders of pavement unless absolutely necessary.

3.3. Access to the Works and Security

Access to the works area is to be via the designated route shown in Appendix C. Movement of vehicles, plant and equipment must be confined to these routes. Access to all work areas shall be agreed with the Base BAEO, BASO and WSO. Movement of vehicles, plant and equipment must be confined to the designated access routes.

All personnel are to have completed a RAAF Pearce Base Induction including airside awareness within the past 12 months. If this has not happened, they are trespassing and liable for prosecution.

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.

All personnel are to have on their person and be visible at all times, a valid DCAC pass issued by RAAF Base Pearce.

Vehicle escorts are required to have completed and be current in Level 3 Airside Access. Multiple vehicles can be escorted with the condition that separation distances between vehicles does not hinder control of the convoy.

3.4. Aerodrome Visual Ground Aids

The BAEO and WSO are to review the proposed type and layout of all markers and lighting arrangements shown in Appendix B – MOWP Drawings prior to the commencement of work to ensure compliance with the requirements of CASR MoS Part 139.

Markings, markers and lighting are not to be installed, altered or removed without the approval of the WSO or BASO/BAEO. The WSO is to ensure that all markers are established and removed at the start and end of each work period, as detailed in the relevant NOTAM. Further, the WSO is to ensure that the markers are appropriate and maintained at all times during the works until the area is returned to normal conditions.

All visual ground aids are to be protected from sprayed bitumen by appropriate covering prior to the commencement of the work and will be uncovered after completion of the work. Any accidental damage to the markers must immediately be reported to the WSO.

Works limit lights will be provided to indicate to persons associated with the works the limit of the works area. Works limit lights must be portable, amber/yellow/orange lights of a standard type commercially available as works warning lights and shall be positioned so to not dazzle or cause confusion to pilots.

If there are aircraft operations at night, the lights from vehicles and any portable lighting systems engaged in night work must not distract or cause confusion to pilots. Vehicle light fittings should be checked to ensure that the lights are not directed unduly upwards and portable light towers should be shielded as required. Drivers of vehicles are to be briefed that high beam are not to be used.

3.5. Protection of Electrical Services

The Contractor must confirm the location of all underground services within the vicinity of the works to be undertaken. Any works on or near electrical cables must be referred to SEG/EMOS for the completion and approval of a permit to work minimum of 48 hours prior to commencement of works to arrange (if necessary) isolations or temporary connections. A NOD may be required to communicate any impact to affected stakeholder and will be required to be submitted and approved 10 days prior to works. NOD's to be submitted to the ABCP, S&EG and PSS.

3.6. Obstacle Assessment Form (Crane Permits)

An Obstacle Assessment Form (crane permit) must be obtained prior to erection of any crane or Boom concrete pump on airport and/or use of equipment that will exceed the limit of 8m AGL. Applications for approval must be sent to pea.abcp@defence.gov.au for processing.

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

The ILS consists of the following equipment: VHF Localiser, UHF glide path, VHF marker beacons and monitoring systems. Each component of the ILS performs a specific function and is located separately along the length of the runway. Due to the nature of the equipment, the ILS is sensitive to electromagnetic interference and/or the presence of temporary or permanent structures and must be protected against any potential interference.

All works and movements around the ILS Critical and Sensitive areas must be conducted in accordance with CASR MoS Part 139 Chapter 11: Standards for Other Aerodrome Facilities. Details of the ILS Critical and Sensitive areas at this Aerodrome are available upon request.

ILS Critical and Sensitive Areas have been considered as part of the works planning, staging and program. Initial stages throughout 2024 will not impact the ILS. Runway reconfiguration works following the completion of the POS period in early 2025 will have an impact on the ILS, this will be communicated with all stakeholders closer to this time-frame and adequate controls and time-frames will be discussed and agreed at this point.

3.8. Environmental

Environmental impacts have been assessed with controls documented within the Fulton Hogan Construction Environmental Management Plan (CEMP) and approved ECCs and required controls will be implemented prior to and/or during works activities as required.

3.9. Foreign Object Damage (FOD) Control

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

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, to the satisfaction of the WSO.

All loose material and equipment must be secured against movement in strong winds or aircraft blast. Measures shall be taken at all times for control of dust or other nuisance materials and the Works Contractor shall immediately respond to any direction by the WSO, BAEO, BASO or Pearce Site Manager to eliminate any problem. The Works Contractor is responsible for implementing appropriate control measures.

3.10. Unserviceability Markers and Works Limit Markers

Closed portions of the airfield will be marked by red and white unserviceability markers during the day and red lights at night. The Limit of Works is marked with non-reflective orange cones (and orange lights at night). The installation of the Works Limits markers is the responsibility of the Works Contractor. All personnel (and equipment) must remain within the designated works area, this includes when working in the runway strip.

A clearance from the ATC (when active) or broadcast on CTAF (when ATC is not active), to enter the runway is required to proceed past the Limit of Works markers and/or lights. This includes to access the portion of the runway between the limits of the works and the red and white cones.

3.11. Time Limited Works (TLW)

All Time Limited Works will be in accordance with the CASA MOS Part 139, Section 15.03 Time Limited Works.

Examples of TLW include:

- a) Maintenance of markings and lights;
- b) Grass mowing;
- c) Rolling of surfaces;
- d) Sweeping of pavements;
- e) Minor repair to pavements
- f) Detailed surveys, other than wildlife monitoring activities and serviceability inspections; and
- g) Installation of AGL pit and conduit; and
- h) Dilapidation Surveys.

Works not listed above which are on/in vicinity of movement areas, such as TWY/RWY strips, may be conducted under TLW provided all hazards (personnel, equipment, and materials) can be removed within the required notice period and the affected area does not pose an unacceptable hazard to aircraft operations. This methodology is subject to review and must be approved by the aerodrome operator prior to commencing. Residual hazards may be notified to operators via NOTAM. The methodology will be submitted 48 hours prior to the works occurring (i.e. with NOTAM) and then 96 hours prior to the works occurring for review by 25SQN.

3.12. Lighting

The WSO shall instruct the Contractor to adjust any lighting necessary as required to suit the needs of the airfield. This can include obscuring or extinguishing lights necessary to prevent confusion to Defence personnel.

3.13. Special Requirements

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

Any damage to aerodrome facilities or property must be reported immediately to the WSO and BASO/BAEO.

The WSO is to advise the BAEO immediately of any unserviceability to the airfield or its equipment.

Prior to performing any hot work, isolations or work at heights the Works Contractor Works Supervisor is to obtain a Permit, which can be facilitated through S&EG. All restricted work activities where a permit is required under the Contractors WHS management system prior to works will be managed by Fulton Hogan internally.

Some ground operations may require the Works Contractor to cease work in particular areas at short notice. All efforts will be made to give prior notice to key stakeholders if this is required. Personnel and equipment may need to partially withdraw from a work area to avoid propeller wash or jet blast from a passing aircraft. The WSO shall direct any such withdrawal.

Contaminated material, excavated as a result of the works, shall be stockpiled in a designated area on site in accordance with the approved ECC.

Personal protective equipment (PPE), including hearing protection, high visibility clothing, steel capped boots, protective safety glasses are to be worn at all times while on the airfield.

3.14. Aeronautical Ground Lighting

The below table outlines the various work areas and AGL impacts currently known to the project.

