

MELBOURNE AIRPORT

Method of Working Plan

Runway Overlay Project

YMML 2022/2

AFO-AW-PLN-07-0008

Version 9

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Definitions

Please refer to the [Aeronautical Information Package](#) and the [CASA Website](#) for commonly used Aviation terms and abbreviations.

For additional definitions specific to Melbourne Airport, please visit www.melbourneairport.com.au/glossary.

Change Summary

Version	Date	Change Description
1 - 8		A Change Summary was not incorporated into the MOWP Template for these versions of this MOWP. Refer to each version document to identify revisions made in that version.
9	12 August 2024	<ul style="list-style-type: none"> • Time extension of this MOWP to allow for any defect rectification works to be carried out if required. • Updated runway declared distances and gradients for any defect rectification works.

1. Works Information

1.1 Conditions of this Method of Working Plan

All works must be carried out in accordance with this MOWP.

No changes to the conditions outlined in this Method of Working Plan (MOWP) can be made without the approval of the Airfield Operations and Works Coordinators.

This MOWP must be carried out in conjunction with all Melbourne Airport Operation Policies.

1.2 Project Scope and Affected Aerodrome Facilities

This MOWP has been produced to allow planned works to be undertaken as part of the Runway Overlay Project.

The asphalt pavement section of Runway 16/34 at Melbourne Airport (the primary and longest runway for long-haul and wide body aircraft movements) requires an essential maintenance program as aspects of the runway surface, and the underlying pavement, are at the end of their serviceable life.

An overlay of the asphalt sections and associated runway Airfield Ground Lighting (AGL) works on Runway 16/34 is therefore necessary. At the conclusion of works, a renewed service life of 10 to 12 years for these sections can be expected, based on current design projections regarding aircraft mix.

The overlay will also enable the runway to accommodate future demand and support airport developments such as Melbourne Airport's Third Runway project (M3R). The works are divided into three key elements and are proposed to be delivered as shown below.

The planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation and will be undertaken within a prescribed MOWP stage.

Due to the review of the programme of outstanding works and the removal of Stage 8 there is now a requirement to enter Stage 3.

Phases	Key Activities	Approx shifts	Start	End
	Stage 1		Current	23 rd March 2024
Remaining AGL Works	Stage 3	5 shifts	18/11/2023	16/12/2023

[Note: Number of shifts, start and end dates as illustrated in the table are based on last project staging/planning and subject to change as the project progresses]

The planned activities may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation and will be undertaken within a prescribed MOWP stage.

From a seasonal schedule point of view, from 3 November 2022 onwards, **Runway 16/34 will be subject to routine temporary closures for the Enabling and Overlay phase** as follows –

- Northern Winter 2023 (Nov 2023-Mar 2024)
Tuesday to Saturday 01:00 to 05:45 local
Monday 02:15 to 05:45 local
Saturday Stage 3 will be 01:30 to 03:30

As for the works during the **Remaining AGL works** phase around mid-end 2023, shift hour requirements will be more flexible and could be determined based on the flight movement requirements at that time. These are expected to occur within the later part of the Northern Summer 2023 season (Jul – Oct 2023) and part of the Northern Winter 2023 season (Nov 2023 – Mar 2024).

According to the project plan, an alternative runway option will be available during the closure of Runway 16/34 and normal runway operations will be resumed after the end of each shift.

The actual date and time of commencement of the work will be notified by a Local Works Plan (LWP) and /or and Operations Advice and associated notice to airmen (NOTAM) which will be issued before the commencement of each stage of works.

An LWP will be issued at least 48 hours prior to the commencement of each MOWP stage.

All works have been completed for the Runway Overlay Project. This amendment to this Method of Works Plan was triggered by:

- Change of date to the expiry to allow for any defect works that may be required.
- Changes to the declared distances in Stage 9.

1.3 Taxiway Echo Intersection Works – Stage 4 Operational Impacts

Unless authorised by Melbourne Airport and permitted by ATC based on operational requirements, aircraft operations are subject to the following restrictions:

- For aircraft with a wingspan up to but not including 36m (i.e., B737, A321) – 180-degree turn will need to be performed on the Runway 09 threshold, before the aircraft can backtrack and vacate the runway following ATC instruction.
- For an aircraft with wingspan from 36m up to but not including 65m (i.e., B767, B777, A330, A350) – Aircraft will need to vacate Runway 27 onto Taxiway MIKE. A tug will be available to push the aircraft back to Runway 09 threshold, tail facing west (ACFT engines must remain on idle power whilst under tow). Aircraft can then proceed under their own power vacating Runway 09 following ATC instruction.

For aircraft with wingspans at or above 65m (i.e., B747-8, A380)- operations on Runway 27 are not permitted during Stage 4.

1.4 Displaced Threshold

There will be no further requirement for Stage 8.

1.5 Works Sequence

1.5.1 Stage 1

Planned dates of works	AGL Install Current to 23/3/2024
During stages 1A, 1B and 1C	Works will be on Runway 16/34 Works will be outside of the Runway 09/27 intersection and Runway 09/27 will be available

1.5.2 Stage 2

Planned dates of works	Early Works 29/01/2023 to 07/02/2023 Main Works 09/02/2023 to 02/03/2023 Grooving 25/05/2023 to 30 05/2023
During stages 2A and 2B	Works will be on Runway 09/27 Works will be outside of the Runway 16/34 intersection and Runway 09/27 will not be available

1.5.3 Stage 3

Planned date of commencement	18/11/2023
During this stage	Works will be on the intersection of both Runway 16/34 and Runway 09/27
Planned date of completion of stage	16/12/2023

1.5.4 Stage 4

Planned dates of works	Early Works 30/11/2022 to 16/12/2022 Main works 16/03/2023 to 02/05/2023 Grooving 30/05/2023 to 17/06/2023 AGL 03/07/2023 to 31/07/2023 If there is a further requirement for Stage 4 an amended MOWP will be issued
During this stage	Works will be on the intersection of Runway 16/34 and Taxiway Echo

1.5.5 Stage 5

Planned date of commencement	17/02/2023
During this stage	Works will be on Taxiway Foxtrot between Runway 16/34 and Taxiway Victor
Planned date of completion of stage	27/04/2023

1.5.6 Stage 6

Planned date of commencement	18/02/2023
During this stage	Works will be on Taxiway Golf between Runway 16/34 and Taxiway Victor
Planned date of completion of stage	28/04/2023

1.5.7 Stage 7

Planned date of commencement	20/03/2023
During this stage	This stage has been added for resilience. Works will be on both Taxiway Golf and Taxiway Foxtrot between Runway 16/34 and Taxiway Victor
Planned date of completion of stage	20/04/2023

1.5.8 Stage 8

Planned date of commencement	
During this stage	Stage 8 has been removed and will not be implemented again throughout the project.
Planned date of completion of stage	

1.5.9 Stage 9

Planned date of commencement	20/03/2023
During this stage	This stage has been added for resilience. Works will be on Taxiway Bravo 107.5m from Runway 16/34 to the intermediate holding point on Taxiway Alpha north of Taxiway Charlie to enable strengthening of shoulder to support heavy construction traffic
Planned date of completion of stage	20/04/2023

1.5.10 Stage 10

Planned date of commencement	03/11/2022
During this stage	Works will be on Taxiway Victor north of Runway 27 to enable strengthening of shoulder to support heavy construction traffic
Planned date of completion of stage	24/09/2023

1.5.11 Stage 11

Planned date of commencement	04/11/2022
During this stage	Works will be on Taxiway Victor on the intermediate holding points between Taxiway Uniform and Taxiway Tango to enable strengthening of shoulder to support heavy construction traffic
Planned date of completion of stage	26/09/2023

1.5.12 Stage 12

Planned date of commencement	20/03/2023
During this stage	This stage has been added for resilience. Works will be on the intersection of Taxiway Juliet and Taxiway Victor, to enable strengthening of shoulder to support heavy construction traffic
Planned date of completion of stage	20/04/2023

1.5.13 Stage 13

Planned date of commencement	03/11/2022
During this stage	Works will be on Taxiway Victor between Taxiway Echo and Runway 09/27 to enable strengthening of shoulder to support heavy construction traffic
Planned date of completion of stage	27/09/2023

1.5.14 Stage 14

Planned date of commencement	04/11/2022
During this stage	Works will be on Taxiway Victor between Taxiway Echo and Taxiway Foxtrot to enable strengthening of shoulder to support heavy construction traffic.
Planned date of completion of stage	29/09/2023

1.5.15 Stage 15

Planned date of commencement	These works could take place at any time throughout the project
During this stage	Works will be in the grassed area on the eastern side of Runway 16/34. Works parties will remain outside the graded portion of the strip (>75m from centreline).

1.5.16 Stage 16

Planned date of commencement	These works could take place at any time throughout the project
During this stage	Works will be in the grassed area on the western side of Runway 16/34. Works parties will remain outside the graded portion of the strip (>75m from centreline).

The above works sequence is based on the current plan only, as known at the time of publication. The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

Actual dates and times will also be advised via the release of a Local Works Plan to affected stakeholders and will be updated to aircraft operators via the Aeronautical Information Publication including AIP-SUP, AIC and NOTAM.

2 Restrictions to Aircraft Operations

2.1 Restrictions by Works Stages

2.1.1 Stage 1

Stage 1	
Description of works	Runway 16/34, Taxiway Charlie, and Taxiways Victor and Alpha north of Runway 09/27 will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.
Scheduled start date	AGL Currently underway
Scheduled end date	AGL 23/03/2024.
Restrictions: Manoeuvring Area	
Runways	Runway 16/34 will not be available
Taxiways	Taxiway Bravo not available Taxiway Charlie not available Taxiway Alpha north of Runway 09/27 not available Taxiway Victor north of Runway 09/27 not available Taxiway Foxtrot west of Taxiway Victor not available Taxiway Golf west of Taxiway Victor not available Taxiway Juliet west of Taxiway Victor not available Taxiway Bravo Run Up Bay U/S
Aircraft type restrictions	
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 1 RWY 16/34 CLSD DUE WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 1

Stage 1	
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 1 TWY B CLSD TWY C CLSD TWY A NORTH OF RWY 09/27 CLSD TWY V NORTH OF RWY 09/27 CLSD TWY F WEST OF TWY V CLSD TWY G WEST OF TWY V CLSD TWY J WEST OF TWY V CLSD TWY BRAVO RUN UP BAY CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 1
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	Runway 16 downgraded to CAT I <ul style="list-style-type: none"> • Runway 16/34 centerline lighting not available for the duration of Early Works or Main works. • Runway 27, several centerline lights may be out of service between closures. A NOTAM will be issued in accordance with MOS 139
Drawings	Stage 1 Overview Stage 1 – Part A Stage 1 – Part B Stage 1 – Part C

2.1.2 Stage 2

Stage 2									
Description of works	Runway 09/27 will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.								
Scheduled start date	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Early Works</td> <td style="text-align: right;">29/01/2023</td> </tr> <tr> <td>Main Works</td> <td style="text-align: right;">09/02/2023</td> </tr> <tr> <td>Grooving</td> <td style="text-align: right;">05/06/2023</td> </tr> <tr> <td>Additional Grooving</td> <td style="text-align: right;">25/05/2023</td> </tr> </table>	Early Works	29/01/2023	Main Works	09/02/2023	Grooving	05/06/2023	Additional Grooving	25/05/2023
Early Works	29/01/2023								
Main Works	09/02/2023								
Grooving	05/06/2023								
Additional Grooving	25/05/2023								
Scheduled end date	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Early Works</td> <td style="text-align: right;">07/02/2023</td> </tr> <tr> <td>Main Works</td> <td style="text-align: right;">02/03/2023</td> </tr> <tr> <td>Grooving</td> <td style="text-align: right;">09/06/2023</td> </tr> <tr> <td>Additional Grooving</td> <td style="text-align: right;">30/05/2023</td> </tr> </table>	Early Works	07/02/2023	Main Works	02/03/2023	Grooving	09/06/2023	Additional Grooving	30/05/2023
Early Works	07/02/2023								
Main Works	02/03/2023								
Grooving	09/06/2023								
Additional Grooving	30/05/2023								

Restrictions: Manoeuvring Area	
Runways	Runway 09/27 will not be available
Taxiways	Taxiway Papa north of Taxiway Echo not available Taxiway Quebec north of Taxiway Echo not available Taxiway Mike not available Taxiway November not available Taxiway Echo west of Runway 16/34 not available Taxiway Charlie not available Taxiway Victor north of Taxiway Echo not available
Aircraft type restrictions	
NOTAMS	MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 2 RWY 09/27 CLSD DUE WIP TWY P NORTH OF TWY E CLSD TWY Q NORTH OF TWY CLSD TWY M CLSD TWY N CLSD TWY E WEST OF RWY 16/34 CLSD TWY C CLSD TWY V NORTH OF TWY E CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 2
Remarks (Details of any special restrictions and the requirements for the issue of NOTAMs)	Runway 16 downgraded to CAT I <ul style="list-style-type: none"> • Runway 16/34 centerline lighting not available for the duration of Early Works or Main works. • Runway 27, several centerline lights may be out of service between closures. A NOTAM will be issued in accordance with MOS 139
Drawings	Stage 2 Overview Stage 2 Part A Stage 2 Part B

2.1.3 Stage 3

Stage 3	
Description of works	On the intersection of both Runway 16/34 and Runway 09/27 please note that Runway 16/34 and Runway 09/27 will not be available. Planned works may include but are not limited to electrical works
Scheduled start date	Due to the removal of Stage 8 there is a requirement to utilise Stage 3 from the: 18 th November 2023
Scheduled end date	16th December 2023
Restrictions: Manoeuvring Area	
Runways	Runway 09/27 will not be available. Runway 16/34 will not be available
Taxiways	Taxiway Mike not available Taxiway November not available Taxiway Echo west of Taxiway Victor not available Taxiway Quebec north of Taxiway Echo not available Taxiway Papa north of Taxiway Echo not available Taxiway Charlie not available Taxiway Bravo not available Taxiway Victor north of Taxiway Echo not available Taxiway Alpha north of Taxiway Echo not available Taxiway Foxtrot west of Taxiway Victor not available Taxiway Golf west of Taxiway Victor not available Taxiway Juliet west of Taxiway Victor not available
Aircraft type restrictions	Aerodrome not available to fixed wing aircraft for arrivals and departures
NOTAM	MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 3 RWY 16/34 AND RWY 09/27 CLSD DUE WIP REF TO METHOD OF WORKING PLAN 2022-2

Stage 3	
NOTAM	MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 3 TWY C, TWY B, TWY M AND TWY N CLSD DUE WIP TWY E WEST OF TWY V CLSD TWY P NORTH OF TWY E CLSD TWY Q NORTH OF TWY E CLSD TWY A NORTH OF TWY E CLSD TWY V NORTH OF TWY E CLSD TWY J WEST OF TWY V CLSD TWY G WEST OF TWY V CLSD TWY F WEST OF TWY V CLSD REF TO METHOD OF WORKING PLAN 2022-2 STAGE 3
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	
Drawing	Stage 3 Overview Drawings have been updated to close Taxiway Bravo and Taxiway Alpha north of Taxiway Echo

2.1.4 Stage 4

Stage 4									
Description of works	On the intersection of Runway 16/34 and Taxiway Echo. Please note Runway 09/27 will be available for limited arrivals and departures as stated in the remarks section of this table. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works. Further details for aircraft operators will be published in a separate Aeronautical Information Circular (AIC) which will be published in Australian AIP .								
Scheduled start date	<table> <tr> <td>Early Works</td> <td>30/11/2022</td> </tr> <tr> <td>Main works</td> <td>16/03/2023</td> </tr> <tr> <td>Grooving</td> <td>14/06/2023</td> </tr> <tr> <td>AGL</td> <td>Currently underway</td> </tr> </table>	Early Works	30/11/2022	Main works	16/03/2023	Grooving	14/06/2023	AGL	Currently underway
Early Works	30/11/2022								
Main works	16/03/2023								
Grooving	14/06/2023								
AGL	Currently underway								
Scheduled end date	<table> <tr> <td>Early Works</td> <td>16/12/2022</td> </tr> <tr> <td>Main works</td> <td>02/05/2023</td> </tr> <tr> <td>Grooving</td> <td>21/06/2023</td> </tr> <tr> <td>AGL</td> <td>Currently underway</td> </tr> </table>	Early Works	16/12/2022	Main works	02/05/2023	Grooving	21/06/2023	AGL	Currently underway
Early Works	16/12/2022								
Main works	02/05/2023								
Grooving	21/06/2023								
AGL	Currently underway								

Stage 4	
Restrictions: Manoeuvring Area	
Runways	Runway 16/34 will be closed
Taxiways	Taxiway November not available Taxiway Mike not available Taxiway Juliet west of Taxiway Victor not available Taxiway Golf west of Taxiway Victor not available Taxiway Foxtrot west of Taxiway Victor not available Taxiway Echo west of Taxiway Victor not available Taxiway Alpha north of Runway 09/27 not available Taxiway Victor north of Runway 09/27 not available Taxiway Charlie not available Taxiway Bravo not available
Aircraft type restrictions	NO OPERATIONS BY AIRCRAFT WITH A WINGSPAN AT OR ABOVE 65M (CODE F) ARE PERMITTED DURING THIS STAGE Refer to section 1.3 Taxiway Echo Intersection Works – Stage 4 Operational Impacts
NOTAMS	MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 4 RWY 16/34 CLSD DUE WIP OPS BY AFCT WITH WINGSPAN AT OR ABV 65M NOT AVBL ON RWY 09/27 TWY N CLSD TWY M CLSD TWY J WEST OF TWY V CLSD TWY G WEST OF TWY V CLSD TWY F WEST OF TWY V CLSD TWY E WEST OF TWY V CLSD TWY A NORTH OF RWY 09/27 CLSD TWY V NORTH OF RWY 09/27 CLSD TWY C CLSD TWY BRAVO CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 4 (A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E)MOWP YMML 2022/2 STAGE 4 REDUCED LGT SPACING BY 50 PERCENT ON THE FOLLOWING TWY A BTN TWY W AND TWY J TWY V BTN TWY J AND TWY E TWY J BTN TWY A AND TWY V TWY Y BTN TWY A AND TWY V TWY G BTN TWY A AND TWY V TWY U BTN TWY A AND TWY V TWY F BTN TWY A AND TWY T REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 4

