

METHOD OF WORKING PLAN

Perth Airport: Weekly Runway Maintenance - 2019

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SECTION 2 WORKS INFORMATION

This Method of Working Plan details the ongoing regular runway and taxiway restrictions to allow for maintenance activities. The periods of restriction have been identified in consultation with Air Traffic Control (ATC) to minimise disruptions to airlines and will be reviewed if operational demand changes.

The work comprises normal day to day maintenance activities carried out at any aerodrome and will not exceed 30 minutes to reinstate the runway to full operational status. The scope of works will be dependent on the maintenance requirements at the time; however multiple activities will be carried out.

2.1 Scope of works

For all stages the works may comprise any of the following works:

- Airfield lighting maintenance
- Line marking
- Mowing
- Detailed inspections
- Pavement Maintenance
- PAPI Maintenance
- Runway Strip Maintenance
- Minor Project works
- Instrument Landing System (ILS) testing – (requires an additional 1 hour of closure, once every 3 months)
- Instrument Landing System (ILS) will be unavailable if maintenance is required on the ILS system or for works in the associated Vehicle Critical Area

As a result of the works outlined above, it is anticipated that the following facilities will be affected:

- Runway 03/21 full length and either of the following taxiway crossings:
 - Taxiways A9/C9, Taxiway N and Taxiway D between Taxiway A & Runway 03/21; or
 - Taxiways A9/C9 and Taxiway W between Taxiway B & Taxiway C.
- Or:
- Runway 06/24 full length and either of the following taxiway crossings:
 - Taxiway V and Taxiway W east of Taxiway C; or
 - Taxiways J1, Taxiway A between Taxiways D and V, and Taxiway W east of Taxiway C.

2.2 Works Timing

Works are scheduled every Friday and will commence at **0800hrs (WST)** and be completed by **1200hrs (WST)** of the same day.

Runway 03/21 will be closed **2 Fridays in row** and Runway 06/24 will be closed on the **third week** as per the schedule in Attachment 1. *(Note - there will be no closure on the 19th April & 27th December due to holiday periods, the sequence will skip these dates)*

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

If there is a requirement to extend the working hours due to the nature of the works (e.g. a pavement overlay) the closure may be extended by no more than 4 hours (till 1600hrs WST). NOTAMs for extended working hours will be published no less than 7 days prior to the closure. Extension of a 03/21 closure must be approved by the GM Airfield Operations.

2.3 Delayed Flights

As has been implemented in previous Runway 03/21 closures, the Airport Control Centre will monitor flights expected to require 03/21 prior to the runway being closed.

Operators are required to advise the ACC of any delayed/early flights requiring Runway 03/21 during the maintenance closure, with the expected departure or arrival time. The ACC will expect advice that the flight will either:

1. Require Runway 03/21 and why;
2. Will opt for departure off runway 06/24;
3. Will opt to delay until after the runway reopens.

PAPL will consider the impact of the delay on the works and the potential knock on impact to other flights in determining if the closure can be delayed. The ACC and Operations team will record the on-time performance of these flights and will follow up with airlines if consistently late departures begin affecting the effectiveness of maintenance activities.

SECTION 3 RESTRICTIONS TO AIRCRAFT OPERATIONS

3.1 Restrictions by Stage

Stage 1A	Runway 03/21. Twys A9/C9 & Twys D/N
Estimated duration	4 hours (or 5 hours when ILS testing is required)
Restrictions	
Runways	Runway 03/21 not available.
Taxiways	Twy A9, Twy C9, Twy D between Twy A and Runway 03/21 and Twy N not available
Aircraft Type Restrictions & Rwy Vacating Requirements	Nil

Stage 1B	Runway 03/21. Twys A9/C9 & Twy W
Estimated duration	4 hours (or 5 hours when ILS testing is required)
Restrictions	
Runways	Runway 03/21 not available
Taxiways	Twy A9, Twy C9, Twy W between Twy B & Twy C not available
Aircraft Type Restrictions & Rwy Vacating Requirements	Nil

Stage 2A	Runway 06/24. Twys V & Twy W
Estimated duration	4 hours
Restrictions	
Runways	Runway 06/24 not available
Taxiways	Twy V and Twy W east of Twy C not available
Aircraft Type Restrictions & Rwy Vacating Requirements	Nil

Stage 2B	Runway 06/24. Twy J1/A & Twy W
Estimated duration	4 hours
Restrictions	
Runways	Runway 06/24 not available
Taxiways	Twy A between Twy D and V, Twy J1, and Twy W east of Twy C
Aircraft Type Restrictions & Rwy Vacating Requirements	Nil

All Stages	
Taxi Routes	Preferred inbound/outbound taxi routes may not be available and will be advised by ATC.