Table 21 - Changes to Site Wide AGL per Work Area

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
<p>Work Area 00 Runway Reclassification 2100m - 2300m.</p>	<p><u>Changing RWY Starter Extension to RWY Extension:</u> 1. PAPI Relocation works at 18L Side. 2. IWDI Relocation Works at 18L Side. 3. Changing Glass domes for RWY Starter extension Elevated Lights from Red/White to White. 4. Removing RWY Starter extension Inset Threshold Lights. 5. Removing RWY starter extension inset Outer threshold Lights and Replacing them with RWY Edge Lights. 6. Replacing 4x RWY starter Extension inset end Lights (Uni-Directional Red) with Threshold / End inset (Bi-Directional R/G) Lights. 7. Replacing 2 x RWY Starter Extension End Lights (Uni-Directional inset Red) with Elevated outer threshold Lights (Green) 8. Changing Two DTRM Panels</p>	<p>PAPI Relocation works at 18L.</p>	<p>During the works below Circuits will be isolated: 18L/36R A Circuit – CCR-01 18L/36R B Circuit – CCR-01A PAPI 18S – CCR-05 PAPI 18P- CCR-06 TWY-A3 Circuit – CCR-04 Circuits will be returned to Service once works are completed.</p>	<p>Flight test to be conducted on works completion.</p>	<p>-</p>

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
Work Area 01 ALER Building	<p><u>During Final Cutover Works: (Final Stage of the Project)</u></p> <ol style="list-style-type: none"> 1. RWY 18L/36R Circuits will be isolated. 2. RWY 05/23 Circuits will be isolated. 3. PAPIs will be isolated. 4. DTRMs and IWI will be isolated. 	-	<p>Below CCRs will be isolated for Final Cutovers:</p> <p>CCR-01 (18L/36R A) CCR-01A (18L/36R B) CCR-02 (05/23 A) CCR-02A (05/23 B) CCR-05 PAPI CCR-06 PAPI CCR-09 DTRM CCR-10 IWDI</p> <p>All Circuits will be running from new ALER Building on works completion</p>	Flight test to be conducted on Project practical completion.	Detailed Cutover Plan to be submitted during the construction phase for Review and Approval.
Work Area 03/04/05 TWY B1 1400m - 2300m	1. Temporary TWY Solar Lights will be installed to keep (TWY-B1) operational until completion of new ALER Building & energization of new AGL Circuits	-	<u>CCR-03 (TWY-B1)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 06 TWY A1 0682m - 1400m	1. Temporary TWY Solar Lights will be installed to keep (TWY-A1) operational until completion of new ALER Building & energization of new AGL Circuits	-	<u>CCR-04 (TWY-A1)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 7A TWY B2 2300m - 2861m	1. Temporary TWY Solar Lights will be installed to keep (TWY-B2) operational until completion of new ALER Building & energization of new AGL Circuits	-	<u>CCR-03 (TWY-B2)</u> Existing Circuit will not be returned to service on completion of the works -	-	-

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
			Temporary Solar Lights will be installed		
Work Area 7B RWY 18L/36R 0233m-750m & TWY C1/C2 (Option #1 - RTS)	1. Temporary TWY Solar Lights will be installed to keep (TWY-C) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-03 (TWY-C) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed. CCR-01 (18L/36R A) CCR-01A (18L/36R B) Circuits will be returned to service on works completion each shift.	-	-
Work Area 7B RWY 18L/36R 0233m-750m & TWY C1/C2 (Option #2- Area Closure - Displaced Threshold)	1. Temporary PAPI installation at 36R End. (To be removed on Works Completion) 2. Temporary Displaced Threshold at 36R End will be installed. (To be removed on Works Completion) 3. Temporary TWY Solar Lights will be installed to keep (TWY-C) operational until completion of new ALER Building & energization of new AGL Circuits.	Temp PAPI installation works at 36R.	CCR-03 (TWY-C) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed. CCR-01 (18L/36R A) CCR-01A (18L/36R B) Circuits to be isolated (2-3 Hours) to disconnect the RWY Edge lights located inside the works Area. On works completion Circuits to be isolated for (3-4 Hours) to reconnect	Flight test to be conducted for temporary PAPI & Displaced Threshold	-

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
			<p>the reinstated RWY Edge Lights.</p> <p><u>CCR-05 (PAPI)</u> <u>CCR-06 (PAPI)</u> Circuits will be isolated (One shift) for Temporary PAPI Cutovers. On Works Completion, Circuits to be isolated for (One Shift) for Temp PAPI removal Works.</p>		
<p>Work Area 08 RWY 18L/36R 750m-1000m (POS)</p>	<p>1. Temporary TWY Solar Lights will be installed to keep (TWY-D3) operational until completion of new ALER Building & energization of new AGL Circuits.</p>	-	<p><u>CCR-07 (TWY-D3)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed.</p> <p><u>CCR-01 (18L/36R A)</u> <u>CCR-01A (18L/36R B)</u> Circuits will be returned to service on works completion.</p>	-	-
<p>Work Area 09 RWY 18L/36R 1000m - 2183m (POS)</p>					

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
Work Area 11A RWY 05/23 1033m - 1715m & TWY D4	1. Temporary TWY Solar Lights will be installed to keep (TWY-D4) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-07 (TWY-D4)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed. <u>CCR-02 (05/23 A)</u> <u>CCR-02A (05/23 B)</u> <u>CCR-05 & CCR-06 (PAPI)</u> <u>CCR-09 DTRM</u> <u>CCR-10 IW!</u> Circuits will be returned to service on works completion.	-	-
Work Area 11B TWY D4 1317m - 1737m	1. Temporary TWY Solar Lights will be installed to keep (TWY-D4) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-07 (TWY-D4)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
Work Area 12 RWY 05/23 - 0155m - 0723m, TWY A2 & A3	1. Temporary TWY Solar Lights will be installed to keep (TWY-D1 & A2 & A3) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-07 (TWY-D1) & CCR-04 (TWY A2&A3)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed. <u>CCR-02 (05/23 A)</u> <u>CCR-02A (05/23 B)</u> <u>CCR-09 DTRM</u> <u>CCR-10 IW1</u> Circuits will be returned to service on works completion.	Flight test to be conducted on completion of work area for 05/23	-
Work Area 13A TWY D1 0181m – 0529m	1. Temporary TWY Solar Lights will be installed to keep (TWY-D1) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-07 (TWY-D1)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 13B TWY D2 and TWY A Intersect 0529 - 0944	1. Temporary TWY Solar Lights will be installed to keep (TWY-D2) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-07 (TWY-D2)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 14 Main Apron including inverts	1. Temporary Solar Lights will be installed to keep (Main Apron) operational until completion of new ALER Building & energization of new AGL Circuits.	-	<u>CCR-08 (MA)</u> Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will	-	-

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
			be installed		
Work Area 15 Runway Grooving 18L/36R 750m- 2183m	N/A				
Work Area 18 ACFT Wash	1. Temporary Solar Lights will be installed to keep (WASHBAY) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-03 (WASHABAY) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 19 Air Movements Apron	1. Temporary Solar Lights will be installed to keep (AMA) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-08 (AMA) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 20 RSAF Apron	1. Temporary Solar Lights will be installed to keep (RSAF) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-08 (RSAF) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 21 Maritime Visitors Apron	None	-	CCR-04 (MVA) Existing Circuit will be returned to service on completion of the works.	-	-

Work Area Title	Changes to Lighting on works completion for each Stage	Changes to PAPI	Isolation	Flight Test	Other disturbances to AGL systems on the base
Work Area 02 TWY D4 OLAs PCC	N/A				
Work Area 16 Main Apron Stage 1 PCC	1. Temporary Solar Lights will be installed to keep (Main Apron) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-08 (MA) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-
Work Area 17 Main Apron Stage 2 PCC	1. Temporary Solar Lights will be installed to keep (Main Apron) operational until completion of new ALER Building & energization of new AGL Circuits.	-	CCR-08 (MA) Existing Circuit will not be returned to service on completion of the works - Temporary Solar Lights will be installed	-	-

4. ADMINISTRATION

4.1. Works Contractor

The works will be carried out by Fulton Hogan Construction. All contact with the Base by the Works Contractor, in relation to the work, is to be made through the Project Manager or authorised delegate.