Stage 4	
NOTAM	<p>(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E)MOWP YMML 2022/2 STAGE 4 TWY K LGT U/S DUE WIP TWY K RUN UP BAY LGT U/S REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 4</p>
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	<p>Engine Ground running at Taxiway Bravo will not be available. Due to Taxiway Mike, Taxiway November, and Taxiway Echo west of Taxiway Victor not being available aircraft with a wingspan up to but not including 36m (i.e., B737, A321) – 180-degree turn will need to be performed on the Runway 09 threshold, before the aircraft can backtrack and vacate the runway following ATC instruction. For an aircraft with wingspan from 36m up to but not including 65m (i.e., B767, B777, A330, A350) – Aircraft will need to vacate Runway 27 onto Taxiway MIKE. A tug will be available to push the aircraft back to Runway 09 threshold, tail facing west (ACFT engines must remain on idle power whilst under tow). Aircraft can then proceed under their own power vacating Runway 09 following ATC instruction.</p> <p>FOR AIRCRAFT WITH WINGSPANS AT OR ABOVE 65M (i.e., B747-8, A380) OPERATIONS ON RUNWAY 27 ARE NOT PERMITTED DURING STAGE 4</p> <p>At the commencement of each nights work the Senior Airside Safety Officer (Car 2) is to contact the Integrated Operations Centre (IOC) regarding any scheduled or unscheduled Code D, Code E or Code F aircraft movement. This information should then be communicated back to the Works Safety Officer.</p> <p>Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of either Runway 16 or Runway 34.</p>
Drawings	<p>Stage 4 Overview</p> <p>Stage 4</p> <p>Stage 4 Back Tracking - Pushback Movement</p> <p>Stage 4 Back Tracking -Turnaround Movement</p>

2.1.5 Stage 5

Stage 5	
Description of works	During this stage of works the Taxiway Foxtrot between Runway 16/34 and Taxiway Victor will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.
Scheduled start date	Service Scanning 30 th Mar 23 Non-Destructive Digging (NDD) 28 th Apr 23 Primary pit and duct 14 th Jun 23
Scheduled end date	15/06/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Foxtrot between Runway 16/34 and Taxiway Victor not available
Aircraft type restrictions	
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 5 TWY F BTN RWY 16/34 AND TWY V CLSD DUE TO WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 5
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 5 Overview Stage 5

2.1.6 Stage 6

Stage 6	
Description of works	Taxiway Golf between Runway 16/34 and Taxiway Victor will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.
Scheduled start date	Service Scanning 31 st Mar 23 NDD 29 th Apr 23 Primary pit and duct 15 th Jun 23
Scheduled end date	16/06/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Golf between Runway 16/34 and Taxiway Victor not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 6 TWY G BTN RWY 16/34 AND TWY V CLSD DUE TO WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 6
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 6 Overview Stage 6

2.1.7 Stage 7

Stage 7	
Description of works	Taxiway Golf between Runway 16/34 and Taxiway Victor and Taxiway Foxtrot between Runway 16/34 and Taxiway Victor will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.
Scheduled start date	20/03/2023
Scheduled end date	20/04/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Golf between Runway 16/34 and Taxiway Victor and Taxiway Foxtrot between Runway 16/34 and Taxiway Victor will not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 7 TWY G BTN RWY 16/34 AND TWY V CLSD DUE TO WIP TWY F BTN RWY 16/34 AND TWY V CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 7
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 7 Overview Stage 7

2.1.8 Stage 8

No further requirement for Stage 8.

2.1.9 Stage 9

Stage 9	
Description of works	Taxiway Bravo and Taxiway Alpha north of Taxiway Charlie will not be available. Planned works may include but are not limited to building access points.
Scheduled start date	20/03/2023
Scheduled end date	20/04/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Bravo not available Taxiway Alpha north of Taxiway Charlie not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 9 RWY 16/34 OPR LEN REDUCED BY 304 M TWY B CLSD TWY A NORTH OF TWY C CLSD DECLARED DISTANCE AND GRADIENT CHANGES RWY TORA TODA ASDA LDA 16 3353 3473 (2.08%) 3413 3657 34 3657 3837 (2.00%) 3717 3353 RWY 16 STODA 3349(1.6) 3434(1.9) REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 9
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Due to Taxiway Bravo being closed runway 16 full length departures are not available. Taxiway Bravo Run Up Bay not available
Drawing	Stage 9 Overview Stage 9

2.1.10 Stage 10

Stage 10	
Description of works	Taxiway Charlie and Taxiway Victor north of Runway 09/27 will not be available. Planned works may include but are not limited to building access points.
Scheduled start date	Service Scanning 3 rd Nov 22 NDD 11 th Nov 22 Creation of Access Points 19 th Nov to 22 nd Nov 22 Removal of Access Points 23 rd Sept 23
Scheduled end date	23/09/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Charlie and Taxiway Victor north of Runway 09/27 not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 10 TWY C CLSD DUE TO WIP TWY V NORTH OF RWY 09/27 CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 10
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 10 Overview Stage 10

2.1.11 Stage 11

Stage 11	
Description of works	Taxiway Victor between Taxiway Uniform and Taxiway Foxtrot. Planned works may include but are not limited to building access points.
Scheduled start date	Service Scanning 4 th Nov 22 NDD 12 th Nov 22 Creation of Access Points 21 st Nov 22 Removal of Access Points 25 th Sep 23
Scheduled end date	26/09/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Victor between Taxiway Uniform and Taxiway Foxtrot not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 11 TWY V BTN TWY U AND TWY F CLSD DUE TO WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 11
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	TDP impacted: V1 Not available
Drawing	Stage 11 Overview Stage 11

2.1.12 Stage 12

Stage 12	
Description of works	Intersection of Taxiway Victor and Taxiway Juliet, planned works may include but are not limited to building access points.
Scheduled start date	20/03/2023
Scheduled end date	20/04/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	The intersection of Taxiway Victor and Taxiway Juliet resulting in Taxiway Victor between Taxiway Yankee and Taxiway Juliet and Taxiway Juliet between Runway 16/343 and Taxiway Alpha not available
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 12 TWY V BTN TWY Y AND TWY J CLSD DUE TO WIP TWY J BTN RWY 16/34 AND TWY A CLSD REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 12
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 12 Overview Stage 12

2.1.13 Stage 13

Stage 13	
Description of works	Taxiway Victor between Runway 09/27 and Taxiway Echo will not be available. Planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation works.
Scheduled start date	Service Scanning 3 rd Nov 22 NDD 11 th Nov 22 Creation of Access Points 20 th Nov 22 Removal of Access Points 26 th Sep 23
Scheduled end date	26/09/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Not applicable
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 13 TWY V BTW RWY 09/27 AND TWY E CLSD DUE TO WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 13
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 13 Overview Stage 13

2.1.14 Stage 14

Stage 14	
Description of works	Taxiway Victor between Taxiway Echo and Taxiway Foxtrot. Planned works may include but are not limited to electrical works, drainage works, survey or geological investigation works.
Scheduled start date	Service Scanning 4 th Nov 22 NDD 12 th Nov 22 Creation of Access Points 21 st Nov 22 to 22 nd Nov 22 Removal of Access Points 28 th Sep 23
Scheduled end date	28/09/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Not applicable
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 14 TWY V BTN TWY E AND TWY F CLSD DUE TO WIP REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 14
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	Not applicable
Drawing	Stage 14 Overview Stage 14

2.1.15 Stage 15

Stage 15	
Description of works	<p>Works will be undertaken in the grassed area on the eastern side of Runway 16/34. Works parties will remain outside the graded portion of the strip (>75m from centreline).</p> <p>Planned works may include but are not limited to electrical works, drainage works, survey or geological investigation works.</p>
Scheduled start date	These works could occur at any time throughout the project, start and finish date will be advised via a NOTAM
Scheduled end date	29/08/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Not applicable
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 15 WAE ON E SIDE OF RWY 16/34 OUTSIDE OF OPR AREA REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 15
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	<p>These works will have no operational impact and is only intended to be used to notify Runway users that there will be workers and equipment working on the eastern side of Runway 16/34, Works parties will remain outside the graded portion of the strip (>75m from centreline).</p> <p>Planned works may include but are not limited to electrical works, drainage works, survey or geological investigation works.</p>
Drawing	Stage 15

2.1.16 Stage 16

Stage 16	
Description of works	<p>Works will be undertaken in the grassed area on the western side of Runway 16/34. Works parties will remain outside the graded portion of the strip (>75m from centreline).</p> <p>Planned works may include but are not limited to electrical works, drainage works, survey or geological investigation works.</p>
Scheduled start date	These works could occur at any time throughout the project, start and finish date will be advised via a NOTAM
Scheduled end date	29/08/2023
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Not applicable
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2022/2 STAGE 16 WAE ON W SIDE OF RWY 16/34 OUTSIDE OF OPR AREA REFER METHOD OF WORKING PLAN YMML 2022/2 STAGE 16
Remarks (details of any special restrictions and the requirements for the issue of NOTAMs)	<p>These works will have no operational impact and is only intended to be used to notify Runway users that there will be workers and equipment working on the western side of Runway 16/34.</p> <p>Works parties will remain outside the graded portion of the strip (>75m from centreline).</p> <p>Planned works may include but are not limited to electrical works, drainage works, survey or geological investigation works.</p>
Drawing	Stage 16

2.2 Weather Conditions

Works will not be permitted on the manoeuvring area, or in areas the Senior Airside Safety Officer (Car 2) believes to be unsafe, when:

1. Low Visibility Procedures are in force; or
2. Other weather conditions cause Car 2, in conjunction with ATC, to determine the works would be unsafe or affect airport operations.

Low Visibility Procedures must be in force when:

- a) The cloud ceiling is at or below the CAT I minima for the runway being used; or
- b) Runway Visual Range (RVR) is at or below 550m (or visibility at or below 800m when RVR not available).

When implementing LVP, Melbourne Tower will notify:

- a) The Senior Airside Safety Officer
- b) Service Desk Airway; and
- c) Operations Manager (OM) Systems Supervisor (SS)

ATC will then declare “Low Visibility Procedures in Force” on the Automated Terminal Information Service (ATIS).

Works may be postponed, limited, or cancelled subject to the prevailing weather conditions.

If a NOTAM is required to be cancelled or amended due to weather conditions, a new NOTAM may be issued at short notice to activate another stage of the MOWP and minimise impact to aircraft operations.

2.3 Airport Emergencies

Under certain emergency situations, access to the airside of the airport including the work site will not be allowed.

Due to the unpredictable nature of emergency situations, it is not possible to give advance warning of these occurrences. Local Standby situations do not require the works party to vacate the airside.

2.4 NOTAM or Other Change to AIP

Melbourne Airport will issue a NOTAM or other required change to the AIP (i.e. AIP-SUP or AIC) prior to the commencement of the works. Refer to the

[Restrictions by Works](#) section for the draft wording.

Note: For works affecting the Instrument Landing System (ILS), Airservices are responsible for issuing a NOTAM to activate/deactivate the ILS.

2.5 Restoration of Normal Safety Standards

All works undertaken in the stages of this MOWP specified in section [2](#) will require the partial closure of the Manoeuvring area. These closed areas will not be available for aircraft operations until works have been completed, inspected and declared serviceable as specified in section [0](#).

2.6 Restrictions on the Organisation Carrying Out Works

Organisations carrying out aerodrome works must do so in accordance with this MOWP, especially sections [Error! Not a valid bookmark self-reference.](#) and [Personal Protective Equipment \(PPE\)](#)

The following PPE must be worn by all personnel airside:

- Hearing Protection
- Dayglow yellow High-Vis clothing or dayglow yellow High-Vis vest
- Eye and Skin protection is to be worn in reference to the prevailing weather conditions
- Safety shoes must always be worn on works sites
- Hard Hats are required to be worn on work sites

Refer to the Melbourne Airport [Pedestrian Safety Policy](#) for further information.

Aerodromes Markers, Markings and Lights. The Airside Works Safety Policy must also be adhered to, particularly section 5.8 – Lighting of the Works Area.

3 Personnel and Equipment

3.1 Requirement to Vacate the Movement Area

Personnel and equipment will be required to vacate the movement area during certain weather conditions (refer [Section 0](#)) and in the event of an airport emergency (refer [Section 2.2](#)).

3.2 Working Hours on Site

Works will be conducted at all hours of the day as agreed by Melbourne Airport to minimise the disruption to operations.

3.3 Melbourne Airport Operational Policies

At all times the contractor must abide by Melbourne Airport's operational policies which include but are not limited to:

- Airside Works Safety Policy
- Drug and Alcohol Management Plan
- Airside Vehicle Control Handbook

All operational policies are available on the [Melbourne Airport website](#).

3.4 Site Restriction Markings/Lighting

Melbourne Airport may request the contractor to define the Site Restricted area (SRA).

The SRA is to be defined by either:

- 900mm or 300mm high red/white-water barriers
- A continuous line of witches' hat, or
- Other visual aids (markers, markers or lights) as approved by the Airfield Operations Works Coordinator or delegate.

Yellow warning lights may be requested to be used to define the area during night works. Red lights may also be requested to be placed around hazards within the work area.

The works party, including all works vehicles that are not appropriately lit or approved under the Melbourne Airport Standard Blanket Clearance are not permitted to move outside the works area without the approval of the Works Safety Officer.

3.5 Access to the Work Site

Access to the work sites for all vehicles and deliveries will be via the access gates as shown on the attached plans. No vehicle will be allowed access or egress through any other gate except as approved by the Airfield Operations and Works Coordinators.

Vehicles and plant moving between the access gate and the work site must follow the route specified on the attached plan under the escort of an escort vehicle unless otherwise approved by Airfield Operations.

Delivery vehicles moving to and from the work site will be issued with a temporary pass at the access gate.

Vehicles that frequently gain access to airside must apply for a permanent Airside Vehicle Permit (Authority to Use Airside).

Contractors who do not hold an Airside Drivers Authority (ADA) will need to be escorted from the access gate to the works site.

3.6 Traffic Management Plans

A Traffic Management Plan (TMP) must be submitted to the Airfield Operations and Works Coordinator in the event any works have an impact on any airside roads including Apron Service Road, Airside Road or Perimeter Road.

3.7 Marking/Lighting of Vehicles

Vehicles accessing the site will be required to have signs that clearly identify the vehicle as belonging to that company (an A4 size sign should be taken as a guide) and be issued with an Authority to Use Airside (AUA).

Additionally, all vehicles while operating airside will be required to have fitted an amber beacon which is visible 360 degrees of the vehicle and must be visible up to 200 meters from the vehicle in normal daylight conditions.

Please refer to the [Airside Vehicle Control Handbook](#) on the Melbourne Airport website for more information.

3.8 Vehicle/Equipment Height Limit

No vehicle or other item of plant over 5 metres high may be used at the works site without authority from the Airfield Operations and Works Coordinator. Works parties must comply with any other associated requirements in the Melbourne Airport Manual, including the associated Obstacle Restriction Area instrument as detailed in [Height and Location of Critical Obstacles](#).

The western track between Gates 11 and 8 will remain usable in all conditions except LVO with the two following restrictions:-

- vehicle heights on this section of roadway **are not to exceed 4m**, and
- vehicles **are not permitted to stop** on this roadway section at any time.

If either of the two conditions cannot be achieved, this section of road cannot be used without tower approval as the integrity of the ILS may be affected.

3.9 Speed Limits

Maximum speed limits apply as follows:

A 10km/h speed limit applies:

- Around or under buildings (Airside Road, Concourse Road, Freight Service Road)
- Apron area within 15 metres of an aircraft

A 15km/h speed limit applies:

- Apron area not within 15 metres of an aircraft and not under or around buildings

A speed limit of 15km/h for tugs and 25km/h for all other vehicles applies to:

- Roadway from Gate 27 to south of Bay H2 (Airside Access Road)
- Roadway from maintenance bases and the rest of the airfield (Maintenance Road)
- Roadway from Gate 27 to G.S.E maintenance precinct (Airside Access Road)

A 40 km/h speed limit applies:

- On taxiways

A 60km/h speed limit applies:

- On the Perimeter Road unless otherwise signposted

Breaches of the speed limit will result in issuance of a Penalty Infringement Notice (PIN) or refusal of access to the driver and vehicle involved.

3.10 Parking of Private Vehicles

Only vehicles and plant engaged in the works will be permitted at the works site. All other vehicles must be parked at a site pre-arranged with the Project Manager. All vehicles must be returned to the nominated compound at the completion of each day/night works.

3.11 Control of Works Personnel

All personnel associated with the work will always be bound by the directions of the Works Safety Officer with respect to operational safety matters.

3.12 Personal Protective Equipment (PPE)

The following PPE must be worn by all personnel airside:

- Hearing Protection
- Dayglow yellow High-Vis clothing or dayglow yellow High-Vis vest
- Eye and Skin protection is to be worn in reference to the prevailing weather conditions
- Safety shoes must always be worn on works sites
- Hard Hats are required to be worn on work sites

Refer to the Melbourne Airport [Pedestrian Safety Policy](#) for further information.

4 Aerodromes Markers, Markings and Lights

4.1 General

Melbourne Airport shall mark the unserviceable operational area placing unserviceability markers and markings during the works as per the attached plans.