3.2 NOTAMS

All times are in UTC unless stated otherwise.

STAGE 1A

- A) YPPH
- B) DATE 0000 UTC
- C) DATE 0400 UTC *(or 0500 if ILS testing, or up to 0800 if extended)*
- E) RWY 03/21 NOT AVBL EXC FOR TWY CROSSING DUE WIP,
RWY 03/21 AVBL TO DECLARED EMERGENCY ON 30 MIN PN,
TWY A9 NOT AVBL, TWY C9 NOT AVBL,
TWY D BTN RWY 03/21 AND TWY A NOT AVBL, TWY N NOT AVBL
REF MOWP YPPH 001-19 STAGE 1A

STAGE 1B

- A) YPPH
- B) DATE 0000 UTC
- C) DATE 0400 UTC *(or 0500 if ILS testing, or up to 0800 if extended)*
- E) RWY 03/21 NOT AVBL EXC FOR TWY CROSSING DUE WIP
RWY 03/21 AVBL TO DECLARED EMERGENCY ON 30 MIN PN
TWY A9 NOT AVBL, TWY C9 NOT AVBL,
TWY W BTN TWY B AND TWY C NOT AVBL
REF MOWP YPPH 001-19 STAGE 1B

STAGE 2A

- A) YPPH
- B) DATE 0000 UTC
- C) DATE 0400 UTC *(or up to 0800 if extended)*
- E) RWY 06/24 NOT AVBL EXC FOR TWY CROSSING DUE WIP
RWY 06/24 AVBL TO DECLARED EMERGENCY ON 30 MIN PN
TWY V NOT AVBL, TWY W BTN TWY C AND RWY 06/24 NOT AVBL
REF MOWP YPPH 001/19 STAGE 2A

STAGE 2B

- A) YPPH
- B) DATE 0000 UTC
- C) DATE 0400 UTC *(or up to 0800 if extended)*
- E) RWY 06/24 NOT AVBL EXC FOR TWY CROSSING DUE WIP
RWY 06/24 AVBL TO DECLARED EMERGENCY ON 30 MIN PN
TWY A BTN TWY D AND TWY V NOT AVBL, TWY J1 NOT AVBL,
TWY W BTN TWY C AND RWY 06/24 NOT AVBL
REF MOWP YPPH 001/19 STAGE 2B

3.3 Aircraft Emergencies

The runway will be made available for declared emergencies; however, the Runway status will be subject to the time given to make good the works if the arrival is within the 30 minutes' notice period. Any works not completed will be advised to ATC along with advice on the unserviceability for provision to the pilot subject to the emergency.

3.4 Airport Emergencies

If an incident should occur at Perth Airport and emergency procedures are activated as detailed in the Perth Airport Aerodrome Emergency Plan, based on the size and scale of the incident, works may be suspended or ceased for that shift.

The Senior Airfield Operations Officer is responsible for communicating suspensions or cessations to the works party during an emergency.

3.4.1 Aviation Rescue & Fire Fighting (ARFF)

ARFF vehicles will be permitted to cross the closed runway if required.

ARFF should, as a first resort, request routing from ATC that avoids active works areas.

When responding to an incident near an active work site **ARFF vehicles shall be limited to a maximum speed of 40km/h.**

3.5 Adverse Weather & Low Visibility Operations

Adverse weather such as very heavy showers, storms or fog may result in a cancelled works shift. Perth Airport, ATC and the Contractor will consult as a group prior to each shift to determine if the weather forecast is not suitable for works to commence.

Should adverse weather such as very heavy showers, storms or fog generate after works have begun Perth Airport, ATC and the Contractor will consult as a group to determine if the weather event requires a suspension

During declared Low Visibility Operations all works shall be ceased and may require the return of Rwy 03/21 to operational status.

3.6 Instrument Landing Systems and Training Flights

The works will have the following effect on ILS:

- The ILS (for the closed runway) will be turned off when maintenance works are required in the Vehicle Critical Areas (VCA) or if AirServices Australia (ASA) determine that other planned works (including their own maintenance) requires the ILS to be OFF.

Training approach flights will be permitted to the closed runway under the following conditions:

- No asymmetric approaches permitted,
- Aircraft will not be permitted to descend below the higher of the minima or 300ft AGL,
- Aircraft must not over fly the runway below:
 - 500ft AGL, if it is 7000kg MTOW or less; or
 - 1000ft AGL
- Training approach flights may cross the closed runway following an approach to the duty runway.

ASA are responsible for publishing and maintaining all NOTAMs related to:

- The availability of Instrument Landing Systems
- Any changes to approach procedures or minima (including training approaches)

SECTION 4 PERSONNEL AND EQUIPMENT

The following restrictions apply to personnel and equipment undertaking the works. Regarding aircraft safety and airport security, this MOWP will take precedence over other contract documents that may be in place for any person to carry out works at the Airport.