4.2. Works Contractor Project Manager

The Project Manager is James Miller of Fulton Hogan Construction.

The Project Manager's contact details are in Section 5.5 Distribution List.

4.3. Design Subconsultant (DSC)

The Design Subconsultant for P0010 RAAF Base Pearce is GHD Pty Ltd (ABN 39 008 488 373) (GHD). The DSC's representative for P0010 RAAF Base Pearce is shown in Section 5.5.

4.4. Project Manager Contract Administrator (PMCA)

The PMCA for P0010 RAAF Base Pearce is Mr Peter Muir (not on site) and Ms Lindsay Murray (not on site).

The site based PMCA representative is Valentino Strazzeri and their details are shown in Section 5.5.

4.5. Works Safety Officer

The WSO supervisor will be Rowan Ward from RAMS Pty Ltd. The WSO contact details are shown in Section 5.5.

The WSO is responsible for carrying out WSO duties in accordance with the requirements as stipulated in CASR MOS Part 139 Sections 15.04 – Management and Control of Aerodrome Works, 13.04 - Functions of a WSO, and this MOWP. Each WSO to be used on the project must be assessed as competent and be approved by the BAEO before conducting and WSO duties on the site.

The WSO must be present on site at all times while work is in progress. If there are multiple works sites, a WSO plan will be agreed with Base representatives to ensure that there is a WSO appointed to each work site, present at all times as per CASR MOS Part 139, para 15.04 (3) and sufficient resources are available to adequately control the worksite.

During ATC operating hours, the WSO must maintain radio communications with SMCV on 121.6 MHz and CTAF on 118.30 MHz otherwise. 'Pearce Base Fire' is available during CTAF operations for radio checks and call verifications. The WSO is responsible for Aviation Safety matters affecting the works site. Any breaches of aviation standards are to be reported to BASO or delegate for reporting and investigation.

During ATC operating hours, when entering a RWY, ATC may advise to switch frequencies from SMCV (121.6 Mhz) to Tower (118.3 Mhz).

The WSO must have a copy of this MOWP accessible at all times.

4.6. Base Aviation Safety Officer (BASO)

The Base Aviation Safety Officer (or delegate - Base management) will provide airside awareness and airside access training to the personnel involved in carrying out any works on the manoeuvring areas, including competency check of WSOs involved in these works. The BASO will remain the Point of Contact for any aviation safety issues during these works.

The BASO for the works will be FLTLT Daniel Hodgson, 25 SQN BASO.

4.7. Base Airfield Engineering Officer (BAEO)

The BAEO will be available for inspections of movement areas prior to reopening for operations. All works milestones must be reported and inspected by the BAEO where applicable.

The BAEO for the works will be FLTLT Aaron Fiedler, 25 SQN BAEO.

4.8. Distribution

This MOWP will be distributed to those persons and agencies listed on the distribution list in Section 5.5.

5. AUTHORITY

5.1. Issue

This MOWP is issued in accordance with CASR MOS 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 (or delegate) after liaising with the BAEO. Significant variations to this MOWP that require approval are to be provided to BAEO with 4 weeks' notice to allow review and approval by all required stakeholders and to provide 2 weeks' notice to airfield users before works can commence. These variations will be authorised and distributed as an updated revision of the MOWP.

Requests or proposals to amend/vary the MOWP, as well as queries on its content or meaning, are to be directed to the BAEO.

5.3. Expiry

This MOWP will remain effective until 1 September 2024 unless extended by amendment.

5.4. Approval

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

Endorsement	Endorsement
James Miller	FLTLT Aaron Fiedler
WORKS CONTRACTOR PROJECT MANAGER	RAAF BASE PEA BAEO

Approving Authority	Approving Authority
WGCDR Greg Porche	Vanessa Trundle
RAAF BASE PEARCE SADFO	BM RAAF PEA

5.5. Distribution List

25 Squadron		
SADFO	WGCDR Greg Porche	greg.porche@defence.gov.au
Air Base Executive Officer (ABXO) – 25SQN	SQNLDR Jocelyn Williams	jocelyn.williams@defence.gov.au
BAEO	FLTLT Aaron Fiedler	aaron.fiedler@defence.gov.au pea25sqn.baeo@defence.gov.au
Base Infrastructure Advisor (BIA)	SQNLDR Steve Barrett	steven.barrett@defence.gov.au
PEA Flying SQN Rep	WGCDR Graham Williams	graham.williams5@defence.gov.au
Base Aviation Safety Officer (BASO)	FLTLT Daniel Hodgson Group mail box	daniel.hodgson@defence.gov.au pea.basosaro@defence.gov.au
453 Squadron Pearce Flight (ATC)		
PEA Air Traffic Control (ATC) Flight Commander	SQNLDR Timothy Moore Group mailbox	timothy.moore1@defence.gov.au 453sqnpea.ftcdr@defence.gov.au
PEA Air Traffic Control (ATC) Tower OPS Commander	SQNLDR Nicolas Buchanan Group mail box	nicolas.buchanan.defence.gov.au 453sqnpeatwr.opscdr@defence.gov.au
2FTS		
2FTS Executive's Assistant	SQNLDR David Campbell	david.campbell4@defence.gov.au
79SQN		
79SQN B Flight Commander	SQNLDR Michael Leonard	michael.leonard12@defence.gov.au
130SQN - RSAF		
130SQN OPS OC "B" 130SQN	Major Lim Tze How "OGRE"	130SQN@defence.gov.sg Lim_Tze_How@defence.gov.sg
CHC SAR		
CHC Operations RAAF Pearce Base Manager – Pearce RAAF SARFlight	 Christian Smith	 pearce-ops@chcheli.com pearce-bm@chcheli.com
S&EG – Base Support PEA		
Base Manager (BM) – SEG PEA	Vanessa Trundle	vanessa.trundle@defence.gov.au basemanagement.pearce@defence.gov.au
Assistant Base Manager (A/BM) – SEG PEA	Major Ryan Sharp	basemanagement.pearce@defence.gov.au ryan.sharp1@defence.gov.au
Pearce Fire services (ARFF)		
RAAF Pearce - Aircraft Rescue and Firefighting (ARFF) Services		PEAFireandRescueServices@dpe.protected.mil.au
PMCA – Beca		
PMCA Project Manager	Lindsay Murray	Lindsay.Murray@beca.com National Airfields Projects pseries@beca.com
PMCA Project Manager	Neely Majlessi	Neely.Majlessi@beca.com
PMCA Site Based Representative	Valentino Strazzeri	Valentino.S@gunggandjaerospace.com.au 0459035715
Works Contractor- Fulton Hogan		