Closed portions of the manoeuvring area will be marked by be either activating red stop bars or red and white unserviceability markers during the day, and red unserviceability lights at night, in accordance with the CASR Part 139 Manual of Standards (MOS).

The displaced threshold will be marked and lit as shown in drawing [Stage 8 Displaced Threshold Runway Markings and Lighting](#).

4.2 Lights

All Lighting within and directly leading into the closed portion of Manoeuvring area will be obscured or extinguished.

The closed taxiway is marked with unserviceability cones placed across the taxiway at 3m spacing. This is supplemented by red lights at 3m spacing across the taxiway at night or in poor visibility. The taxiway centreline lights within the closed portion of the taxiway and taxiway lights leading into the closed portion are extinguished or covered during the works. Where possible MAG signs are maintained to assist pilots and works parties in situational awareness.

Works Limits of lights will be required to delineate the Runway Intersections in the appropriate stages.

For the entirety of works the following taxiway lighting will be reduced by 50 percent

- Taxiway Alpha lead on lighting into Taxiway Kilo
- Taxiway Whiskey lead on lighting into Taxiway Kilo
- Taxiway Victor lead on lighting into Taxiway Juliet
- Taxiway Juliet between Taxiway Alpha and Taxiway Victor
- Taxiway Victor lead on lighting north and south into Taxiway Golf
- Taxiway Tango lead on lighting into Taxiway Foxtrot
- Taxiway Victor lead on lighting south into Taxiway Foxtrot

4.3 Protection of Electrical Services and Control Cables

The contractor, before the commencement of any works, will confirm the location of all underground services. This check is usually done in conjunction with the issuing of a Permit to Commence Works (PERCOW) and prevents damage to any airport services.

An excavation permit must also be obtained prior to the commencement of any excavation works that penetrate the ground surface. Refer

[Hot Works Permit](#)

The contractor must obtain a Hot Works Permit from the Works Safety Officer prior to undertaking any oxy cutting, welding, or grinding on the airside of the airport.

A Hot Works Permit will be issued only when all Melbourne Airport safety requirements are met. For example, including but not limited to:

- The site is clean and free of all combustible material within 10m of works.
- A spark resistant solid hoarding is placed around the site.
- 2x nine litre fire extinguishers are on site.
- A fire blanket (size of 3m square minimum) is on site.
- A "spotter" is in attendance for the duration of hot works.
- There are no refuelling aircraft or aircraft fuel vents in the vicinity of at least 50m for the duration of the permit.

The permit is valid for a period of a maximum of one day and if works are to resume the next day a new permit is required.

Note: The permit only covers the location specified in the application. A new permit will be required if the works move to another location.

Applications for Hot Works Permits within 5m of the building drip line will require approval from the [Fire & Life Safety Leader](#).

Hot Works Permits will not be issued on days of a total fire ban.

5 Special Requirements

5.1 Airport Security

Aviation Security Identification Cards (ASIC) must be obtained for all personnel associated with airside works. Melbourne Airport will issue an ASIC on application by the contractor. Applications must be made at least **6 weeks** in advance.

Once issued the ASIC must be worn and always displayed on the outside of all clothing, at waist height or above, on the front or side of the person's body and with the front face of the card clearly visible whilst working on the airside of the airport.

Where contractors have applied for but not yet received their ASIC, or are itinerant short-term visitors to the worksite, Visitor Identification Cards (VIC) may be utilised in place of an ASIC. A VIC cannot be held for more than 28 days within a 12-month rolling timeframe. An ASIC Holder must be present in supervision of the VIC holder at all times whilst airside.

5.2 Permits

5.2.1 Permit to Commence Works

This MOWP is **not** an approval to commence works.

Before works may commence, the contractor must obtain a Permit to Commence Works (PERCOW) from the [Melbourne Airport Buildings Approvals Officer](#). Please email the Building Approvals Officer should you require any further information.

5.2.2 Hot Works Permit

The contractor must obtain a Hot Works Permit from the Works Safety Officer prior to undertaking any oxy cutting, welding, or grinding on the airside of the airport.

A Hot Works Permit will be issued only when all Melbourne Airport safety requirements are met. For example, including but not limited to:

- The site is clean and free of all combustible material within 10m of works.
- A spark resistant solid hoarding is placed around the site.
- 2x nine litre fire extinguishers are on site.
- A fire blanket (size of 3m square minimum) is on site.

- A “spotter” is in attendance for the duration of hot works.
- There are no refuelling aircraft or aircraft fuel vents in the vicinity of at least 50m for the duration of the permit.

The permit is valid for a period of a maximum of one day and if works are to resume the next day a new permit is required.

Note: The permit only covers the location specified in the application. A new permit will be required if the works move to another location.

Applications for Hot Works Permits within 5m of the building drip line will require approval from the [Fire & Life Safety Leader](#).

Hot Works Permits will not be issued on days of a total fire ban.

5.2.3 Excavation Permit

The contractor, before the commencement of any works, will lodge a dial before you dig (DBYD) job through the DBYD website. Once the Melbourne Airport drawing is received, the excavation area is to be highlighted clearly with a description of works. The contractor will confirm the location of all underground services by an independent service locator.

An excavation permit must be obtained from [Melbourne Airport – Airfield Lighting](#) at least 5 business days prior to any excavation works that penetrate the ground surface with the documents below included in the application:

- Copy of the PERCOW
- Independent Service Locators Certificate
- DBYD service drawings of the works area with the works area clearly marked.

5.2.4 Crane Permit

A permit must be obtained prior to the erection of any crane airside, or on Melbourne Airport land.

Applications for approval must be sent to [Airfield Support](#) a minimum of **5 working days prior** to the crane lift including the following information:

- The proposed location of the lift activity (street address, MGA or AMG co-ordinates)
- A site locality plan (i.e. Aerial Photo Extract)
- Crane maximum height (AHD or m above ground level)
- Date, time, and duration of activity
- Work description and
- Contact details of Site supervisor and applicant

An email confirming approval will be sent to the applicant prior to the crane lift.

For equipment that working at a height that is likely to penetrate Melbourne Airport’s prescribed airspace, **12 weeks** notification is required.

5.2.5 Electrical Isolation Permit

Any works on or near electrical cables will require an electrical isolation permit.

Requests for isolations regarding Airfield Lighting and High Mast Lights should be sent to [Melbourne Airport – Airfield Lighting \(Permits\)](#) **at least 24 hours prior** to the commencement of the activity with a list of the circuits required for isolation.

The contractor must supply a licensed electrician to carry out isolations (Lock out Tag out) with a Melbourne Airport Airfield Lighting Officer. Upon completion of the isolation procedures an isolation permit will be issued.

For all other electrical isolations please contact [Melbourne Airport – Engineering and Asset Management](#).

5.3 Critical Obstacles

5.3.1 General Requirements

Melbourne Airport's Prescribed Airspace cannot be penetrated without the relevant approvals. Refer [Excavation Permit](#)

The contractor, before the commencement of any works, will lodge a dial before you dig (DBYD) job through the DBYD website. Once the Melbourne Airport drawing is received, the excavation area is to be highlighted clearly with a description of works. The contractor will confirm the location of all underground services by an independent service locator.

An excavation permit must be obtained from [Melbourne Airport – Airfield Lighting](#) at least 5 business days prior to any excavation works that penetrate the ground surface with the documents below included in the application:

- Copy of the PERCOW
- Independent Service Locators Certificate
- DBYD service drawings of the works area with the works area clearly marked.

Crane Permit.

Unless specifically approved, plant/vehicle or equipment cannot exceed a maximum height of **5 metres** within the closed area.

Note: This limit is only applicable in locations where the Melbourne Airport's Prescribed Airspace will **not** be penetrated.

5.3.2 Height and Location of Critical Obstacles

Works activities within the Obstacle Restricted Area (ORA) will comply with the Instrument of Approval: CASA.ANAA.0101.2 issued by CASA on 19 February 2019. This instrument is maintained in the Melbourne Airport Manual.

These conditions will be communicated to the Works Safety Officer via the Airfield Operations Manager and to works parties via a contractor instruction.

5.4 Pavement and Cleanliness

The contractor is to ensure that runways and taxiways used or crossed during the works are kept clean and free of debris.

A sweeper (no steel brushes), approved by the Airfield Operations and Works Coordinator, must always be kept on call whilst works are in progress.

Areas within the works site must also be free of Foreign Object Debris (FOD).

No trench within the runway or taxiway strip may be left open, unattended or unprotected at the completion of each day/night works without prior approval of the Airfield Operations and Works Coordinator.

Any approved open excavations within the works area must be covered with heavy duty steel plates and defined by either 900mm or 300mm red and white half-filled water barriers and/or red lights.

5.5 Waste Disposal and Environment Protection

Any putrescible waste generated at the site is to be placed in secure, covered rubbish bins and removed from the airport at the end of each working day.

The contractor must ensure that all other waste is contained within the site and not free to blow around the airport. Builder's waste must be removed well clear of the movement area to a site directed by the Works Safety Officer and the Melbourne Airport Environment Manager.

The contractor must comply with all environmental controls as specified in the Construction Environment Management Plan provided by the contractor and endorsed by the Melbourne Airport Environment Manager or delegate.

Please refer to the Melbourne Airport Environmental Management Plan which can be found on the [Melbourne Airport website](#).

5.6 Explosives

No explosives or explosive power tools may be used on the airport without prior approval of the Airfield Operations and Works Coordinators.

5.7 Dust

Dust must be kept to a minimum and excavated areas must be constantly watered in windy conditions.

5.8 Dumping of Fill

Fill must be transported from the site to landside and dumped in an area approved by the Melbourne Airport Environment Team and the Airfield Operations and Works Coordinators.

5.9 Site Sheds and Locations

Site shed locations that have any impact on the airlines staging or storage area must be approved by the Airfield Operations and Works Coordinators.

5.10 Smoking and Use of E-Cigarettes

Smoking or the use of e-cigarettes and vapes is not permitted anywhere on the airside, including the works site, any buildings and vehicles.

5.11 Wildlife Hazards and Food Consumption

The contractor is to monitor all works areas for increased wildlife activity. Precautions must be taken to minimise the risk of attracting wildlife to as low as reasonably practicable.

Due to the risk of attracting wildlife, the consumption of any food whilst airside should be contained within a vehicle, or an approved sealed site shed. At no stage should food be consumed outside in open areas. Any food scraps must be disposed of correctly in covered bins to prevent attracting wildlife. Any bins used to dispose of food scraps must be emptied daily. Food vans are not permitted on the airfield.

Increased wildlife activity within the works areas must be reported immediately to the WSO assigned to the site or, if unavailable, to [Car 2](#). Wildlife hazard management is to be handled in accordance with the Melbourne Airport Airside Operational Safety Policy – Wildlife Hazard Management. This document is available on the [Melbourne Airport website](#).

5.12 Lime and Cement Stabilisation

Lime and cement spreading is not allowed to take place during the following conditions:

- In winds greater than 5 knots
- If the wind is blowing towards the terminal
- If the wind is blowing towards critical operational areas such as an active apron, TWY or RWY system

The contractor will employ additional measures to minimise the escape of dust from the site. It is preferable that contractors undertake the spreading of lime and cement dust at early morning/dusk hours to minimise impact to airfield operations. Approval must be obtained during the project planning from the Airfield Operations Manager. Approval must be obtained prior to any spreading on the day from [Car 2](#).

5.13 Completion of Works Inspection

On completion of the works (if applicable) the contractor is to return the area to a serviceable and compliant standard and to the satisfaction of Car 2.

Car 2 must conduct a thorough inspection prior to reopening the area to ensure that the area is serviceable, compliant and free of FOD.

All facilities, markers and markings are to be carefully checked to ensure that they comply with the CASA standards. Special attention must be paid to markers and/or markings/lighting that may have been obliterated or obscured by the works party.

On completion of each stage of the works, the contractor is to:

- Clean up the area to the satisfaction of the Airfield Operations and Works Coordinator and/or Car 2.
- Rectify any pavement damage to the satisfaction of the Airfield Civil Maintenance Manager.
- Remove all building rubbish, excess materials and construction plant from the site.

A joint inspection involving the Airfield Lighting Maintenance Manager, Airfield Facilities and Technical Manager, Airfield Civil Maintenance Manager, Airfield Operations and Works Coordinator, and the Airfield Operations Manager may be conducted before the works area is deemed to be completed.

6 Administration

6.1 Contractors

These works will be carried out by Melbourne Airport staff and contractors employed by Melbourne Airport.

6.2 Project Manager

The Project Manager will be Peter Parsons

All questions relating to the technical aspect of this project should be directed to the Project Manager peter.parsons@melair.com.au 0457 775 520.

Note: The Project Manager may change throughout these stages of works, changes will be advised within the Local Works Plan.

6.3 Works Organiser

The Works Organiser will be Jarred Williams

All questions relating to the practical aspect of this project should be directed to the Works Organiser, jarred.williams@melair.com.au 0431 462 698.

Note: The Works Organiser may change throughout these stages of works, changes will be advised within the Local Works Plan.

6.4 Airfield Operations and Works Coordinator

The Melbourne Airport Airfield Operations and Works Coordinator will be either Mrs Leanne Carroll or Mr Ron Butterworth.

Any queries about the conditions contained in this MOWP or the effect of the works on aircraft operations should be directed to the Airfield Operations and Works Coordinator.

6.5 Works Safety Officer

The Senior Airside Safety Officer (Car 2) will be the nominated Senior Works Safety Officer to look after the works. Car 2 is contactable 24/7 on 0418 335 985.

The Senior Works Safety Officer may be supported by one or a team of Works Safety Officers which may delegate some or all of the specified responsibilities.

The Senior Works Safety Officer will be responsible for the operational safety of the works including the opening and closing of the works areas.

The Works Safety Officer performs the responsibilities as specified in the CASR Part 139 MOS and as required for these works.

6.6 MOWP Author

This MOWP has been written by:

Leanne Carroll

Airfield Operations and Works Coordinator
Melbourne Airport

7 Authority

7.1 Conduct of Works

All works must be carried out in accordance with the MOWP.

7.2 Expiry

This MOWP will expire on **31/08/2026** unless otherwise amended or extended.

7.3 Variation

The approval of the Airfield Operations and Works Coordinator must be obtained before any variation is made to this MOWP or associated NOTAM. Verbal approvals are to be confirmed in writing at the earliest opportunity.

7.4 Approval

This MOWP has been checked and concurred with by Airservices Australia, Major Airline operators and internally within Melbourne Airport.

The MOWP is issued by Melbourne Airport in accordance with the CASR Part 139 MOS – Aerodrome Chapter 16 Method of Working Plans issued by the Civil Aviation Safety Authority.

The Head of Airfield has authorised this MOWP as delegated in writing by the Accountable Manager for Melbourne Airport, as identified in the Melbourne Airport Manual.