All personnel associated with the work shall be bound by the instructions issued by the Works Safety Officer (WSO). All Works teams and contractors or Sub-Works teams and contractors must be directly supervised by a Works Safety Officer always. Works will be confined to the areas shown on the drawings.

4.1 Works Access Routes

Access to the closed runway will be via the nominated Access Taxiways as detailed in attached drawings, FS-10199 Sheet 1 to FS-10199 Sheet 4. The nominated Access Taxiway will be closed using unserviceability cones and ATC will turn off the stop bar at these locations only.

Nominated Access taxiway/s

- Taxiway closed and marked with Unserviceability markers
- Stop bar OFF
- Requires approval from WSO to enter the Runway

Access via any other Taxiway

- Taxiway operational
- Stop bar ON
- Requires approval from ATC to enter the Runway
- You MUST still receive clearance AND have the stop bar turned off by ATC
- ATC clearance to enter the runway does not constitute a clearance to operate in any works area, which must be granted by the WSO.

The works teams will observe any markers and remain within the defined area as detailed in the stage drawings.

No movement of vehicles or plant may occur outside the defined work areas without the prior approval of the Works Safety Officer. Vehicles must be Perth Airport approved for use airside and driven by those with the appropriate airside licence. Any other vehicle must have an escort to travel within the aircraft movement area or as directed by the Works Safety Officer.

Stage	Works Restriction
All Stages	Works team shall access the runway only via the nominated taxiways Give way to all acft crossing at active taxiways

4.2 Pull Back / Recall

No stages are planned with specific pull back areas. However, should works teams or contractors require access to the runways intersection, the work and the recall required, must be identified during weekly planning for inclusion in the activity schedule. For PAPL works teams (being nominated WSOs in the Aerodrome Manual and holding Cat 4 ADAs), may liaise directly with ATC for this access, the recall time shall be as per the activity schedule. Contractors must be under the supervision of a nominated WSO that holds a Cat 4 ADA.

4.3 VCA Access

Vehicle Critical Areas (VCA) are protected areas around air navigation equipment. Works with vehicles and anything but hand tools will not take place in any VCA of active runways. Works with hand tools only may be completed whilst the ILS are radiating, within the VCA under certain conditions.

Any works within the VCA of the closed runway will be advised to Airservices for assessment as required. Works within the ILS VCA's are expected to occur during every other maintenance closure for each runway, subject to operational requirements, with the ILS being turned off by AirServices.

Entry to a VCA will be via a specific instruction from ATC or the WSO. A clearance to enter the runway is not a clearance to enter the VCA.

4.4 Foreign Object Debris

Foreign Object Debris (FOD) is any item (from small stones to equipment) on the manoeuvring area that is not intended to be there. FOD is a significant hazard to aircraft operations.

The works teams and contractors must leave the works area in an acceptable operational condition to the full satisfaction of the WSO prior to the completion of the work period. This is an essential safety requirement which must be achieved within the prescribed time periods for each stage to ensure minimal disruption to airfield operations.

The works teams and contractors shall be responsible for the cleanliness of the work areas together with its access routes for the duration of the works. All loose material and equipment must be secured against movement in strong wind or by aircraft jet blast. The occurrence of dust, debris and loose foreign materials is to be minimised to the satisfaction of the WSO. The works teams and contractors shall employ continuous approved methods of dust suppression and debris removal throughout the duration of the works and at other times when directed by the WSO.

Vehicles transporting materials to or from the site shall, prior to movement, be cleaned in all areas where materials may lodge including body rails, wheels, wheel arches, tailgates and rear fittings to the full satisfaction of the WSO.

Where the Maintenance Team is required to use a sweeper, it must not be fitted with steel wire brushes, but shall be fitted with non-metallic brushes of nylon or other approved material. It shall be operated by a dedicated and experienced responsible person.

4.5 Jet Blast

Jet Blast is the exhaust (thrust) from aircraft engines which, for a Boeing 777, can reach a velocity of 400kph.

Works sites have been assessed for potential exposure to jet blast.

Stage	Jet Blast
All	All stages have some potential for jet blast with aircraft departing or arriving on the crossing runway

On all works sites, jet blast remains a constant hazard at Perth Airport and all works personnel should use caution when working close to operational runways and taxiways or behind aircraft.

Light materials, tools and equipment must be secured always when not in use (or where possible, when in use) if there is a risk of exposure to jet blast.

4.6 Vehicle/Equipment Condition

All vehicles and plant shall be in full working condition to ensure full mobility around the work areas as required. Unserviceable or mechanically unsound vehicles and plant shall be removed from the work area as directed by the Works Safety Officer or the Project Manager and shall be replaced by fully serviceable plant.