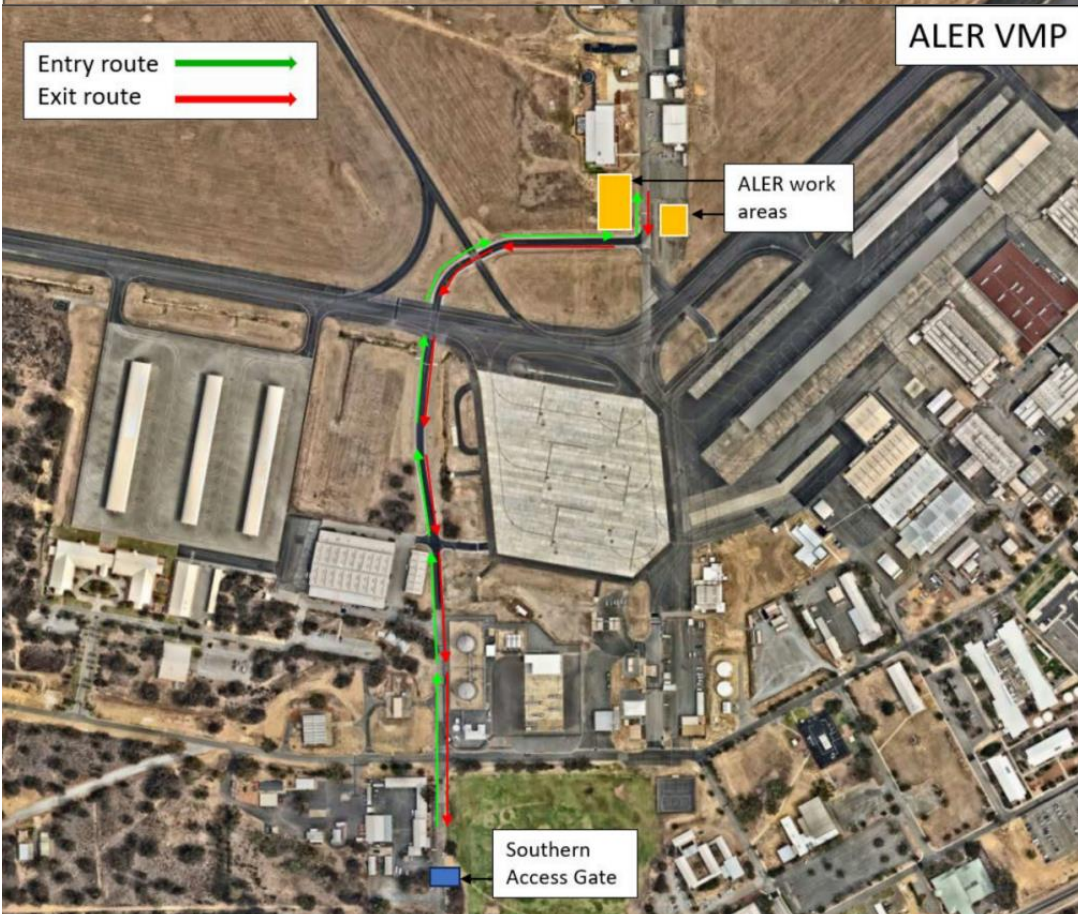
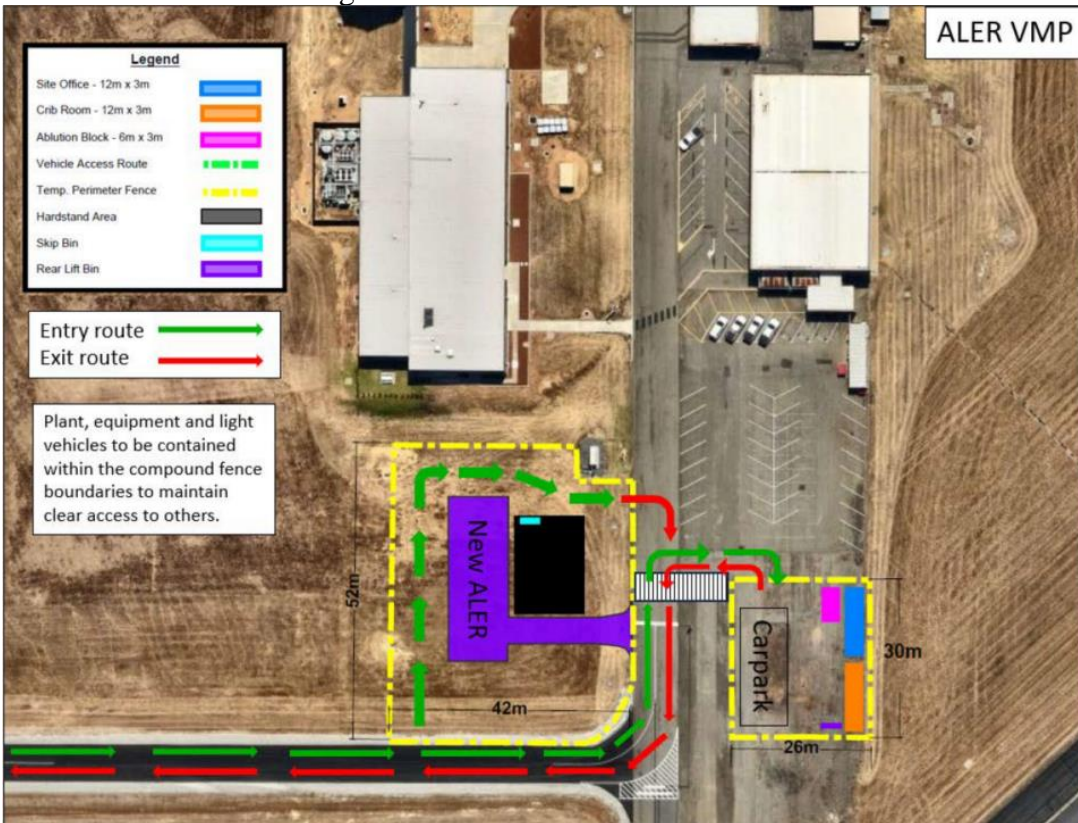
Fulton Hogan Project Director	James Miller	James.miller@fultonhogan.com.au 0488917001
Fulton Hogan Construction Manager	Scott Bryce	Scott.bryce@fultonhogan.com.au 0437005259
Fulton Hogan Supervisor	Daryl Cooke	Daryl.cooke@fultonhogan.com.au 0409190287
Fulton Hogan Safety Manager	Tara Morris	Tara.morris@fultonhogan.com.au> 0499701790
Works Safety Officer		
WSO Supervisor	Rowan Ward	RowanW@mssgroup.com.au 0419981037
Design Subconsultant		
Project Support Services		
Project Support Services – WA (PSSWA) PEA Rep	Group mail box David Muwandi Joe Gosatti	psswa@ventia.com David.Muwandi@ventia.com joseph.gosatti@ventia.com
EMOS Manager – Ventia	Joseph Gosatti	joseph.gosatti@ventia.com emos-manager.pearce@defence.gov.au
EMOS Manager – Ventia	Debbie McGovern	debbie.mcgovern@ventia.com psswa@ventia.com
Estate Management & Planning Manager – RAAF Pearce, RAAF Gingin & Associated Sites East & West Zone (WA) / Service Delivery Division Security & Estate Group	Steve Whiteford	steve.whiteford@defence.gov.au
SEG WA (Group Mailbox primary contact)		elizabeth.mitchell2@defence.gov.au segewzenvironment.sustainabilitywa@defence.gov.au
CIOG PEA – Regional ICT Services – Customer Relationship Manager	Mark Tippett	mark.tippett@defence.gov.au
Environment and Sustainability Manager WA East West Zone Service Delivery Division WA Security & Estate Group	Vimbaya Chikomba Group mail box	Vimbaya.chikomba@defence.gov.au segewzenvironment.sustainabilitywa@defence.gov.au