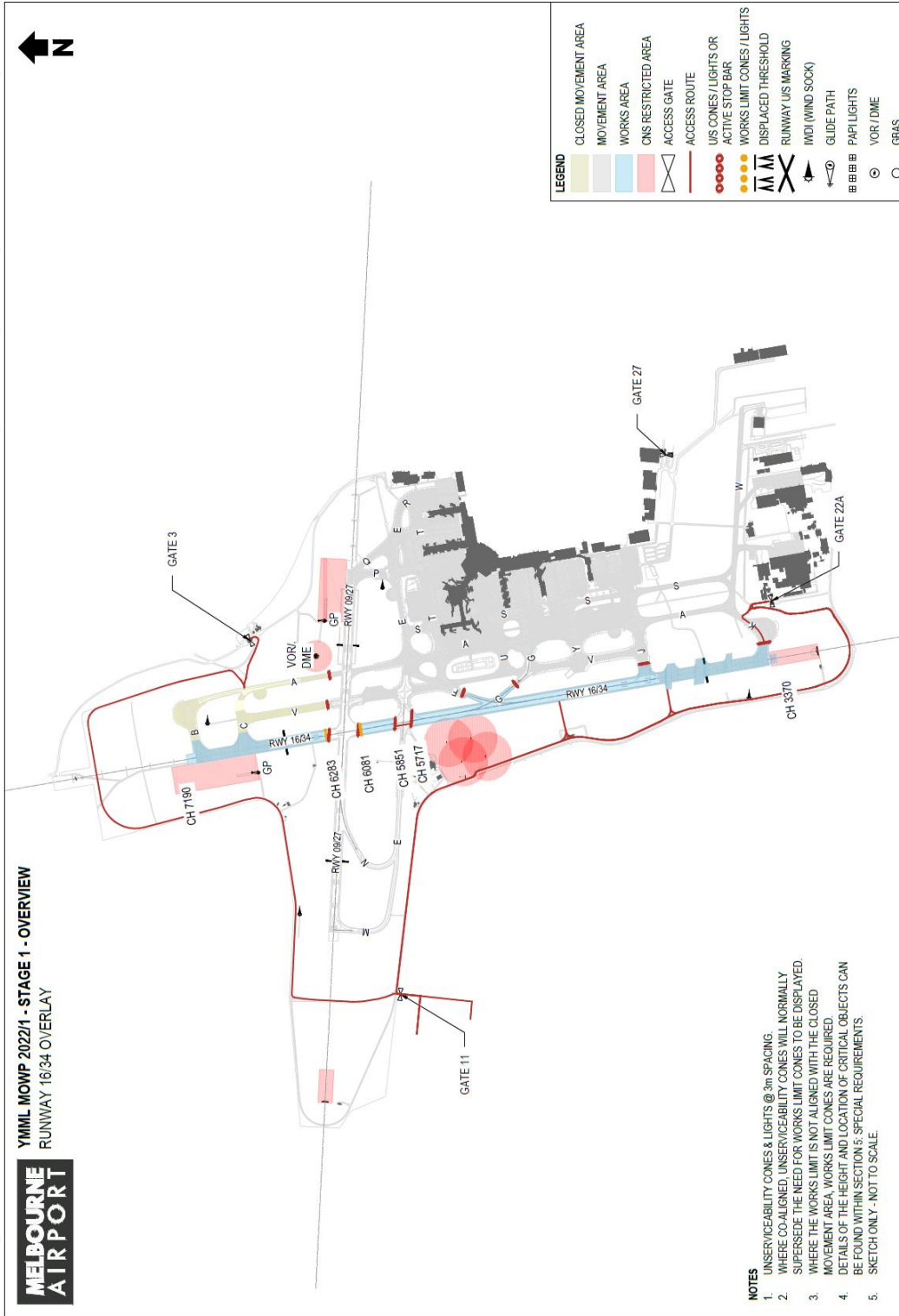
Mark Wilson

Head of Airfield

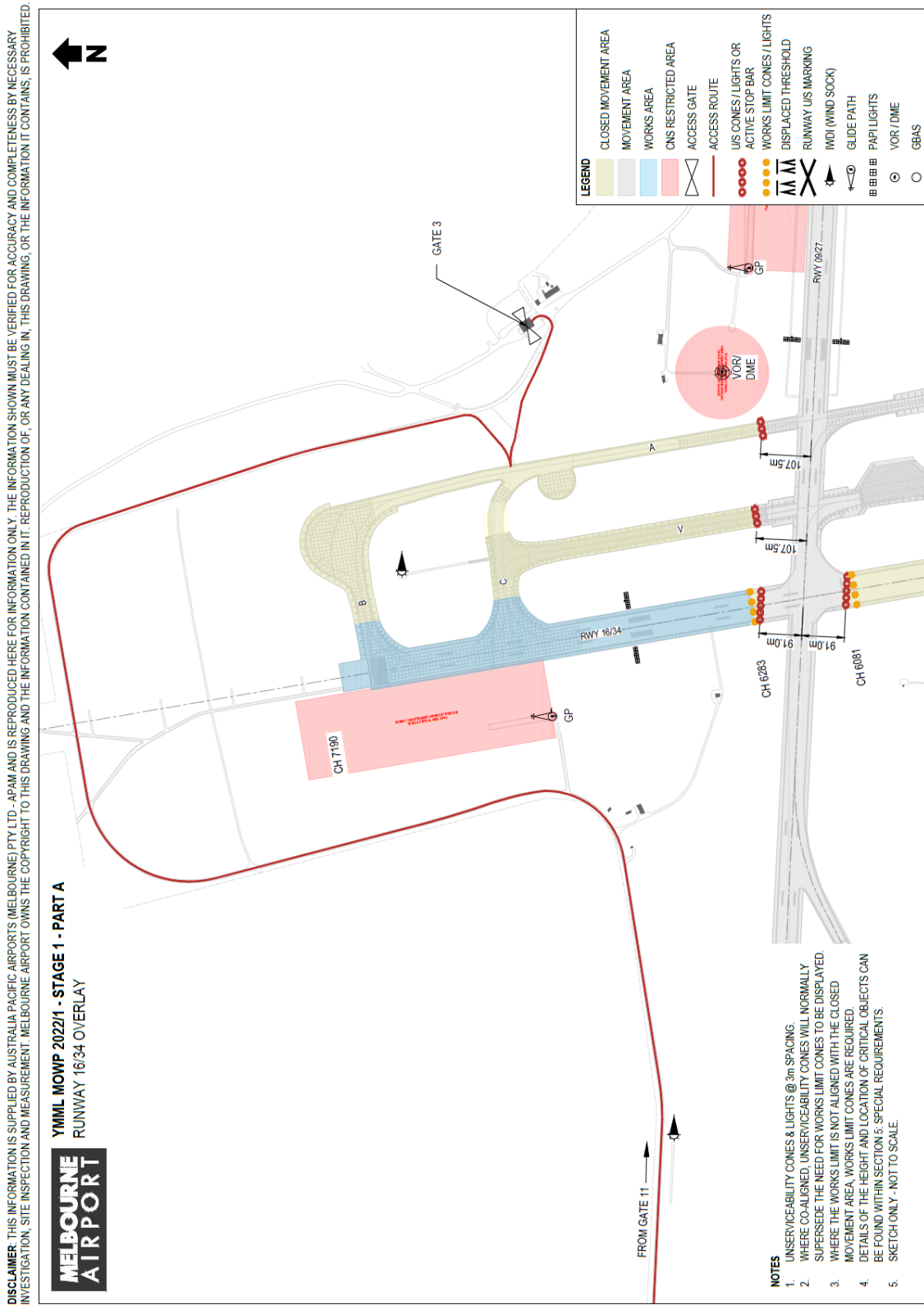
8 Drawings

8.1 Stage 1 Overview

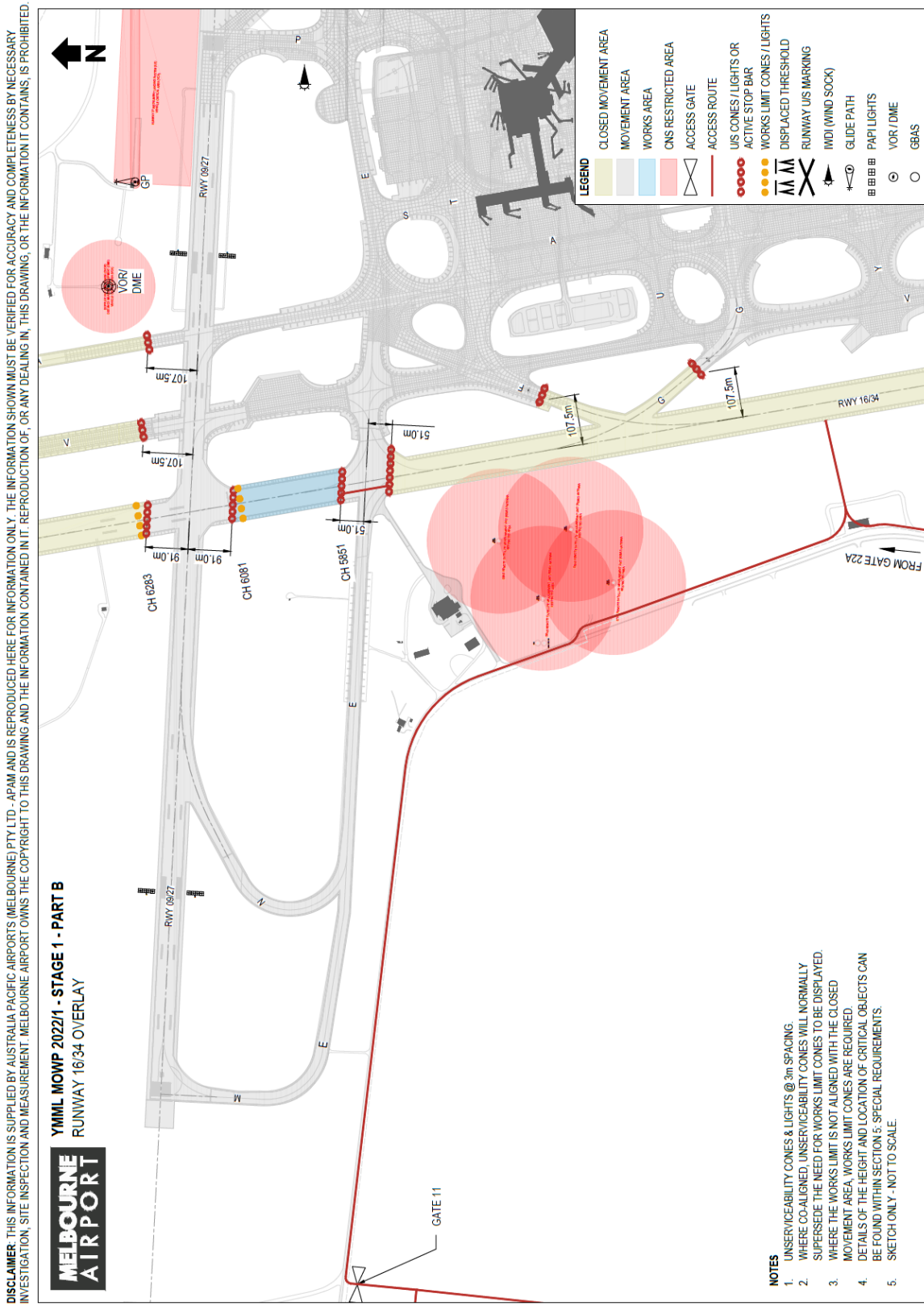
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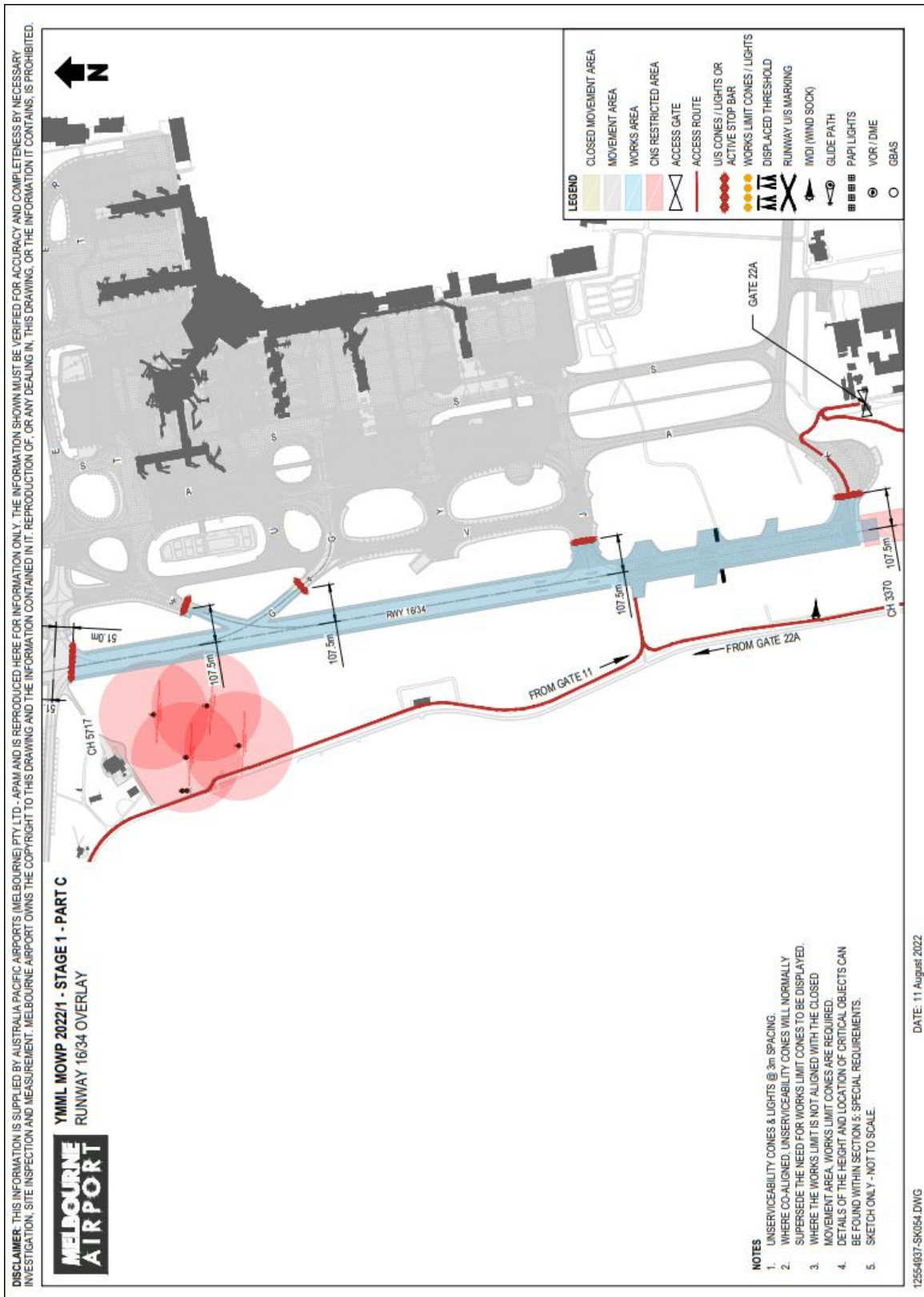
8.2 Stage 1 – Part A