All vehicles and plant must have a flashing amber beacon.

4.7 Height Restrictions

Obstacle Limitation Surfaces (OLS) are a series of surfaces that set the height limits of objects, in and around an aerodrome. All works will take place on the closed runway and will not be permitted to penetrate the OLS surfaces of the active cross runway unless previously approved in writing via the Perth Airport – Protected Airspace Assessment Tool (PAAT) <https://paat.perthairport.com.au>.

4.8 Security and Emergency

All personnel entering the work site must display either a current ASIC or a Visitor Identification Card. These cards or passes must be displayed always. Contractor's Superintendents will be responsible for the employees, sub-contractors and personnel under their control.

The Works Safety Officer may refuse access to persons who in their opinion are likely to present a safety risk to airfield operations.

Communicating Incidents to Perth Airport

The works teams and contractors are responsible for ensuring that Emergency Incidents are reported to **Perth Airport ACC on 9478 8500**. This includes fires or hazards. Upon notification to ACC the WSO supervising the works site must be notified.

All life-threatening incidents must be reported to Emergency Services on 000.

4.9 Works Safety Officers

The WSOs for these works will be Perth Airport WSOs, over seen by the Senior Airport Operations Officers.

4.9.1 Senior Airport Operations Officer's Responsibilities

The Senior Airport Operations Officer's responsibilities include, but are not limited to the following;

- Attend the runway works briefing;
- 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 exactly as set out in this MOWP;
- Supply the ATC Line Manager, with whatever information is necessary to ensure the safety of aircraft operations;
- Ensure that the movement area is safe for normal aircraft operations following removal of vehicles, plant, equipment, personnel and FOD from the works area;

4.9.2 Works Safety Officer's Responsibilities

The Works Safety Officer's responsibilities include, but are not limited to the following;

- Attend both the PAPL Airfield Operations shift briefing and;
- Deliver the runway works briefing as per the notes in the weekly Activity Schedule.
- Ensure the safety of aircraft operations in accordance with the standards for aerodrome works and this MOWP;
- Check, daily, that the text of any NOTAM associated with the works is exactly as set out in this MOWP or its amendments;
- Complete the AST03 – WSO Site Inspection Checklist once per stage.
- Supply the ATC Line Manager, as required, with whatever information is necessary to ensure the safety of aircraft operations;
- Liaise with ASA Tech Services prior to closure to confirm ILS isolation as required;
- Discuss with the works organisation, daily, any matters necessary to ensure the safety of aircraft operations;
- Ensure that unserviceable portions of the movement area, temporary obstructions, and the limits of the works area are correctly marked and lit in accordance with MOS Part 139 Paragraph 10.10.8, 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 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 applicable MOWP and clearly identified and that access is restricted to these routes;
- Report immediately to the air-traffic controller and the SAOO 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 workers are on site and the aerodrome is open to aircraft operations;
- Ensure that ATC is kept informed of the radio call signs of the vehicles used by the works safety officer;
- Require the immediate removal of vehicles, plant and personnel from the movement area where necessary to ensure the safety of aircraft operations;
- Ensure that the movement area is safe for normal aircraft operations following removal of vehicles, plant, equipment, personnel and FOD from the works area;
- In the case of time-limited works, ensure that the works area is restored to normal safety standards within the nominated recall time.

SECTION 5 AERODROME MARKERS, MARKINGS AND LIGHTS

5.1 Markers

5.1.1 Unserviceability Markers

Due to the nature of the work, being time limited in nature, white runway closure markers will not be used. Night works are not part of this MOWP.

The WSO shall ensure unserviceability markers are positioned in accordance with drawings FS-10199 sheets 1 - 4. Where works will be close to an active taxiway crossing or if works are on pull back within an active taxiway crossing then unserviceability cones should be used at edge of the taxiway strip to identify the area to pull back to.

Works Safety Officers may, at their discretion, reduce the works area. However, doing so must not cause any further restrictions to aircraft operations than those detailed within this MOWP.

The WSO is to ensure markers are collected prior to reopening the runway.

5.1.2 Works Limit Markers

The use of works limit lines will be dependent on the planned works and will be at the discretion of the WSO and SAOO. Pull back areas are not included in this MOWP.

5.2 Markings

No markings will be removed, altered or added during the planned works.

5.3 Lights

5.3.1 Taxiway and runway lights

There will be no impact to aerodrome lighting during these works. All works will be conducted during daylight hours.