5.6. Amendments Register

Revision	Amendment	Review/Signoff	Date

Appendix A – Work Area Diagrams

1. ALER Work Area Diagrams

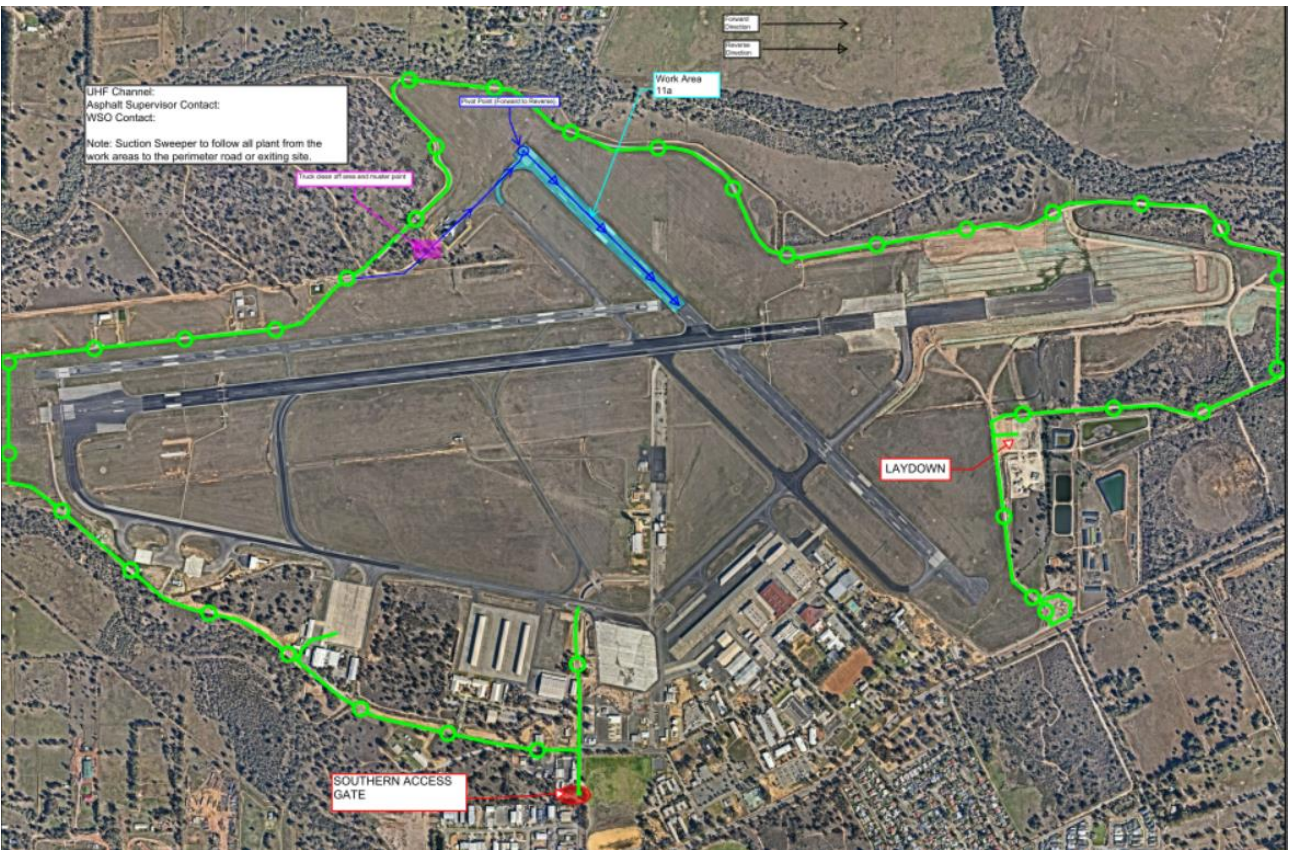
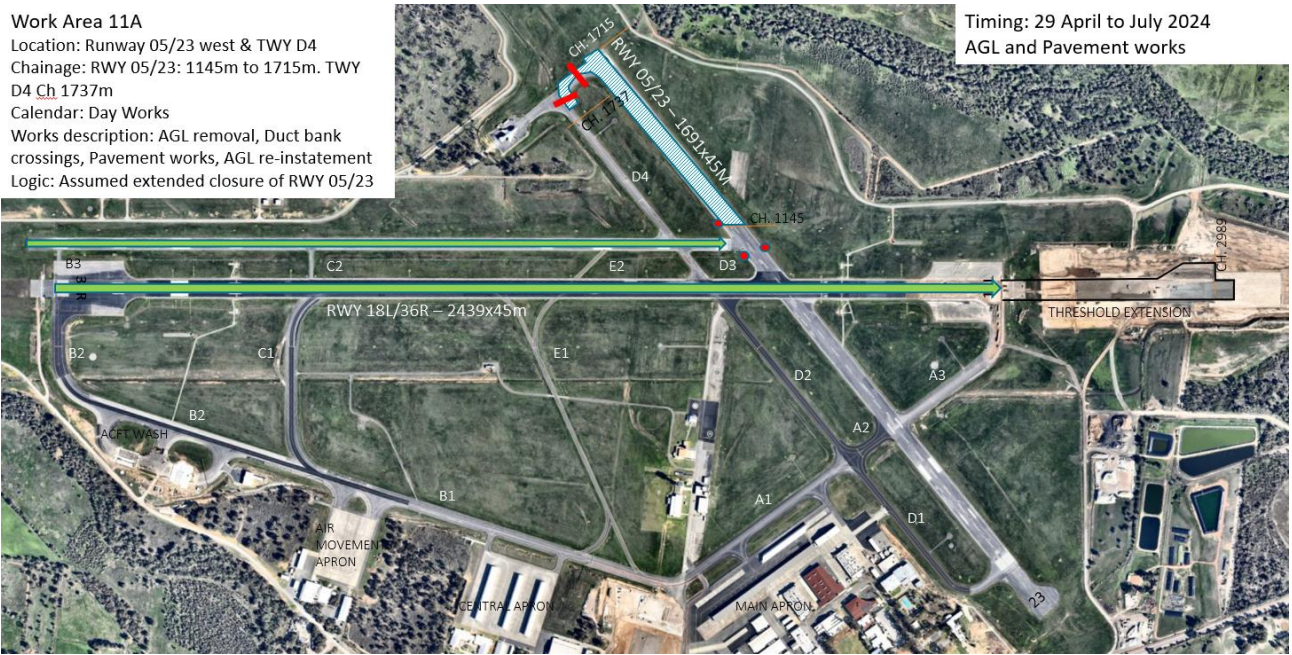


2. Work Area 11A – Runway 05/23 West & TWY D4

Work Area 11A

Location: Runway 05/23 west & TWY D4
Chainage: RWY 05/23: 1145m to 1715m. TWY D4 Ch 1737m
Calendar: Day Works
Works description: AGL removal, Duct bank crossings, Pavement works, AGL re-instatement
Logic: Assumed extended closure of RWY 05/23

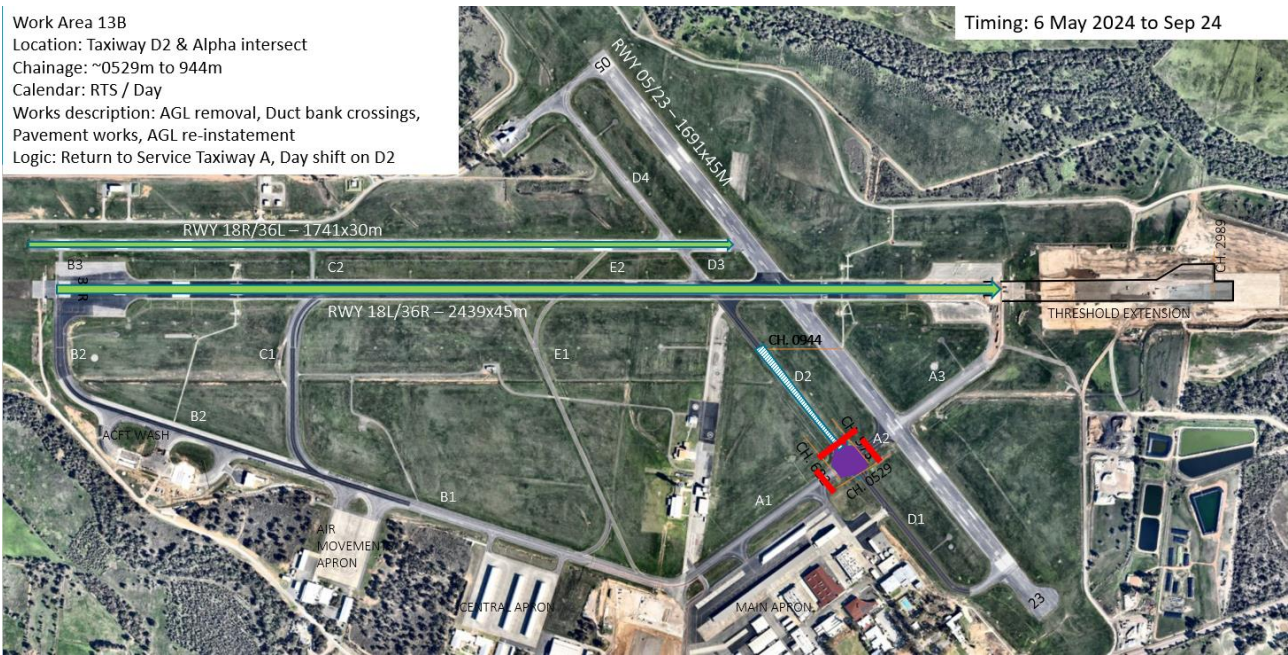
Timing: 29 April to July 2024
AGL and Pavement works