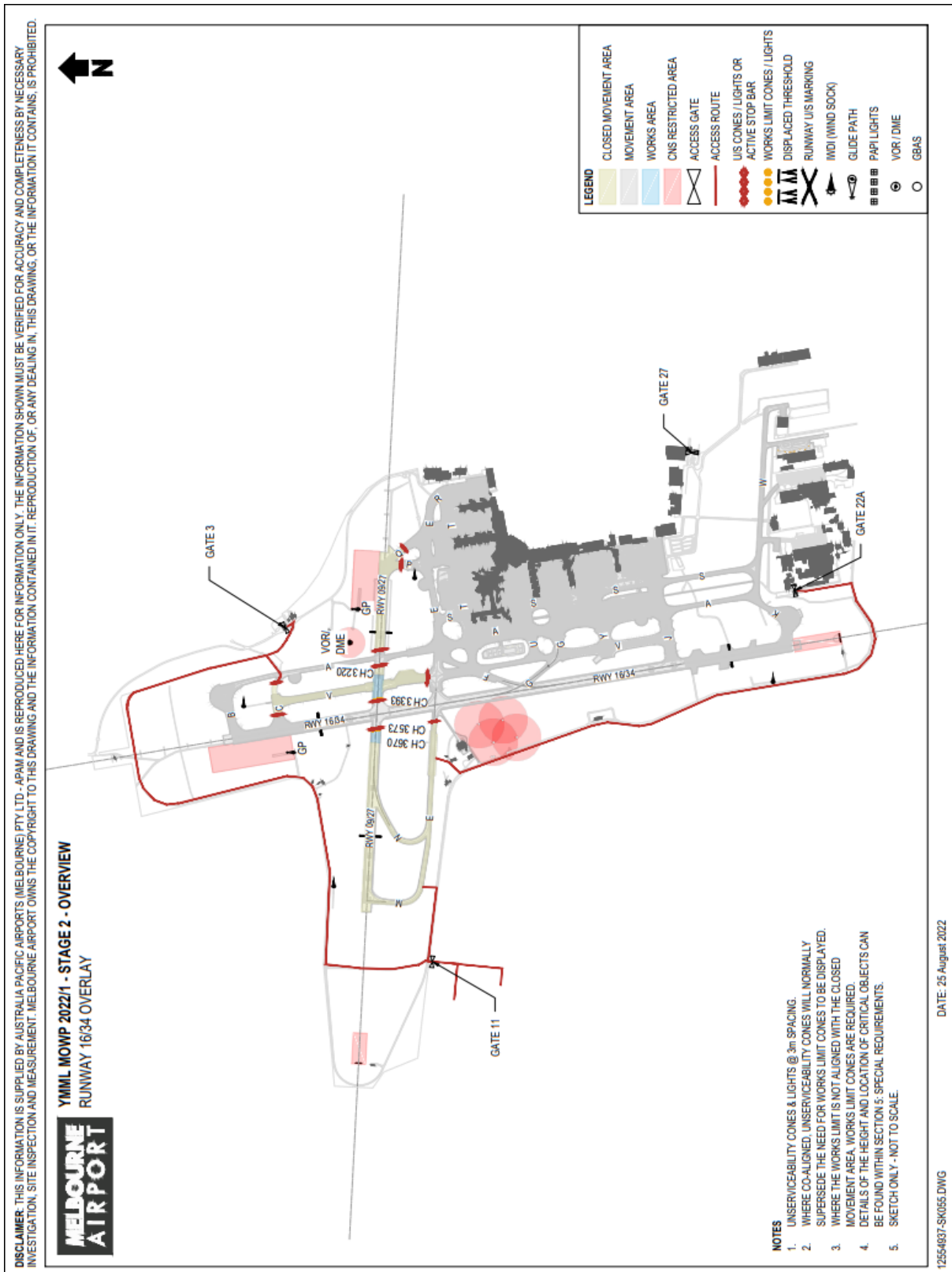
8.3 Stage 1 – Part B



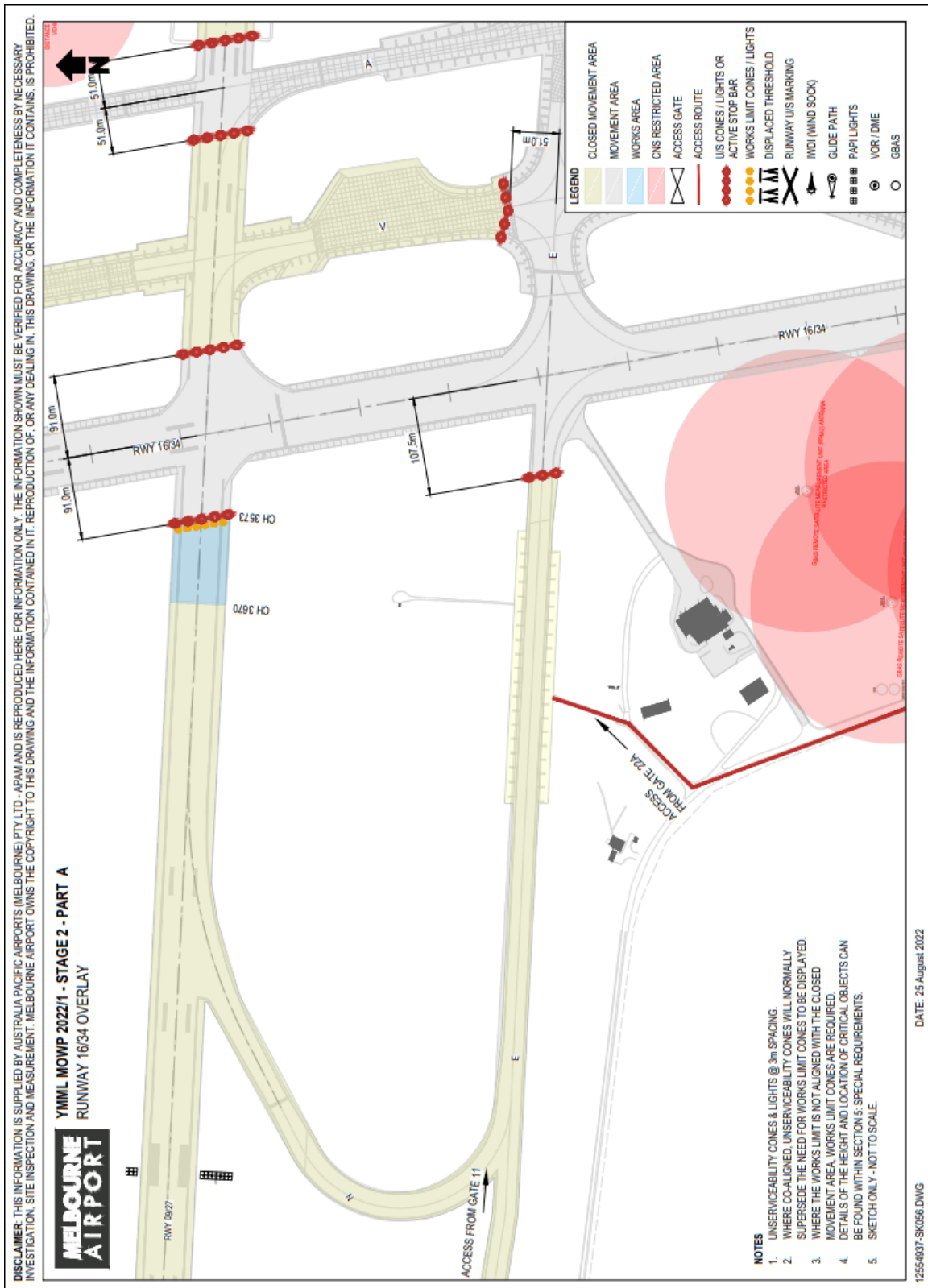
8.4 Stage 1 – Part C



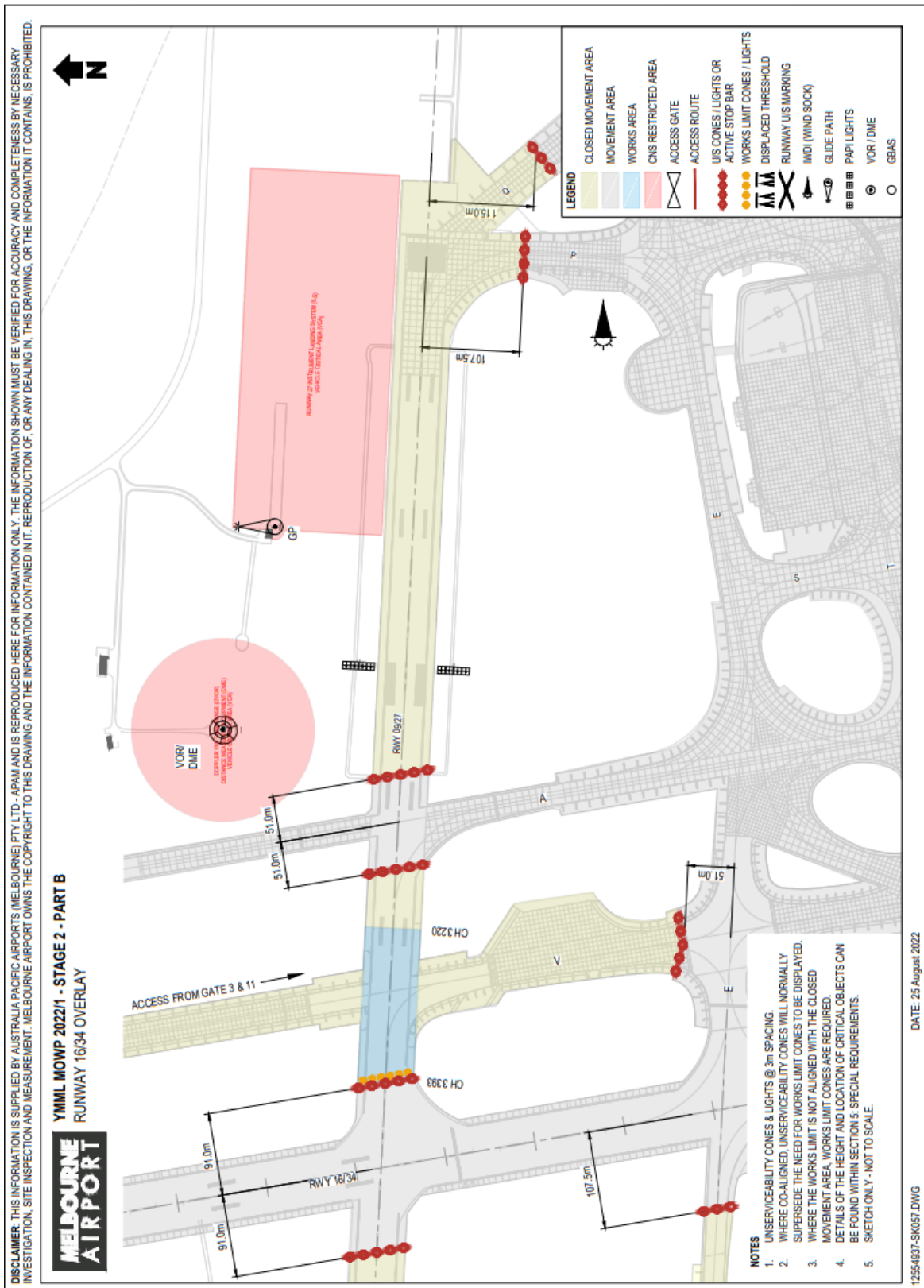
8.5 Stage 2 Overview



8.6 Stage 2 Part A

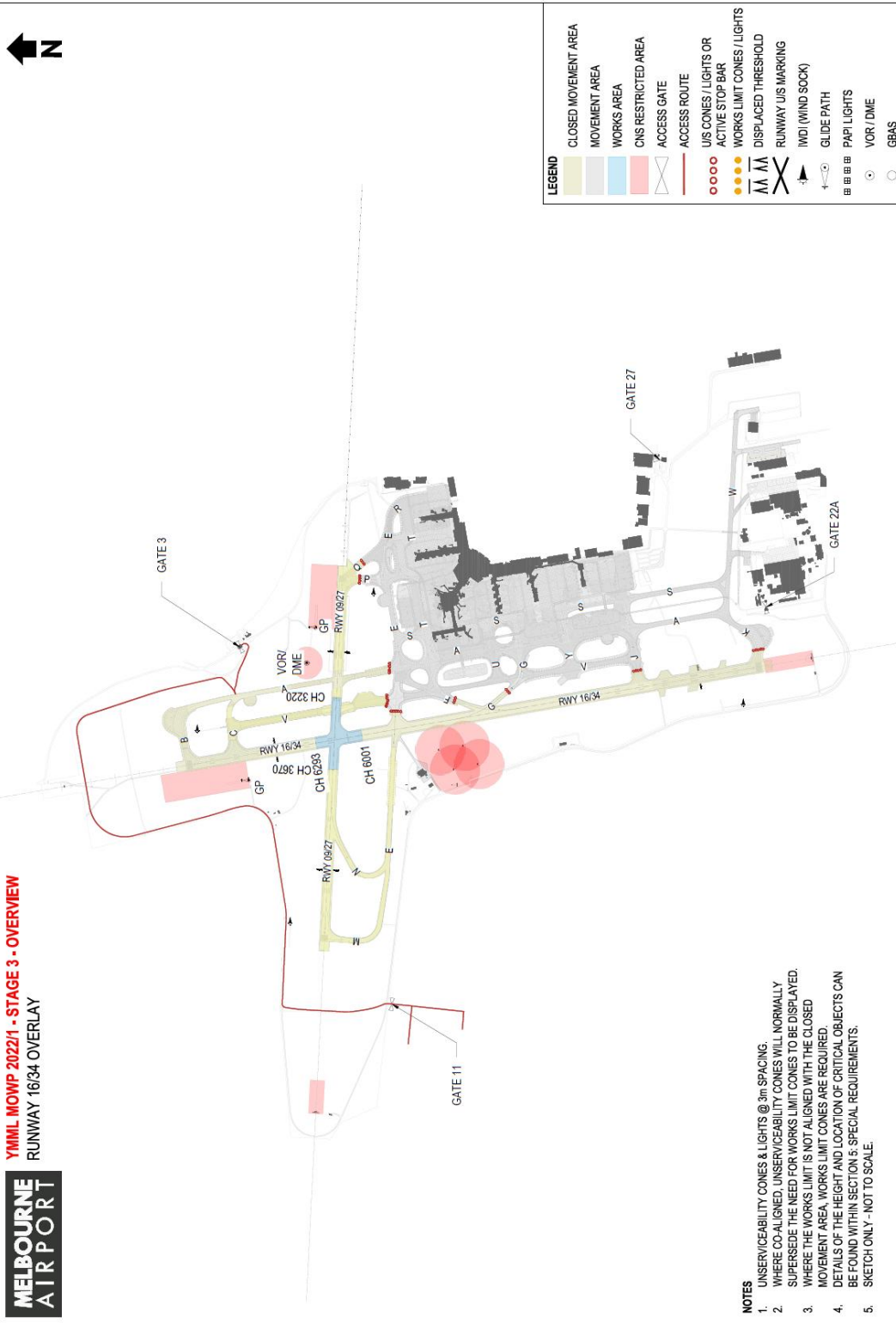


8.7 Stage 2 Part B



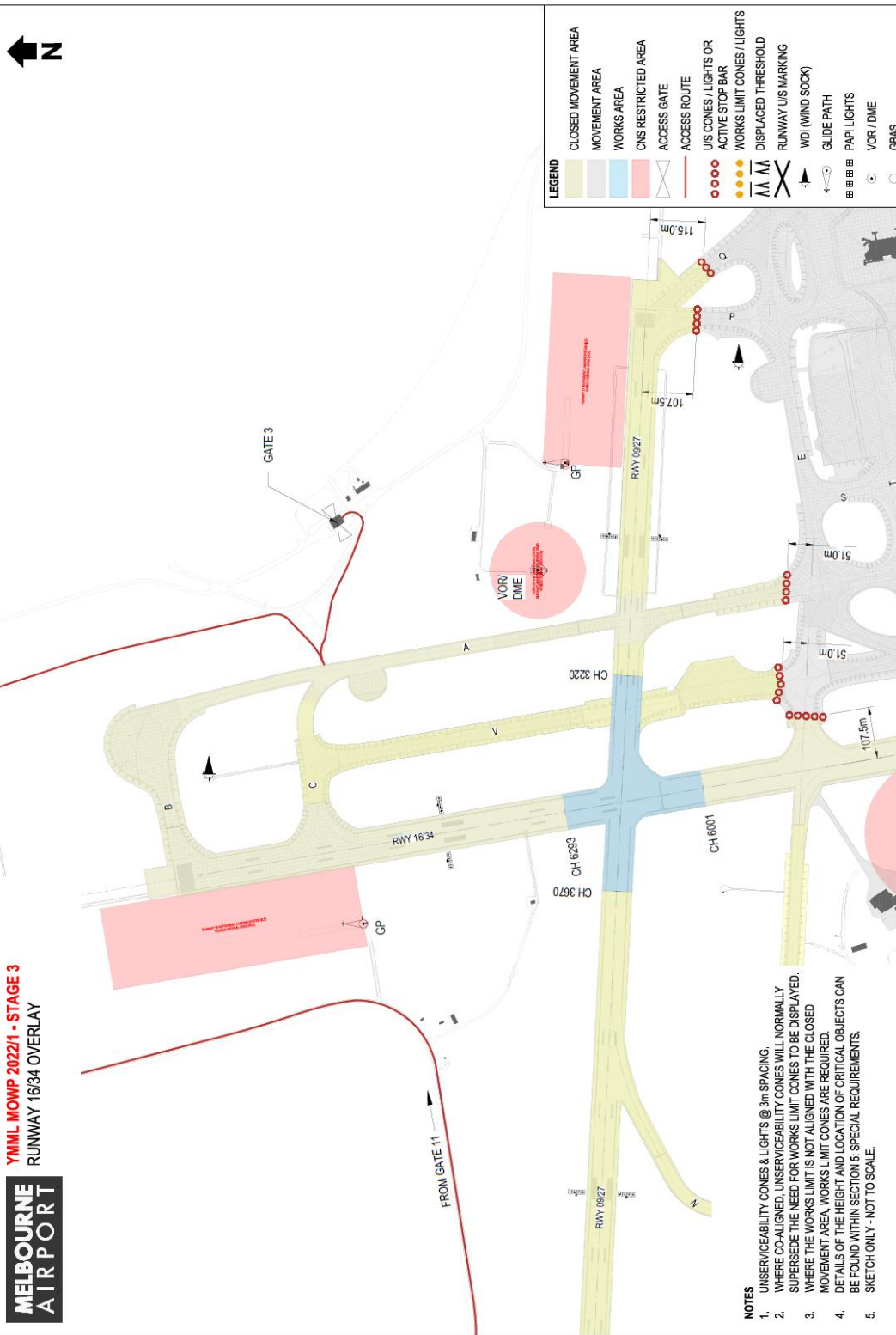
8.8 Stage 3 Overview

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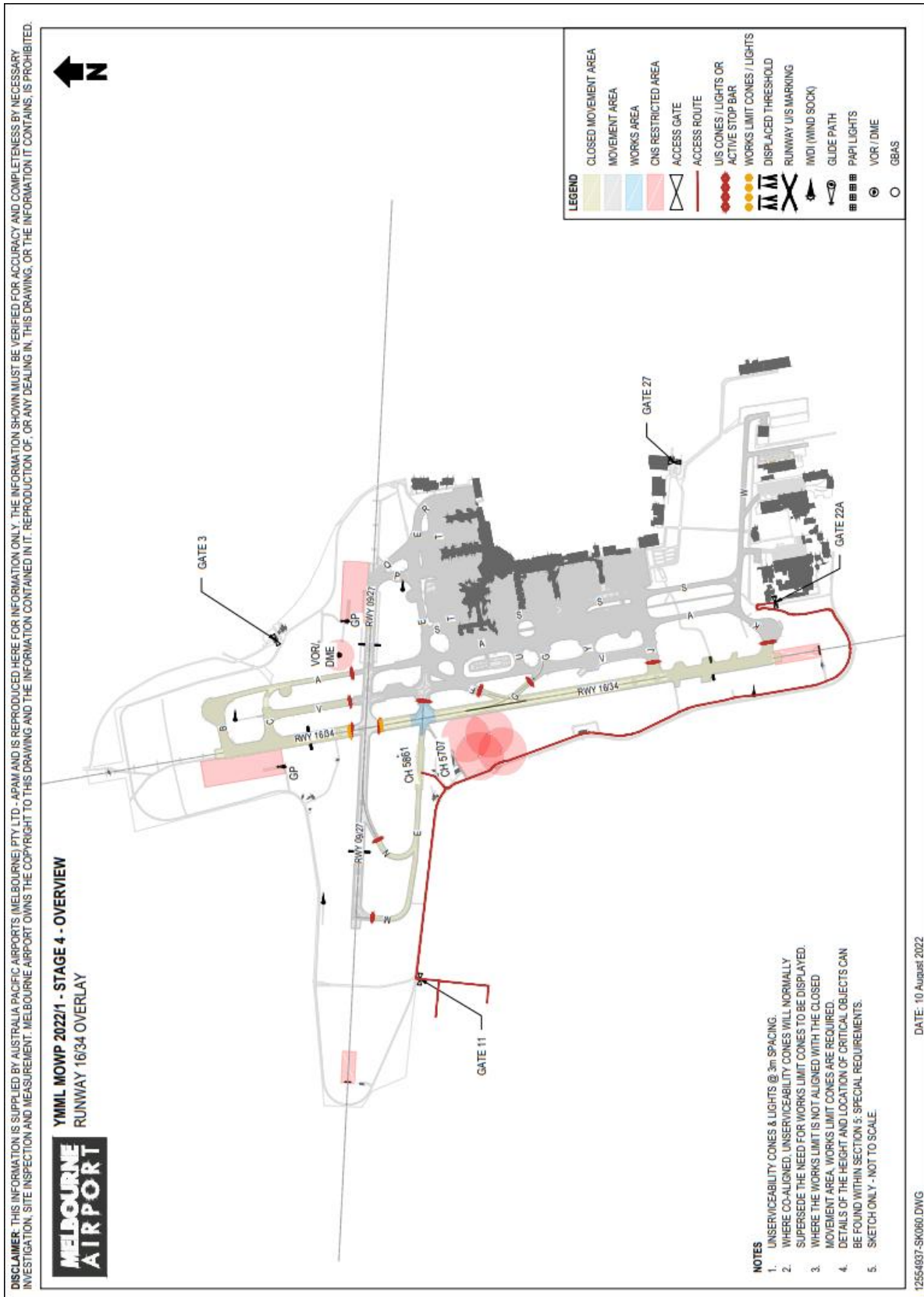