5.3.2 Stopbars

Stop bars will be active at all runway holding points with the exception of the nominated access routes as detailed in attached drawings, FS-10199. As each nominated taxiway is closed, the WSO/SO closing the taxiway is to request that ATC disable the stop bar. At completion of the works, the WSO/SO will request ATC enable the stop bar, then remove the unserviceability markers.

5.4 Protection of electrical services

Perth Airport Pty Ltd has an Excavation Permit Procedure (EPP) which ensures pre-planning is undertaken to manage all risks associated with excavation and it is critical that the EPP is followed prior to any excavation proceeding. The EPP includes specific more extensive pre-planning procedures for High Risk Excavation.

SECTION 6 ADMINISTRATION

6.1 Works Organisation

Perth Airport maintenance teams and contracted project teams will undertake the works.

6.1.1 Perth Airport Operations Teams

The Works Teams Manager or Supervisor is the Site Representative. The Works Manager shall remain responsible on behalf of the works team for complying with the requirements of this MOWP. Contact details of the Works Manager are;

Airfield Maintenance Manager Matthew Briggs +61 8 9478 8442 Matthew.Briggs@perthairport.com.au
Airfield Lighting Supervisor Andrew Rankine +61 8 9478 8732 Andrew.Rankine@perthairport.com.au

6.2 MOWP Development and Execution

The Airfield Operations Team are responsible for the development and execution of the MOWP. Questions related to the MOWP or execution of works may be directed to;

Airside Operations Manager: (Responsible for day to day operations.) Chris Fox (08) 9478 8434 chris.fox@perthairport.com.au
After Hours: Senior Airport Operations Officer (08) 9478 8424 0419 195 790
Operations Systems Coordinator: (Responsible for MOWP development.) Liam Smith (08) 6278 8004 liam.smith@perthairport.com.au
General Manager Airfield Operations: (Overall responsibility for airside safety.) Robert Mikhail (08) 9478 8538 robert.mikhail@perthairport.com.au

SECTION 7 AUTHORITY

All works will be carried out in accordance with the MOWP. The MOWP conforms to the provisions of the Civil Aviation Act 1988 and Regulation 139.245 of the Civil Aviation Safety Regulations (Part 139) for the Safe Planning and Conduct of Aerodrome Works.

7.1 Expiry of the MOWP

This MOWP will remain current until 31st December 2019 unless extended by amendment or replaced by a new MOWP for 2020.

7.2 Agreement

The following signatories recognise the provisions and restrictions in this MOWP and agree to execute the works in accordance to those provisions and restrictions.

Airfield Maintenance Manager Matthew Briggs	Sign 	Date 27/11/2018
Airfield Lighting Supervisor Andrew Rankine	Sign 	Date 27/11/2018.

7.3 Approval

Under the authority of the Perth Airport General Manager Airfield Operations MOWP YPPH 001-19 is approved for release for industry comment.

General Manager Airfield Operations Robert Mikhail Perth Airport Pty Ltd	Sign 	Date 27/11/2018
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SECTION 8 DRAWINGS

The drawings associated with MOWP YPPH 001-19 are attached as FS-10199 Sheet 1 to FS-10199 Sheet 4.

Stage 1A Detail	FS-10199 Sheet 1
Stage 1B Detail	FS-10199 Sheet 2
Stage 2A Detail	FS-10199 Sheet 3
Stage 2B Detail	FS-10199 Sheet 4

SECTION 9 DISTRIBUTION LIST

This MOWP will be distributed to those organisations and agencies listed below.

Essential Contacts:

Ad Astral Aviation
 Aero Care
 Air Asia X
 Airflite
 Air Mauritius
 Air New Zealand
 Air North
 Airport Coordination Australia
 Airservices Australia (ATC, ARFF, MTCE, NOF)
 Alliance Airlines
 AvWest
 Ad Astral Aviation
 Batik Air
 CASA
 Cathay Pacific
 China Southern
 Cobham Aviation
 Cobham SAR Services
 Direct Air
 Emirates
 Execujet
 Garuda Indonesia
 Hawker Pacific
 Jetstar
 Malaysia Airlines
 Maroomba Airlines
 Maxem Aviation
 Malindo Air
 Network Aviation
 Perth Flight Centre
 Qantas Airways Limited
 Qantas Freight
 Qatar Airways
 Remorex Pty. Ltd.
 Regional Express
 Royal Flying Doctors
 Scoot Airlines
 Singapore Airlines
 Skippers Aviation
 Skystar Airport Services
 South African Airways
 Star Aviation
 Thai Airways
 Tiger Airways
 Tigerair Australia
 Toll Priority
 Virgin Australia
 Virgin Australia Regional Airlines

Information Contacts:

Aeroadapt
 Air BP
 Aircraft Maintenance Services Australia
 Airwork Flight Operations
 Aviation Management
 Aviation Performance Systems
 Awesome Aviation
 Central Air
 China Southern WA Flying School
 Jeppesen
 Perth Airport Pty Ltd
 Perth In-flight Catering
 RAAF Base Pearce
 Royal Aero Club of Western Australia
 SATS
 Singapore Air Cargo
 Singapore Flying School
 Shell
 Weston Aviation

SECTION 10 REVISION HISTORY

Version	Date	Chapter/Paragraph	Details	Author	Approved by
Rewrite for 2019	30/11/18	All	Updated template to 2019 brand. Updated schedule for 2019	LS	RM
Amdt. 1	25/02/19	Appendix 1 only	<i>Changes to Schedule due to MOWP 002-19</i>	LS	DM
Amdt. 2	15/04/19	Appendix 1 only	<i>Changes to Schedule due to MOWP 002-19</i>	LS	DM

APPENDIX 1 MOWP 001-19 WORKS SCHEDULE 2019

4 January 2019	Runway 06/24
11 January	Runway 03/21
18 January	Runway 03/21
25 January	Runway 06/24
1 February	Runway 03/21
8 February	Runway 03/21
15 February	Runway 06/24
22 February	Runway 03/21
1 March	Runway 03/21
8 March	Runway 06/24 (8 hr closure)
15 March	
22 March	
29 March	
5 April	
12 April	
19 April	
26 April	No weekly maintenance closures due works associated with MOWP 002-19.
3 May	
10 May	
17 May	
24 May	
31 May	
7 June	
14 June	Runway 03/21
21 June	Runway 03/21
28 June	Runway 06/24
5 July	Runway 03/21
12 July	Runway 03/21
19 July	Runway 06/24
26 July	Runway 03/21
2 August	Runway 03/21
9 August	Runway 06/24
16 August	Runway 03/21
23 August	Runway 03/21
30 August	Runway 06/24
6 September	Runway 03/21
13 September	Runway 03/21
20 September	Runway 06/24
27 September	Runway 03/21
4 October	Runway 03/21
11 October	Runway 06/24
18 October	Runway 03/21
25 October	Runway 03/21
1 November	Runway 06/24
8 November	Runway 03/21
15 November	Runway 03/21
22 November	Runway 06/24
29 November	Runway 03/21
6 December	Runway 03/21
13 December	Runway 06/24
20 December	Runway 03/21
27 December 2019	Christmas break - no closure



Nominated works access to RWY03 / 21 via TWY A9 or D only

43.5

A9 stopbar extinguished

43.5

D stopbar extinguished



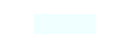



03 GP VCA

Min 51.0

75.0

21 GP VCA

51

-  Works limit cones
-  Unserviceability cones
-  Time Limited Works area
-  Area closed to all operations
-  ATC Taxi / Tow routes
-  Works Access Route

NOTE:
 1) RED AND WHITE UNSERVICEABILITY CONES TO BE PLACED AT MAX 3M INTERVALS
 2) WORKS LIMIT LINES MARKERS TO BE PLACED AT MAX 1M INTERVALS WHERE REQUIRED

ISS	DRN	AMENDMENTS	APPD	DATE

CAUTION : ANY PERSON INTENDING TO USE ANY INFORMATION IN THIS DRAWING MUST READ THIS NOTICE

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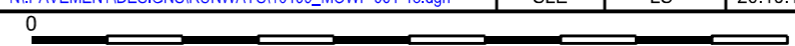
**MOWP 001-19
STAGE 1A**

TWY A9 & D CLOSED

MICROSTATION FILE :
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DRAWN SLE	APPROVED LS	DATE 20.10.17
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SIZE A3	DRAWING No. FS-10199
SCALE 1: 10000	SHEET 1



Nominated works access to RWY03 / 21 via TWY A9 or W only

Nominated works access to RWY03 / 21 via TWY A9 or W only

43.5

43.5

A9 stopbar extinguished

W stopbar extinguished



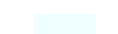



03 GP VCA

21 GP VCA

Min 51.0

75.0

51

-  Works limit cones
-  Unserviceability cones
-  Time Limited Works area
-  Area closed to all operations
-  ATC Taxi / Tow routes
-  Works Access Route

NOTE:
 1) RED AND WHITE UNSERVICEABILITY CONES TO BE PLACED AT MAX 3M INTERVALS
 2) WORKS LIMIT LINES MARKERS TO BE PLACED AT MAX 1M INTERVALS WHERE REQUIRED

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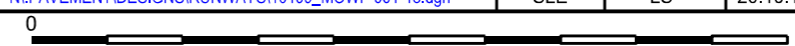
**MOWP 001-19
STAGE 1B**