3. Work Area 13B – Taxiway D2 and Taxiway A/D intersection

Work Area 13B
 Location: Taxiway D2 & Alpha intersect
 Chainage: ~0529m to 944m
 Calendar: RTS / Day
 Works description: AGL removal, Duct bank crossings,
 Pavement works, AGL re-instatement
 Logic: Return to Service Taxiway A, Day shift on D2

Timing: 6 May 2024 to Sep 24



4.0 Work Area 12 – Runway 05/23 East and Taxiway A2/A3

Work Area 12

Location: Runway 05/23 east and TWY A3 / A2

Chainage: RWY 05/23: -0155m to 0905m

Calendar: Day Works

Logic: Extended closure of RWY 05/23 and requires access track- A2 and A3 to be expedited to re-open access to main runway

Works description: AGL removal, Duct bank crossings, Pavement works, AGL re-instatement

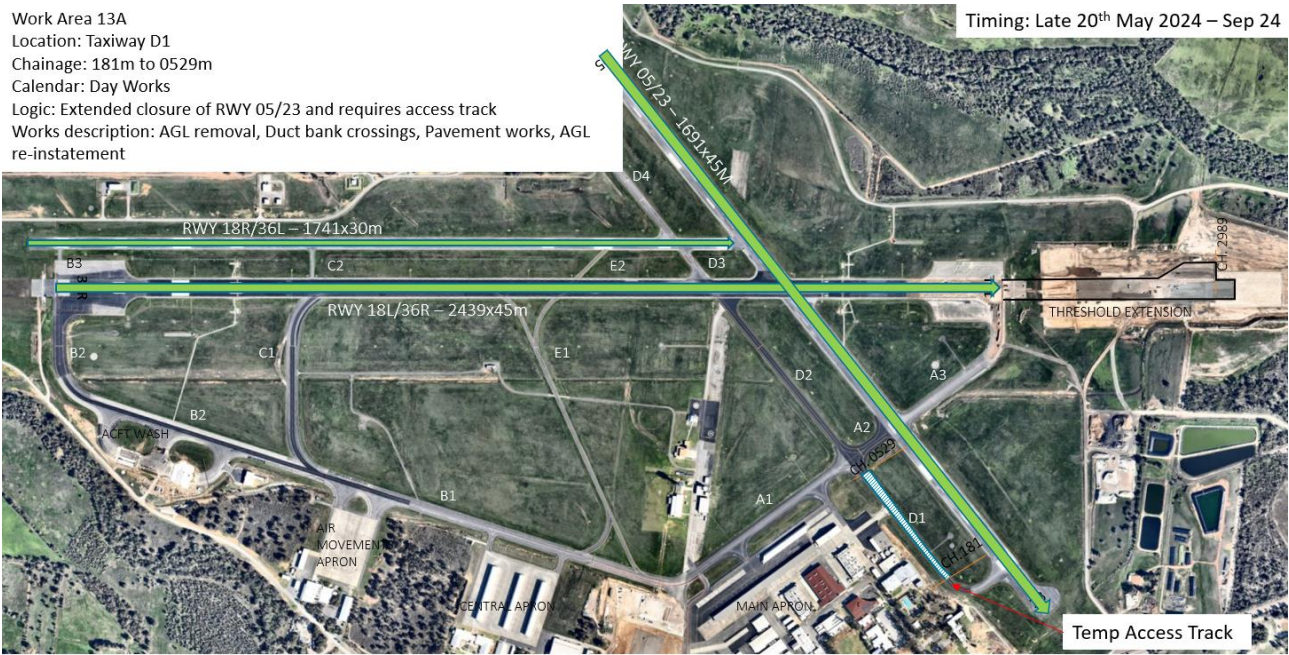
Timing: 6 May – July 2024



5.0 Work Area 13A – Taxiway D1

Work Area 13A
Location: Taxiway D1
Chainage: 181m to 0529m
Calendar: Day Works
Logic: Extended closure of RWY 05/23 and requires access track
Works description: AGL removal, Duct bank crossings, Pavement works, AGL re-installment

Timing: Late 20th May 2024 – Sep 24

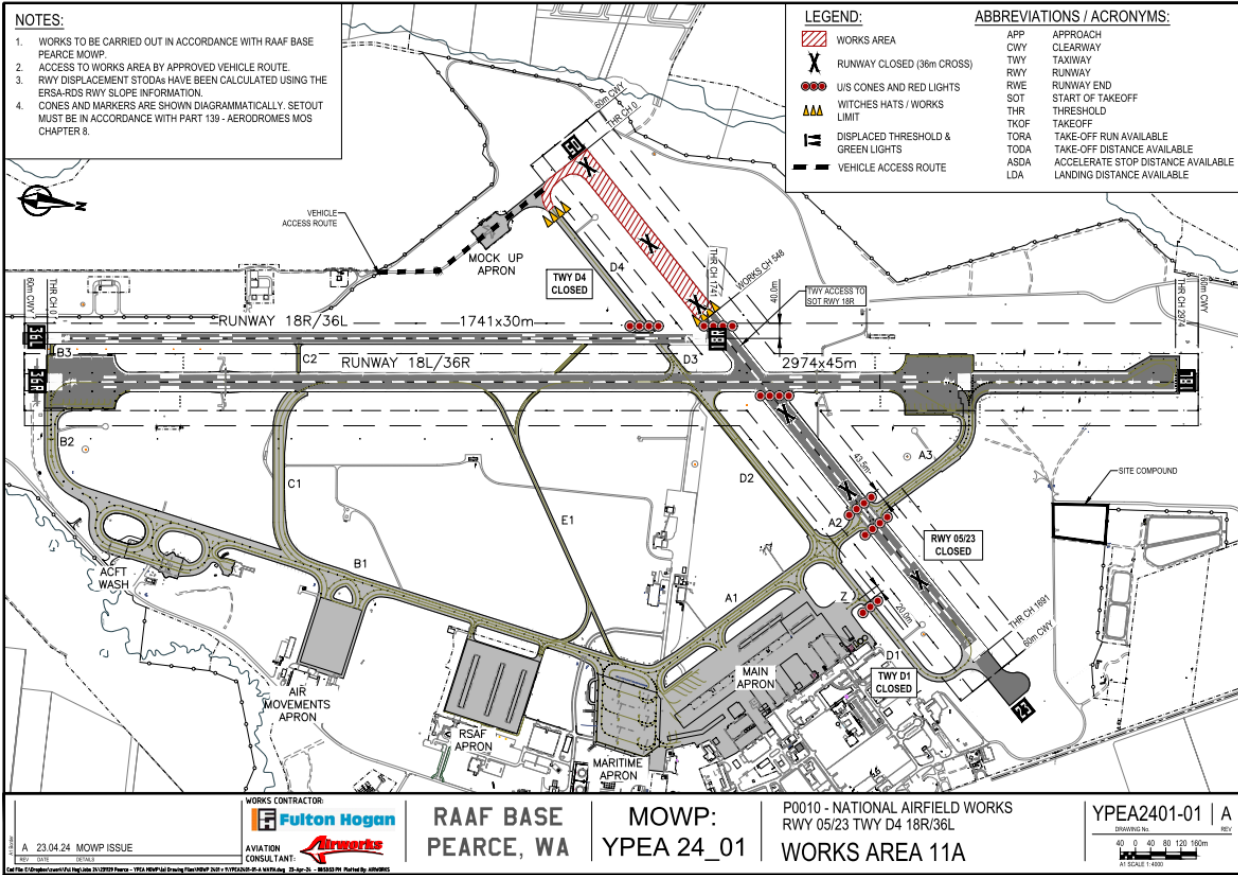


UHF Channel:
Asphalt Supervisor Contact:
WSO Contact:
Note: Suction Sweeper to follow all plant from the work areas to the perimeter road or exiting site.