8.9 Stage 3

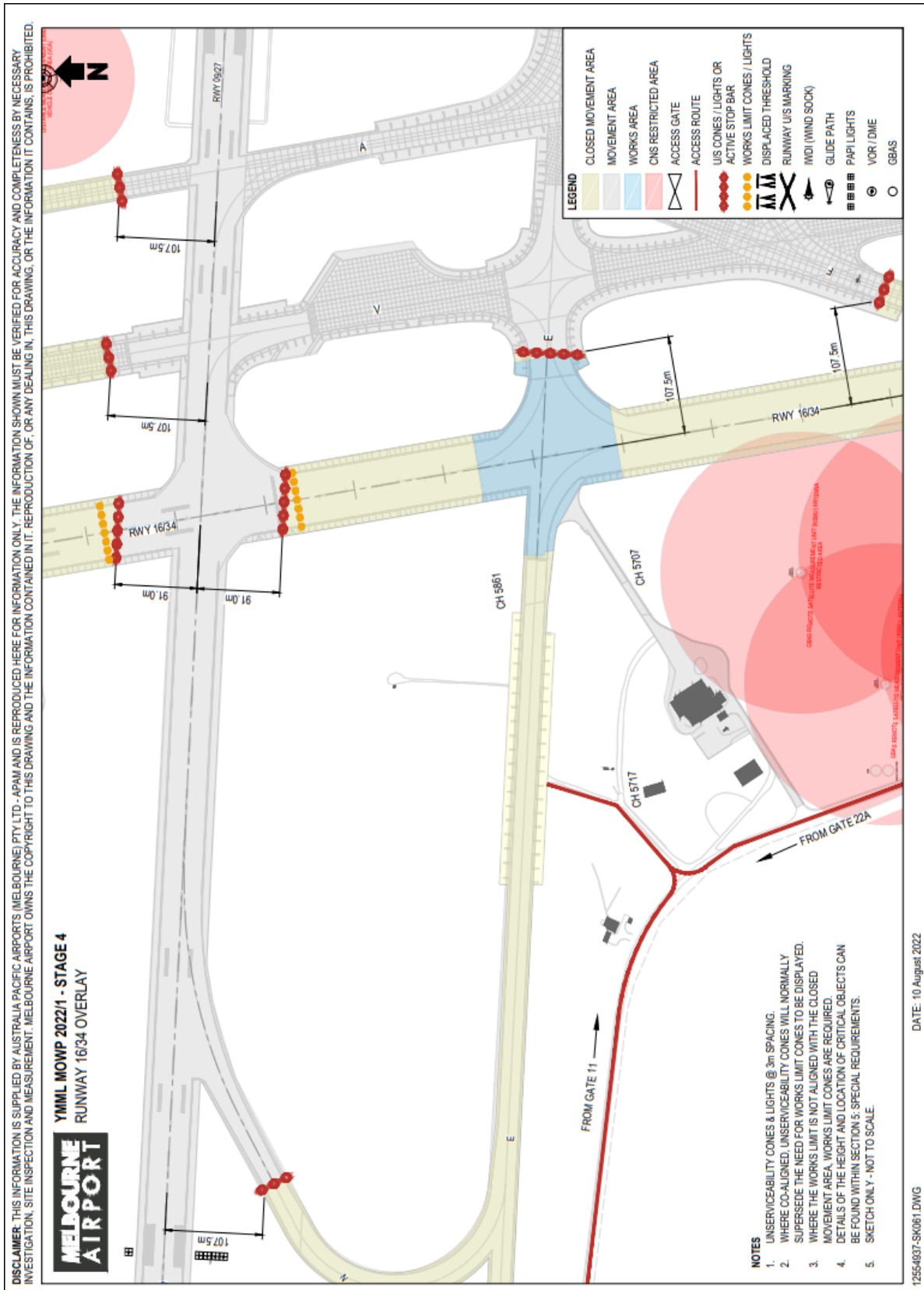
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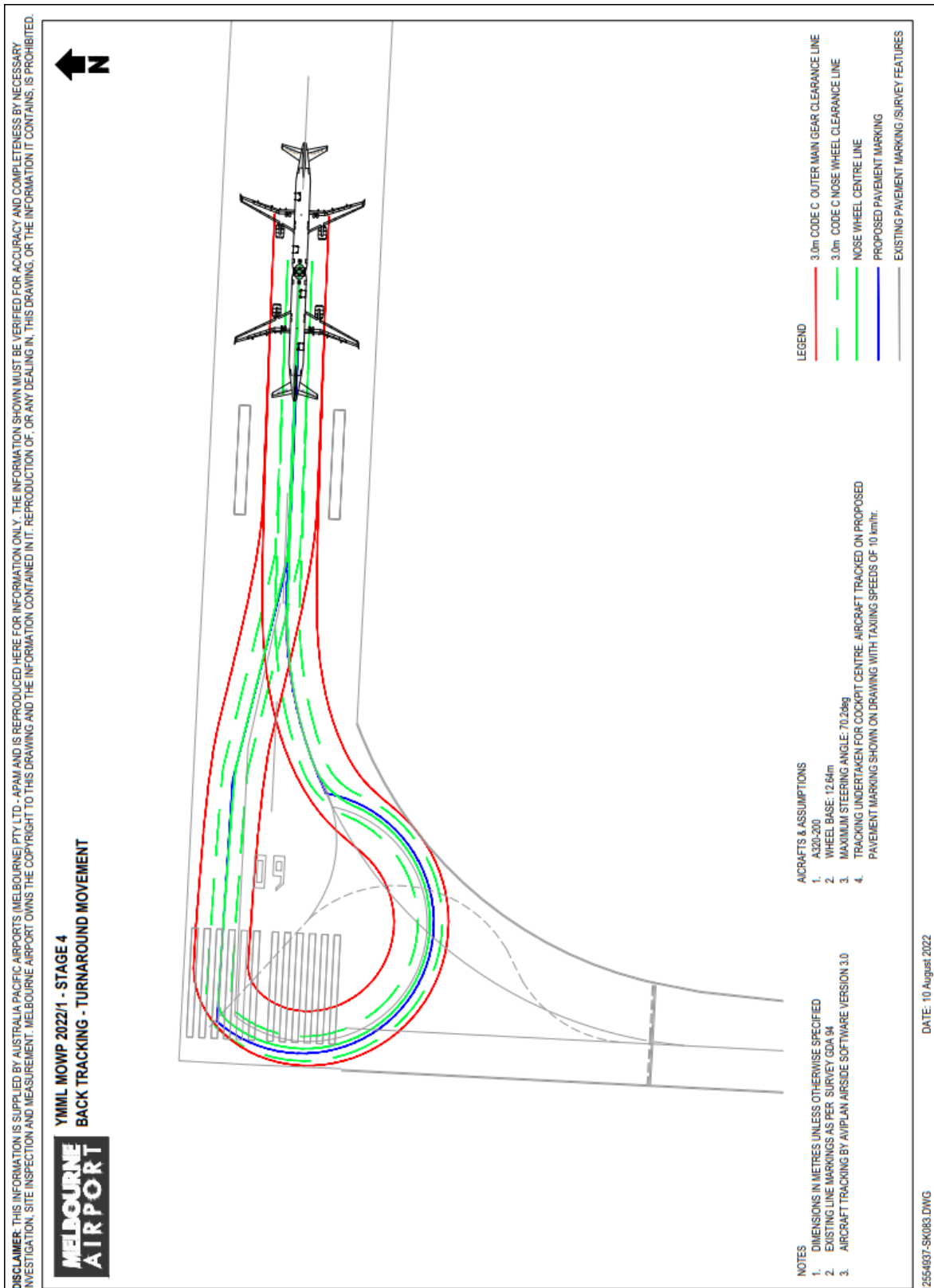
8.10 Stage 4 Overview



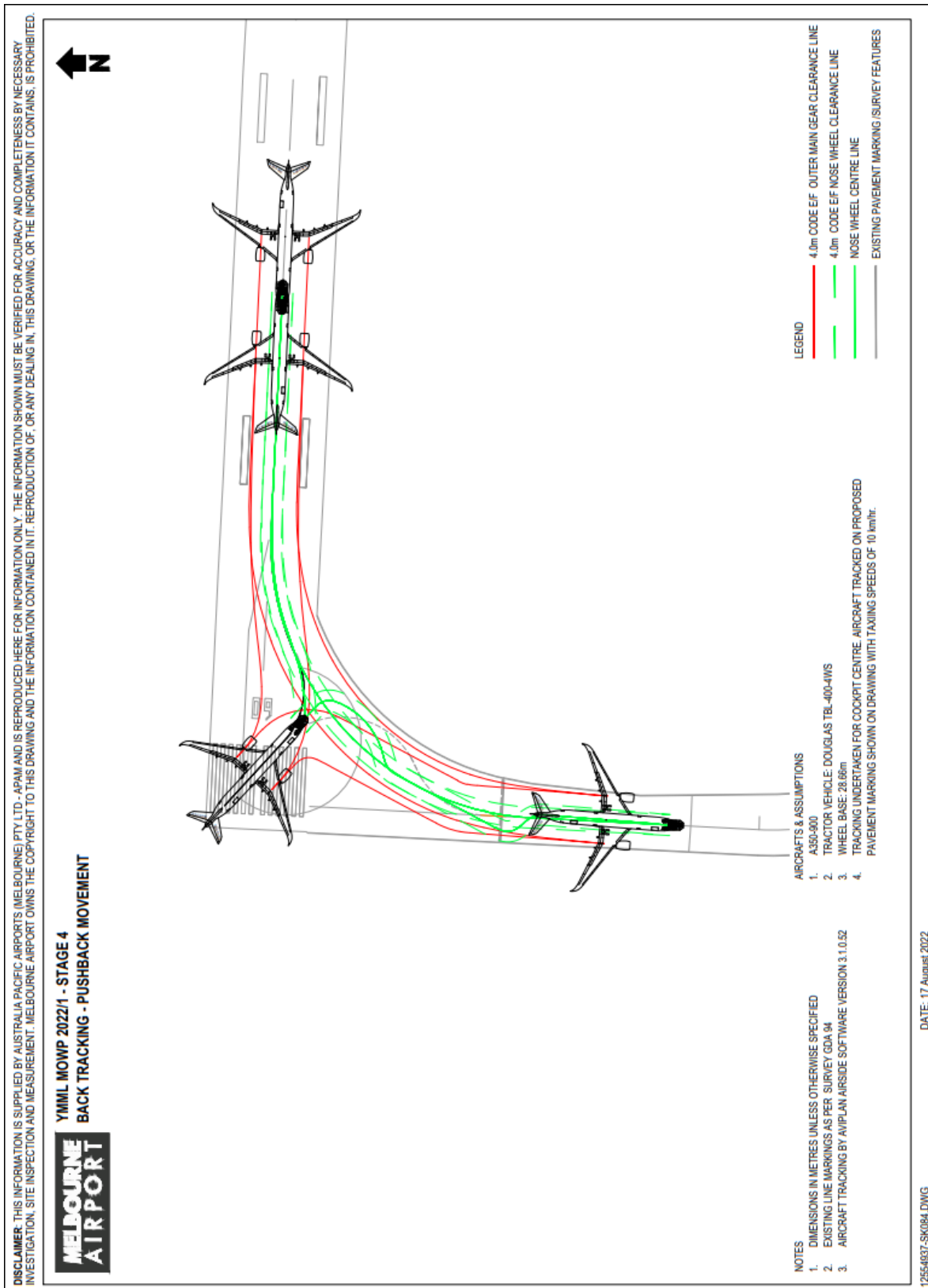
8.11 Stage 4



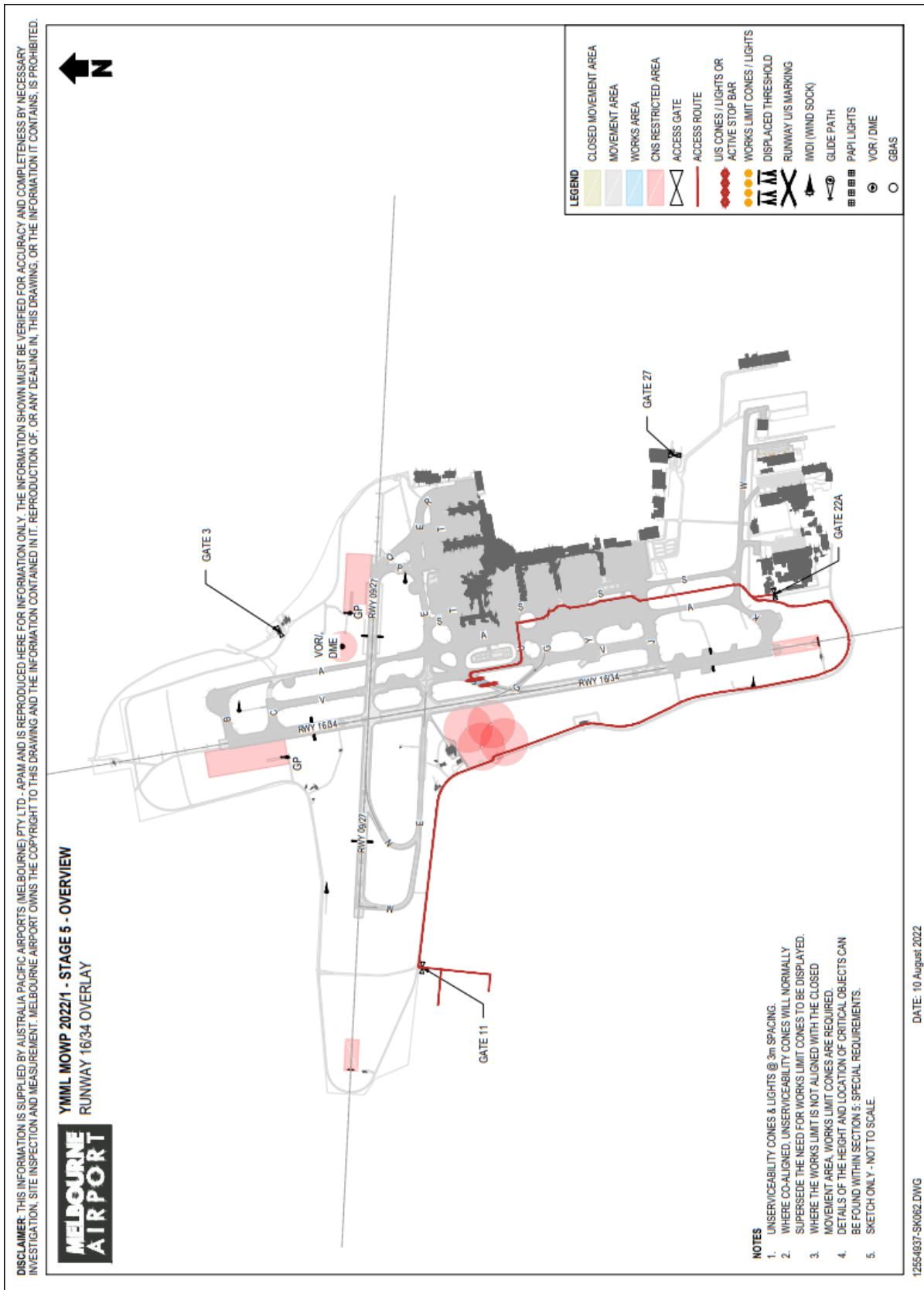
8.12 Stage 4 Back Tracking - Turnaround Movement



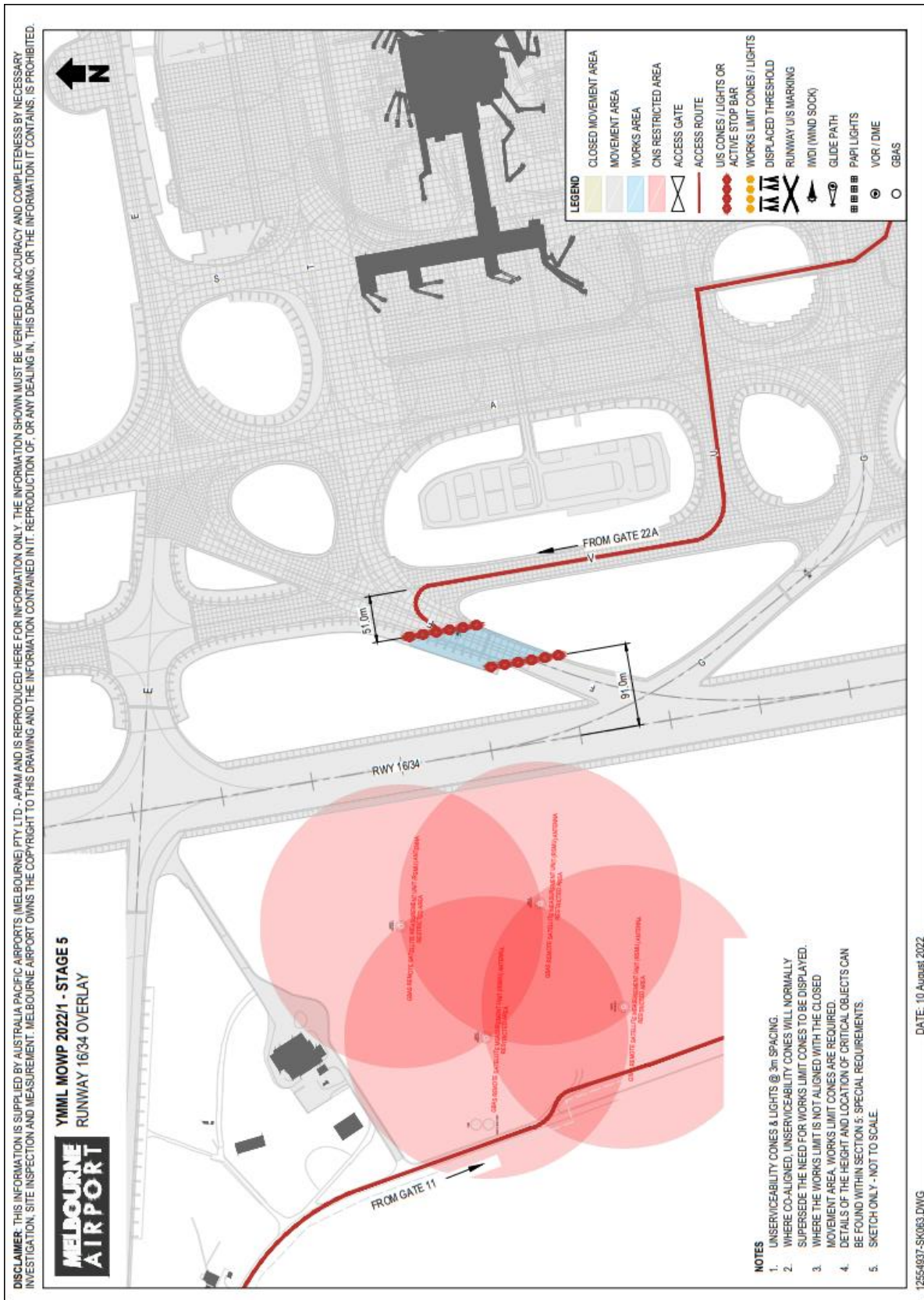
8.13 Stage 4 Back Tracking - Pushback Movement