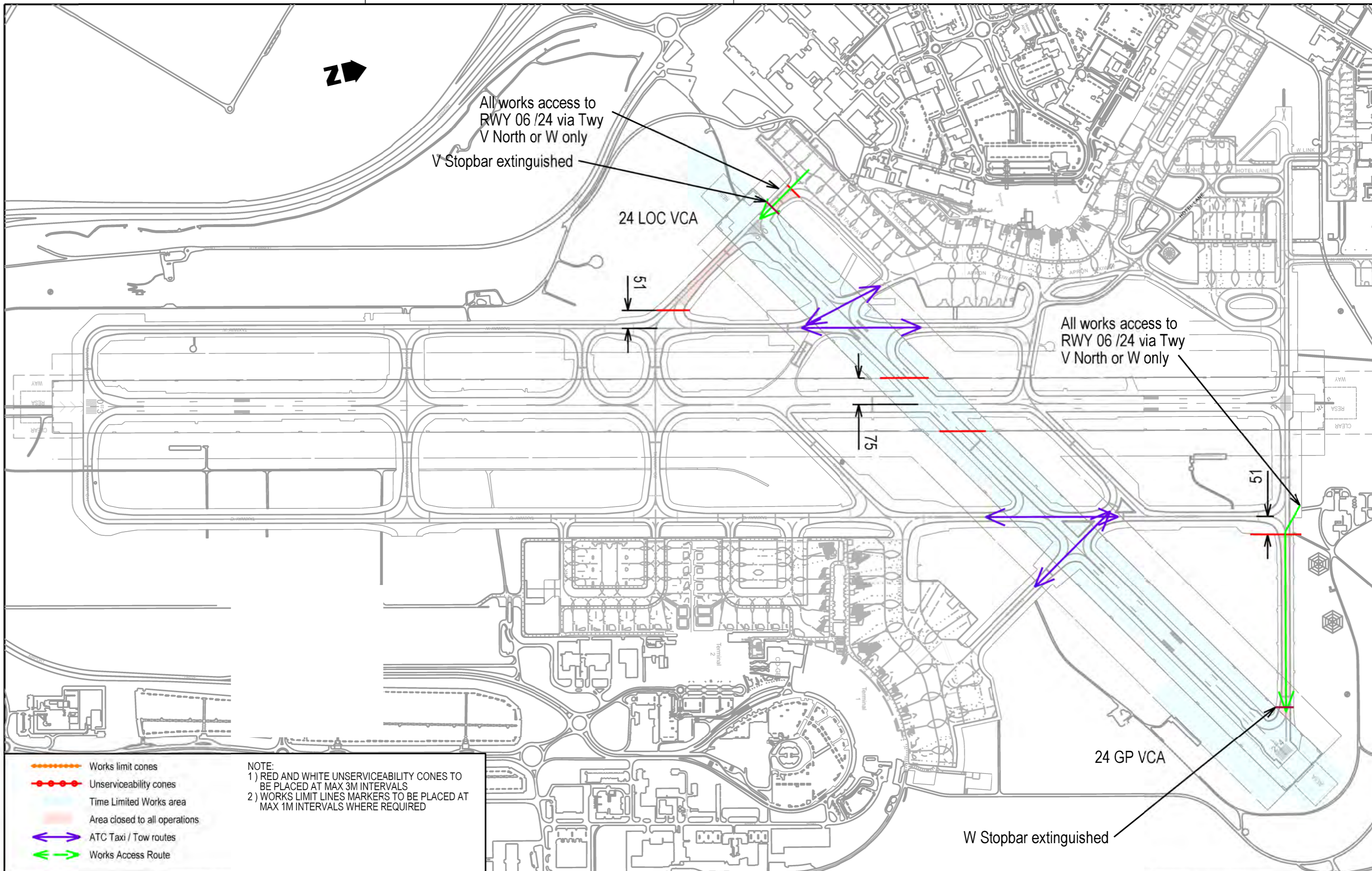
TWY A9 & W CLOSED

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DRAWN SLE	APPROVED LS	DATE 20.10.17
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SIZE A3	DRAWING No. FS-10199
SCALE 1:10000	SHEET 2



----- Works limit cones
- - - - - Unserviceability cones
 Time Limited Works area
 Area closed to all operations
↔ ATC Taxi / Tow routes
↔ Works Access Route

NOTE:
 1) RED AND WHITE UNSERVICEABILITY CONES TO BE PLACED AT MAX 3M INTERVALS
 2) WORKS LIMIT LINES MARKERS TO BE PLACED AT MAX 1M INTERVALS WHERE REQUIRED