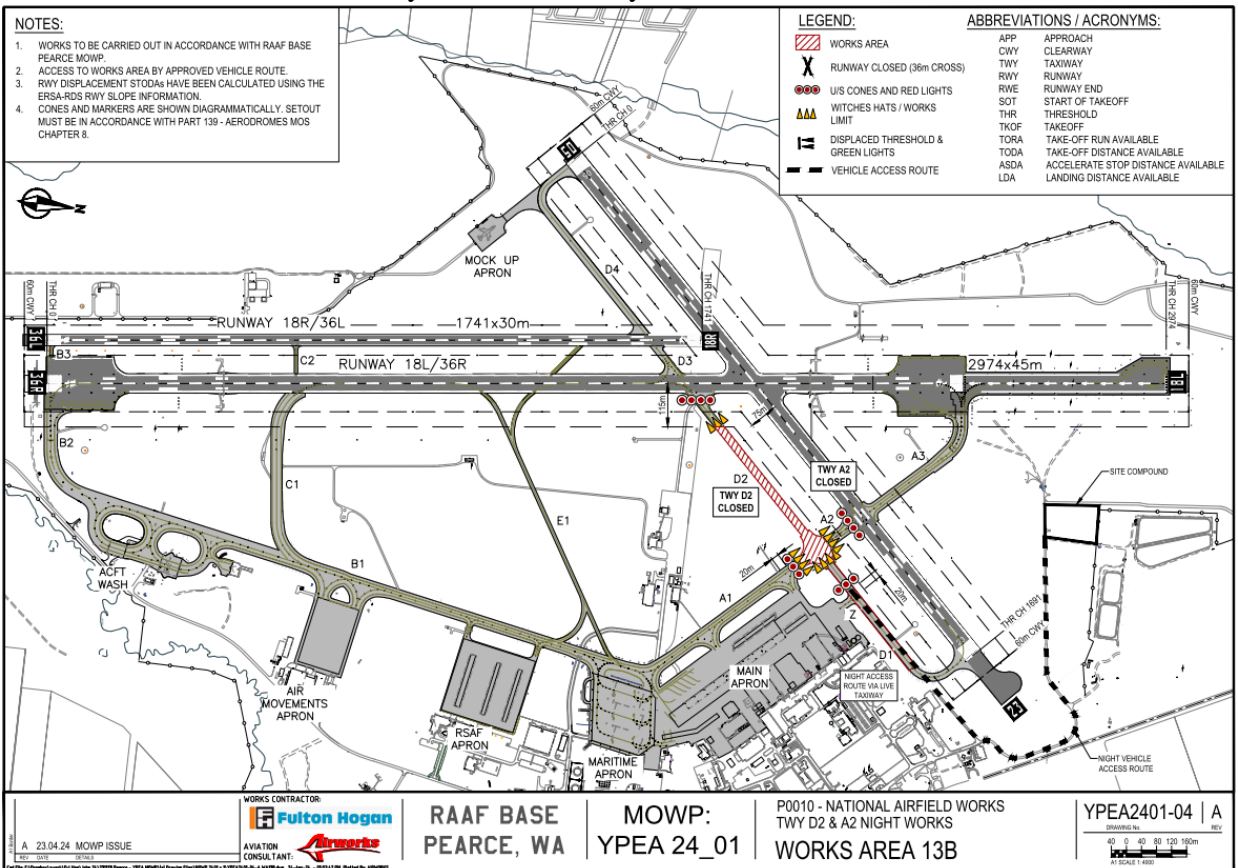


Appendix B – MOWP Drawings

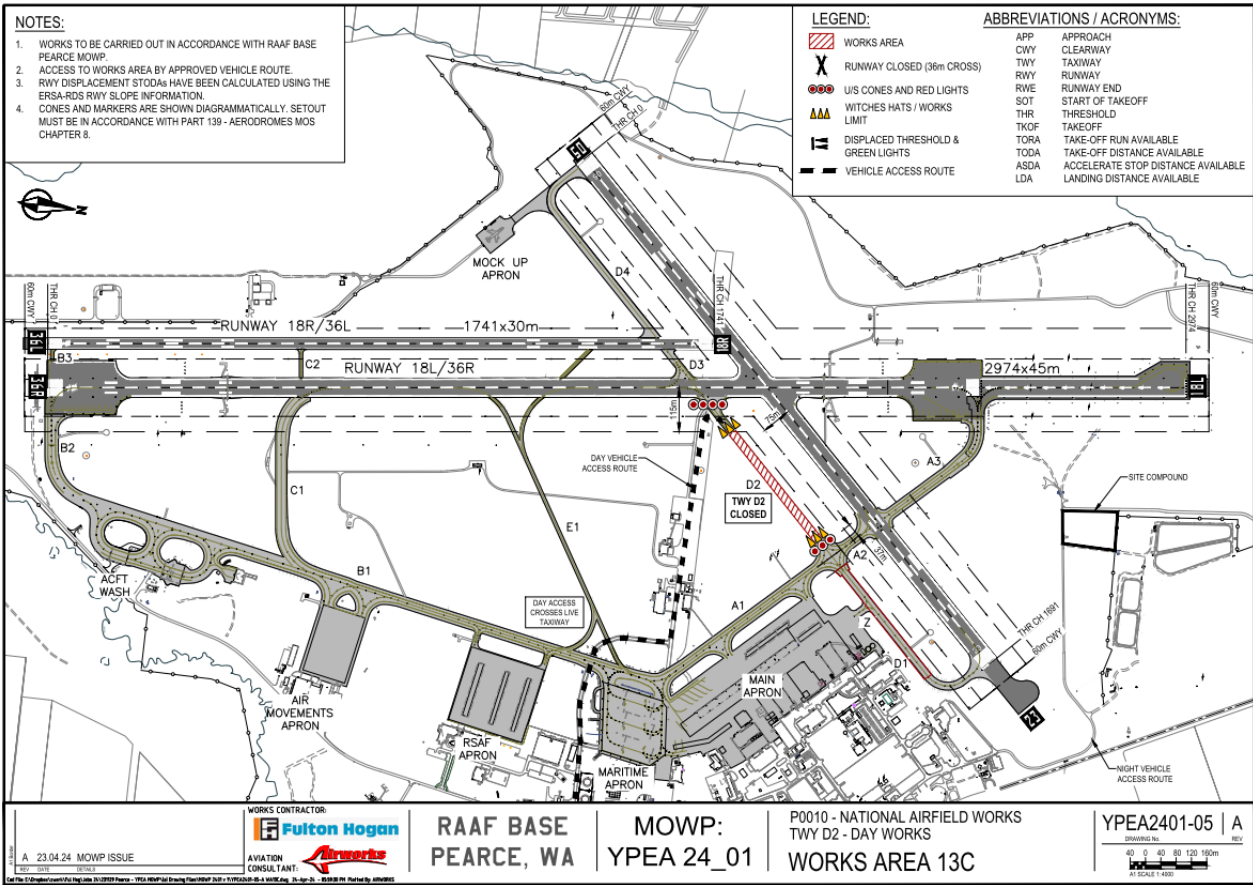
1. Work Area 11A – Runway 05/23 West and Taxiway D4