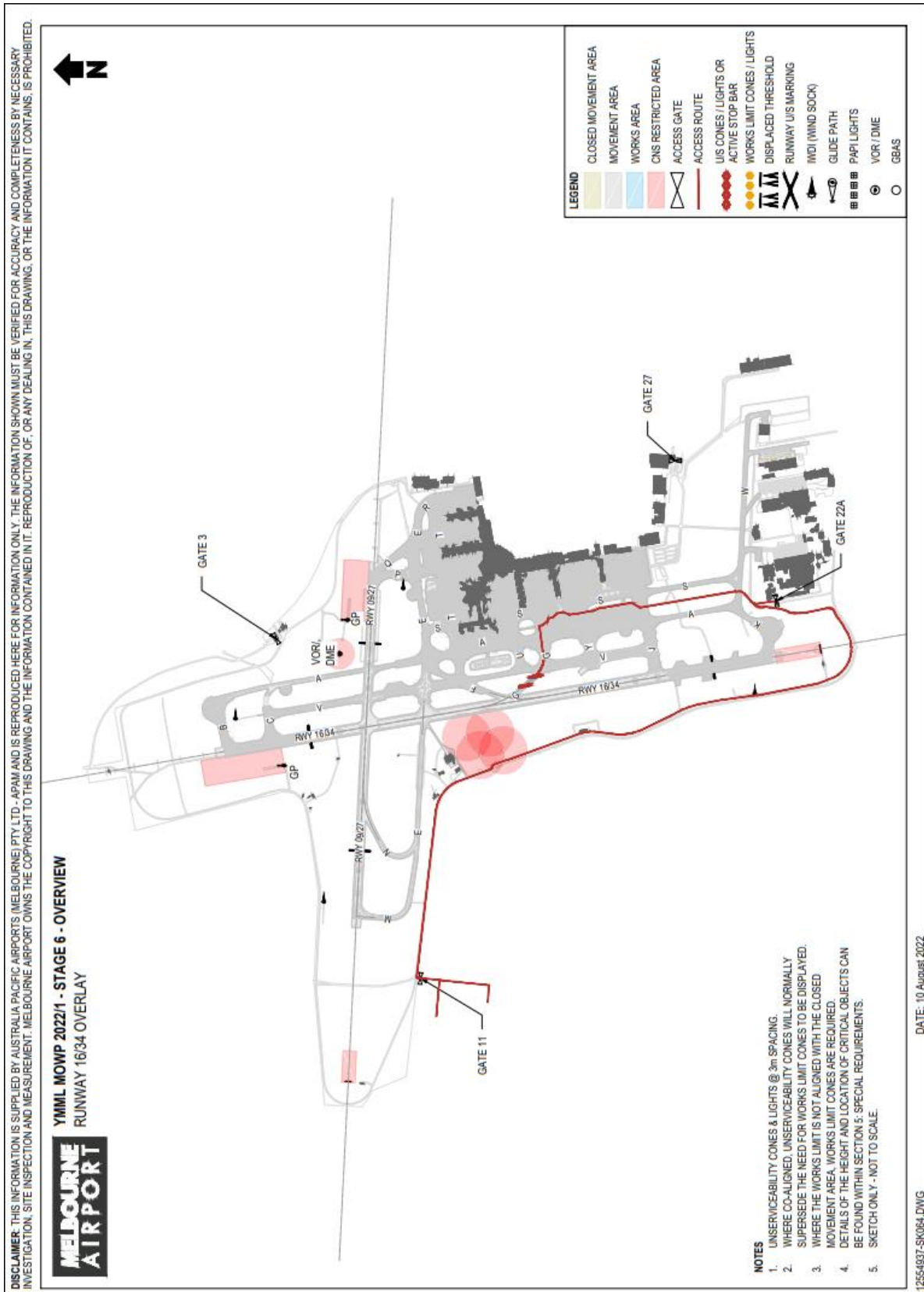
8.14 Stage 5 Overview



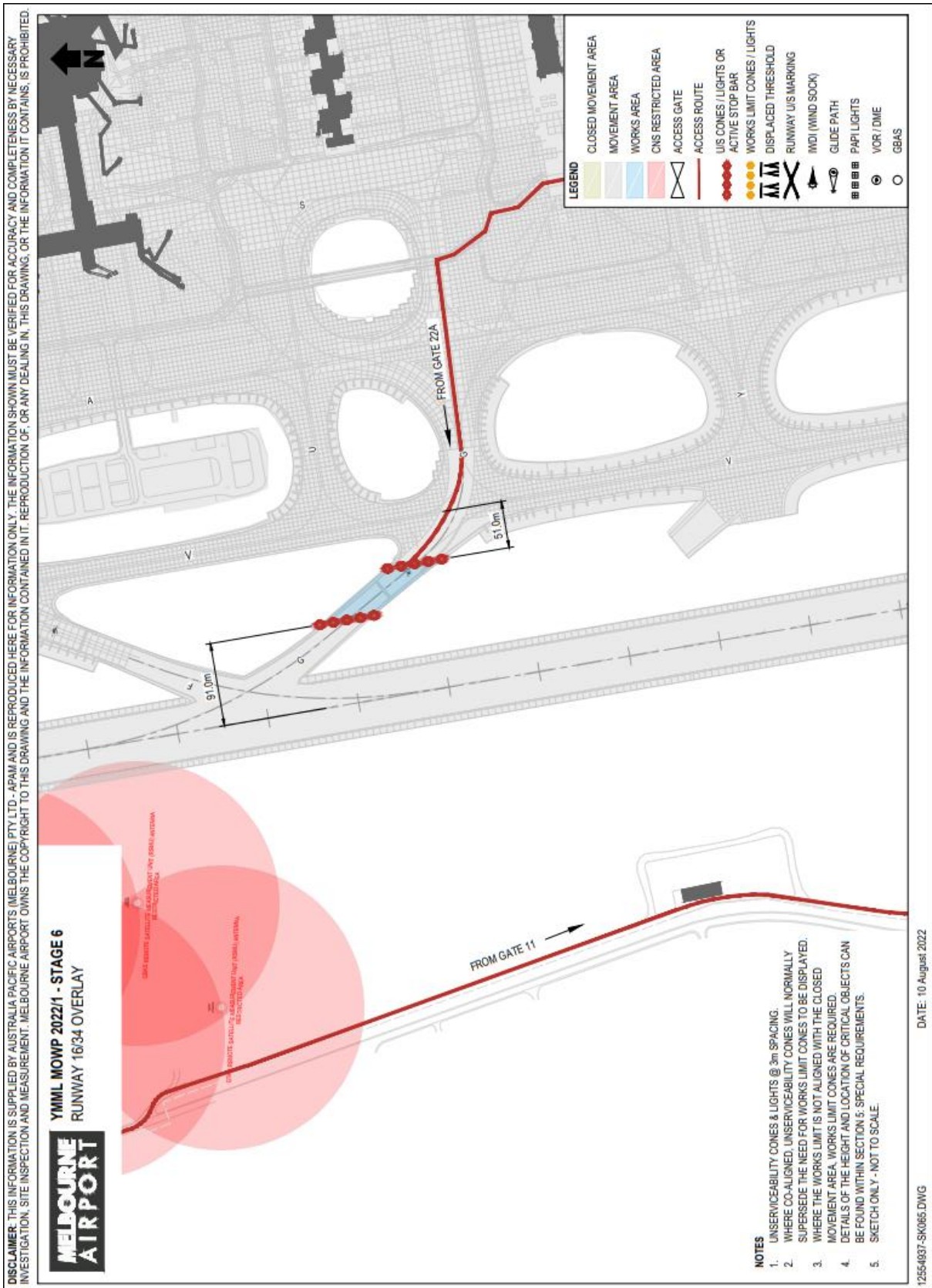
8.15 Stage 5



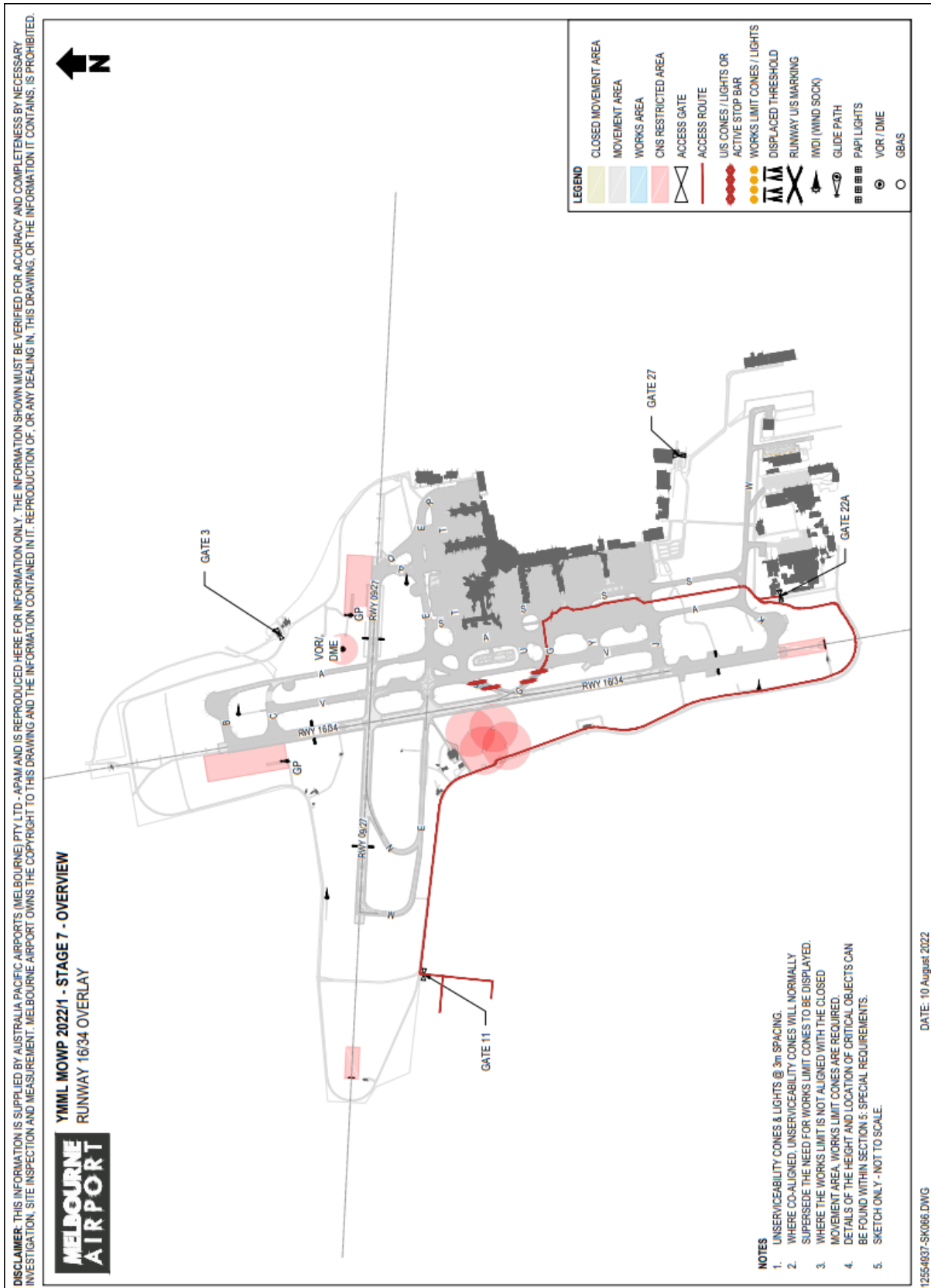
8.16 Stage 6 Overview



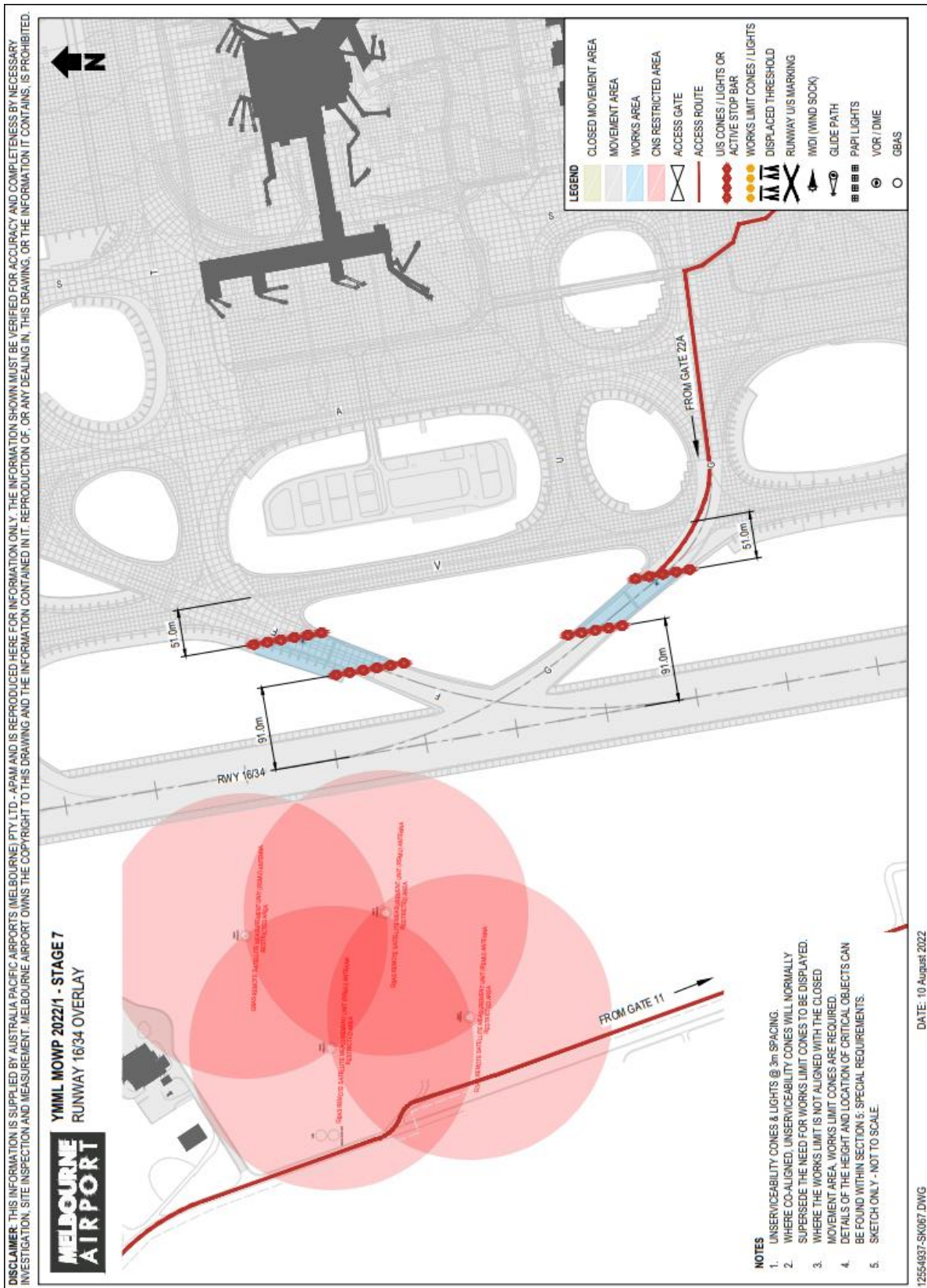
8.17 Stage 6



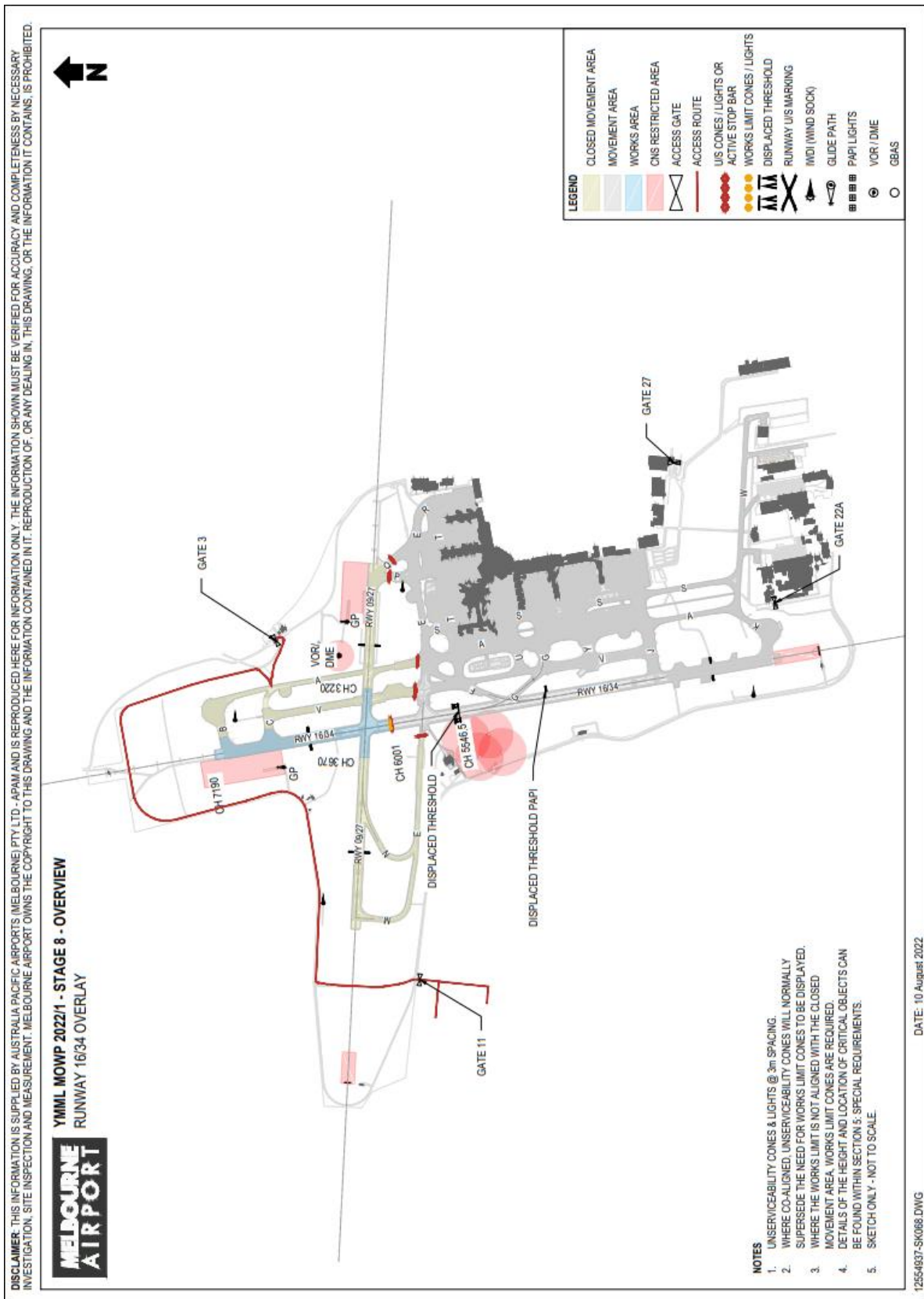
8.18 Stage 7 Overview