ISS	DRN	AMENDMENTS	APPD	DATE

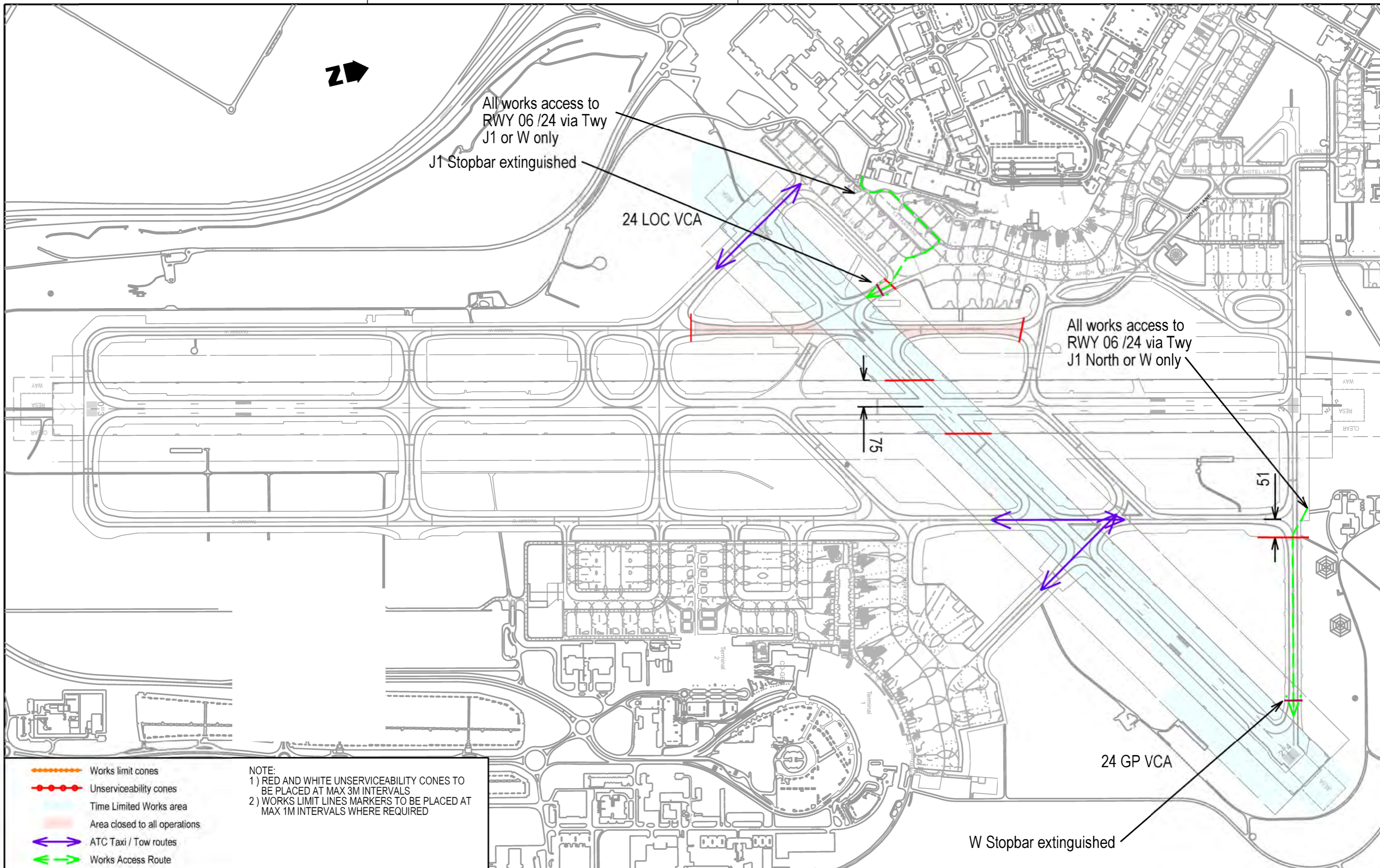
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MOWP 001-19
STAGE 2A
TWY V NORTH & W CLOSED

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SIZE A3	DRAWING No. FS-10199
SCALE 1:10000	SHEET 3



●●●●● Works limit cones
●●●●● Unserviceability cones
 Time Limited Works area
 Area closed to all operations
↔ ATC Taxi / Tow routes
↔ Works Access Route

NOTE:
 1) RED AND WHITE UNSERVICEABILITY CONES TO BE PLACED AT MAX 3M INTERVALS
 2) WORKS LIMIT LINES MARKERS TO BE PLACED AT MAX 1M INTERVALS WHERE REQUIRED

ISS	DRN	AMENDMENTS	APPD	DATE

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MOWP 001-19
STAGE 2B
TWY A, J & W CLOSED

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DRAWN	APPROVED	DATE
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SIZE	DRAWING No.	FS-10199
A3	SCALE	SHEET
	1:10000	4