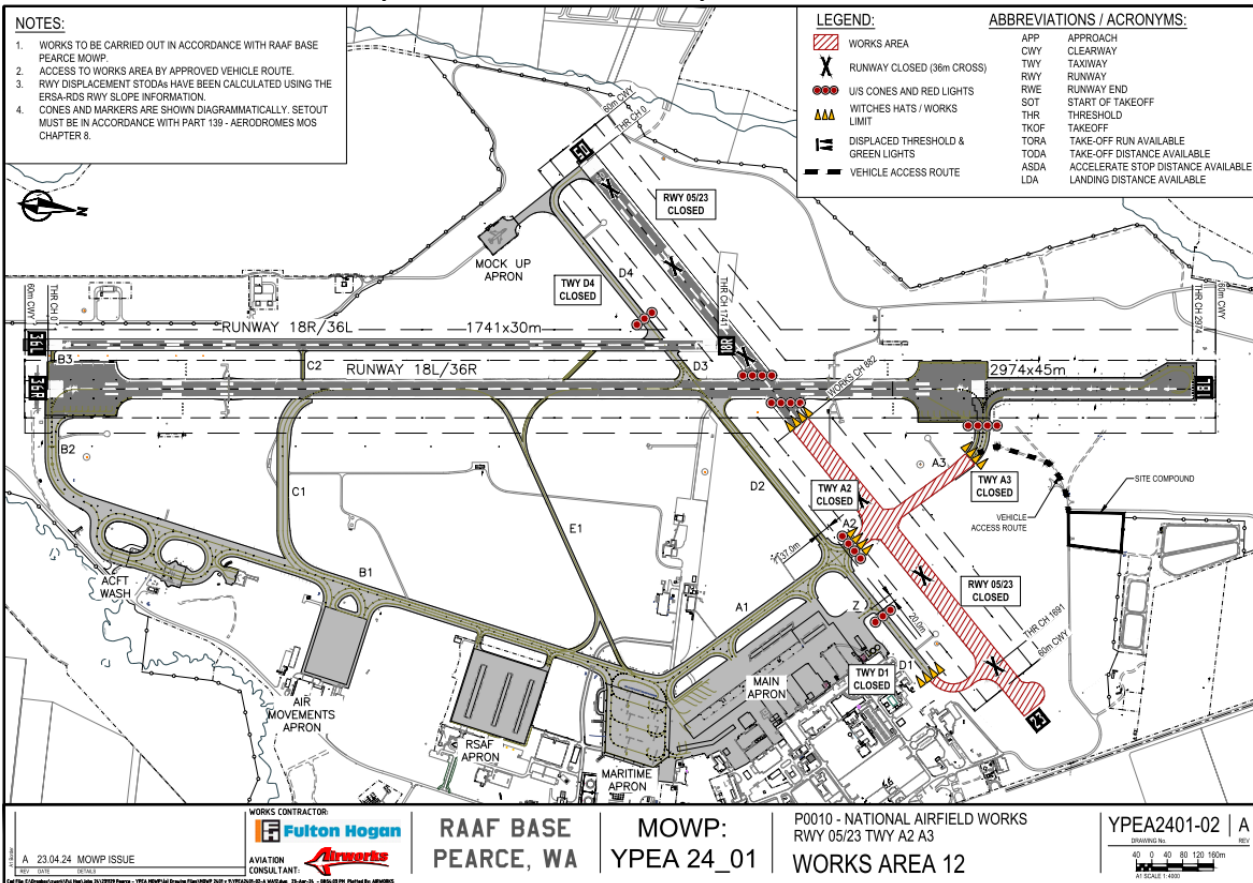
2. Work Area 13B – Taxiway D2 and Taxiway A/D Intersection



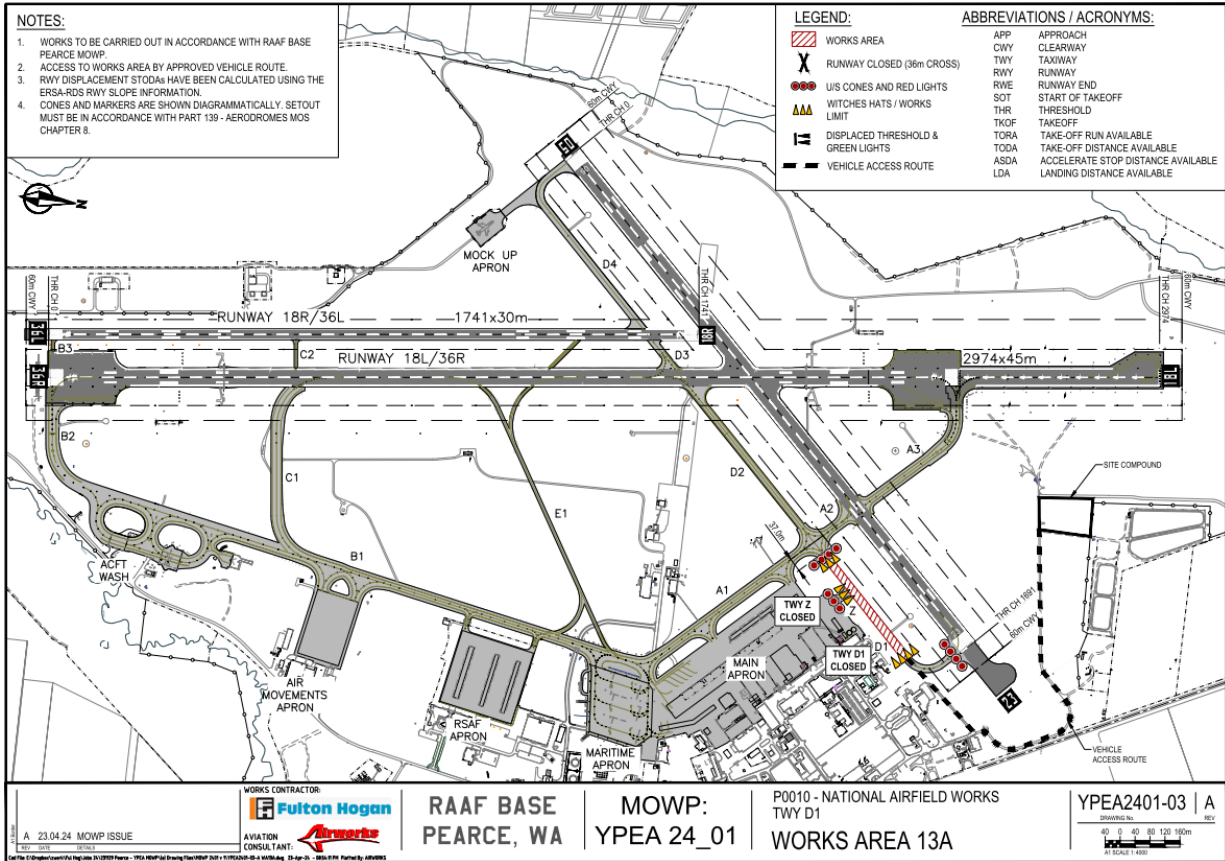
3. Work Area 13C - Taxiway D2



4. Work Area 12 – Runway 05/23 East and Taxiway A2/A3



5. Work Area 13A – Taxiway D1



6. Work Area 2 – Taxiway D4