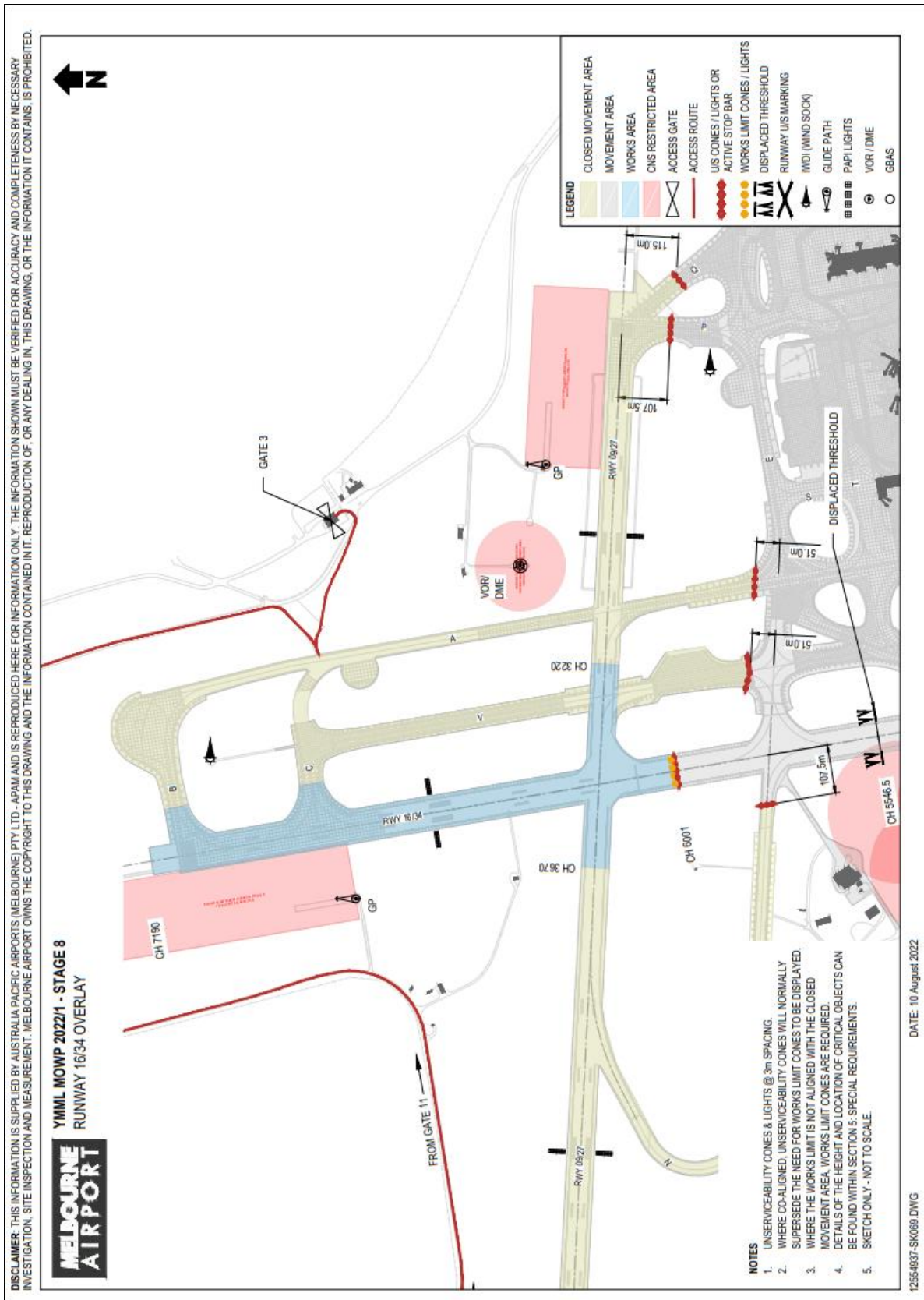
8.19 Stage 7



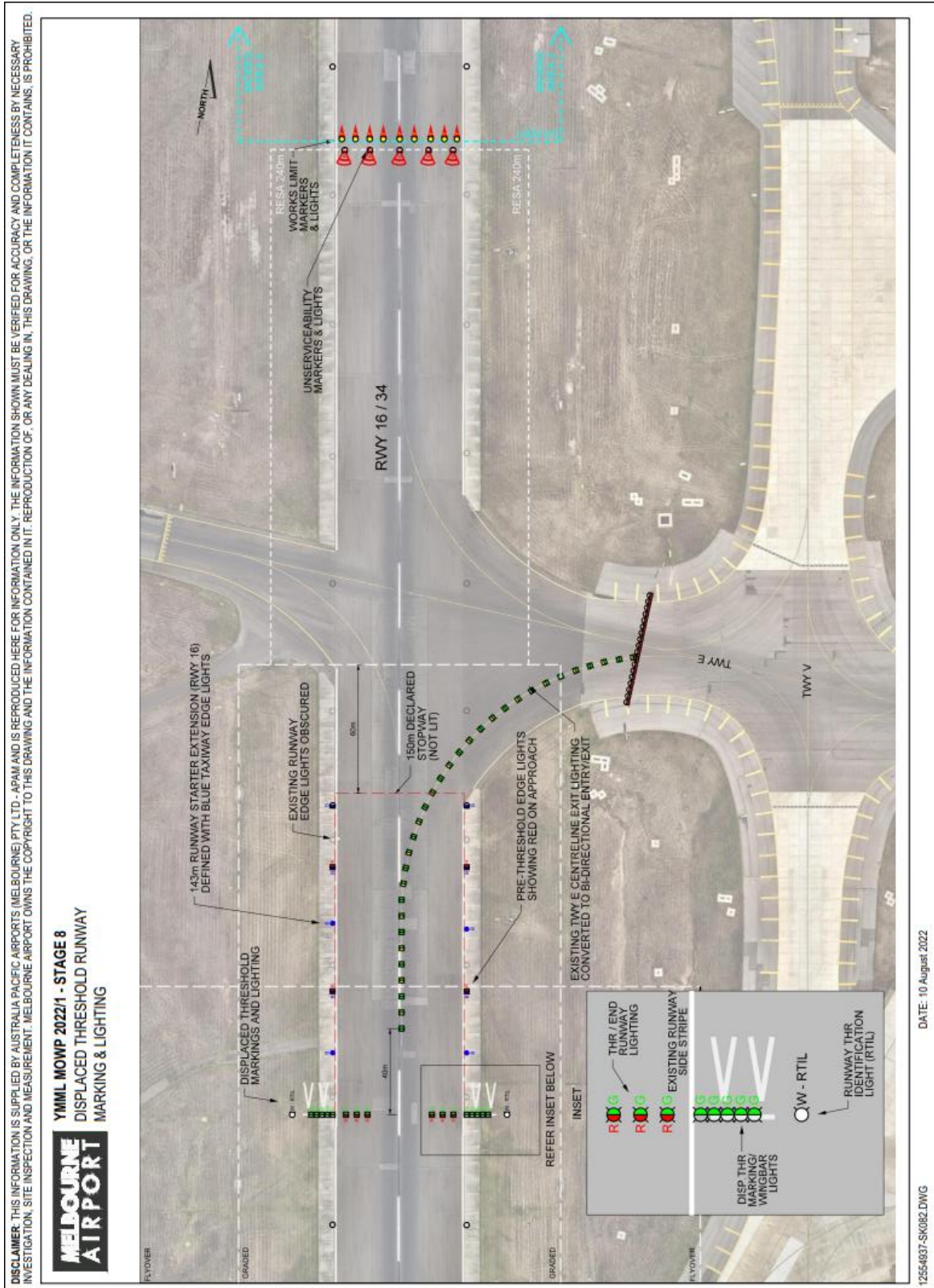
8.20 Stage 8 Overview – NOT IN USE



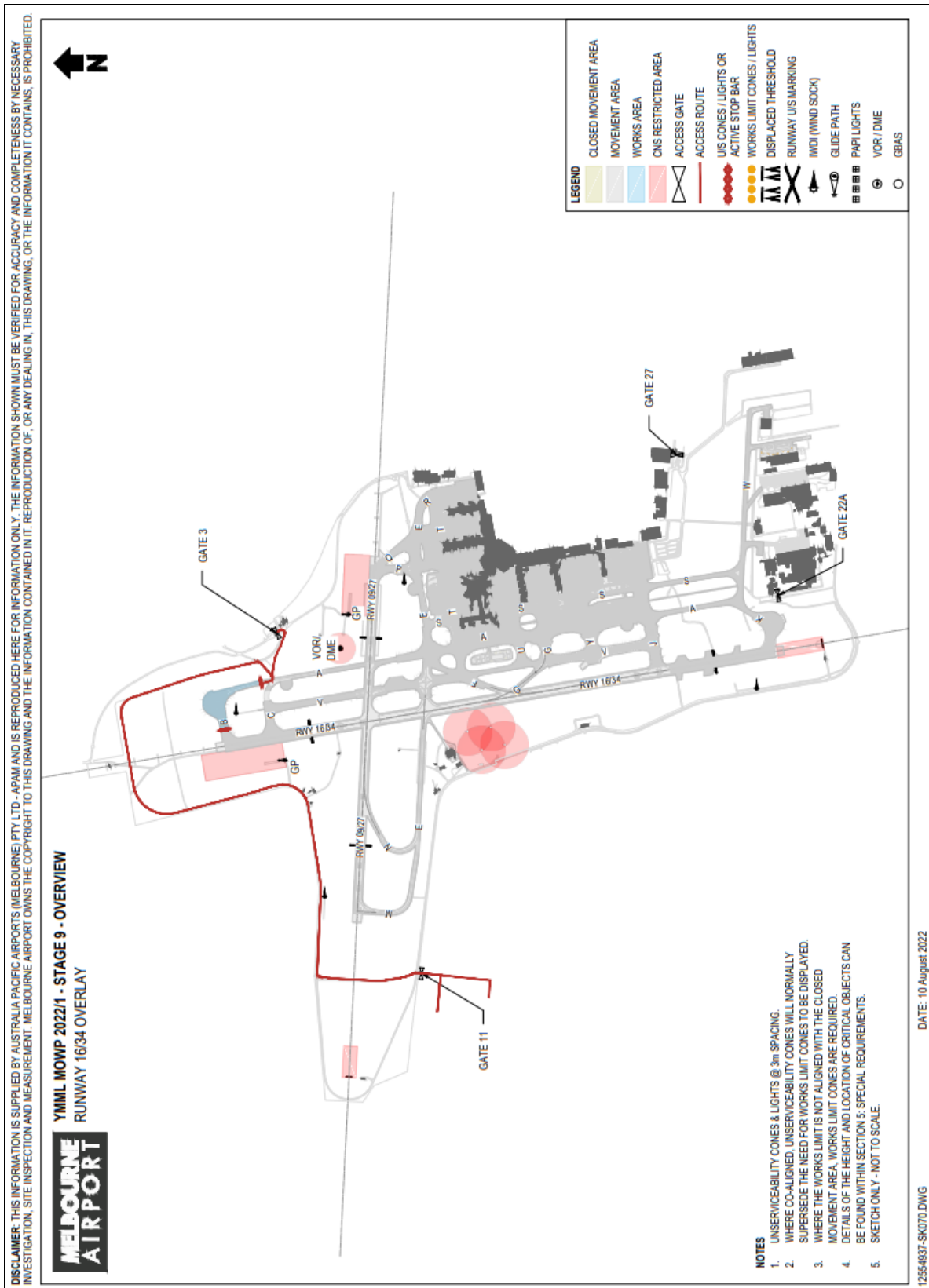
8.21 Stage 8 – NOT IN USE



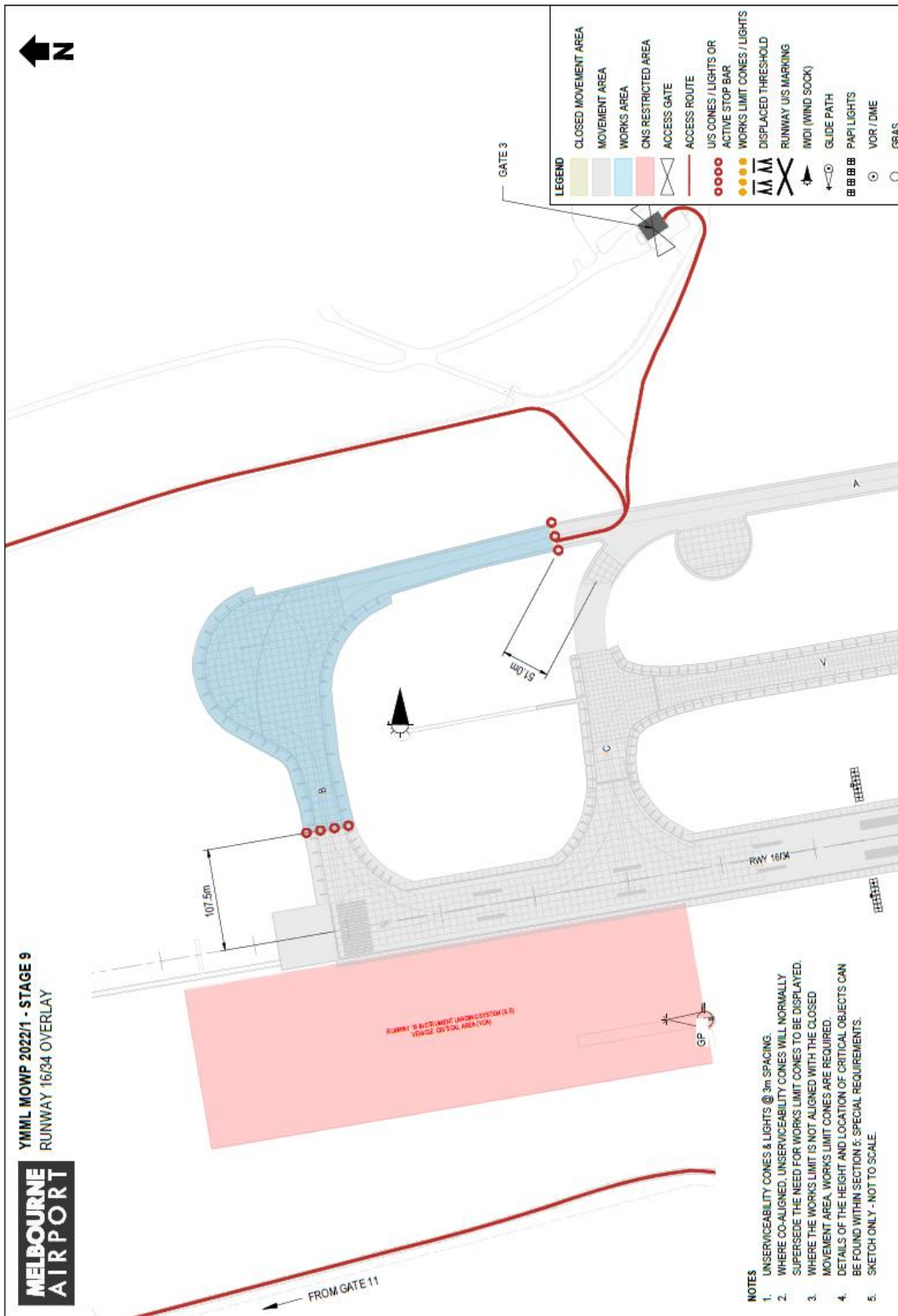
8.22 Stage 8 Displaced Threshold Runway Markings and Lighting – NOT IN USE



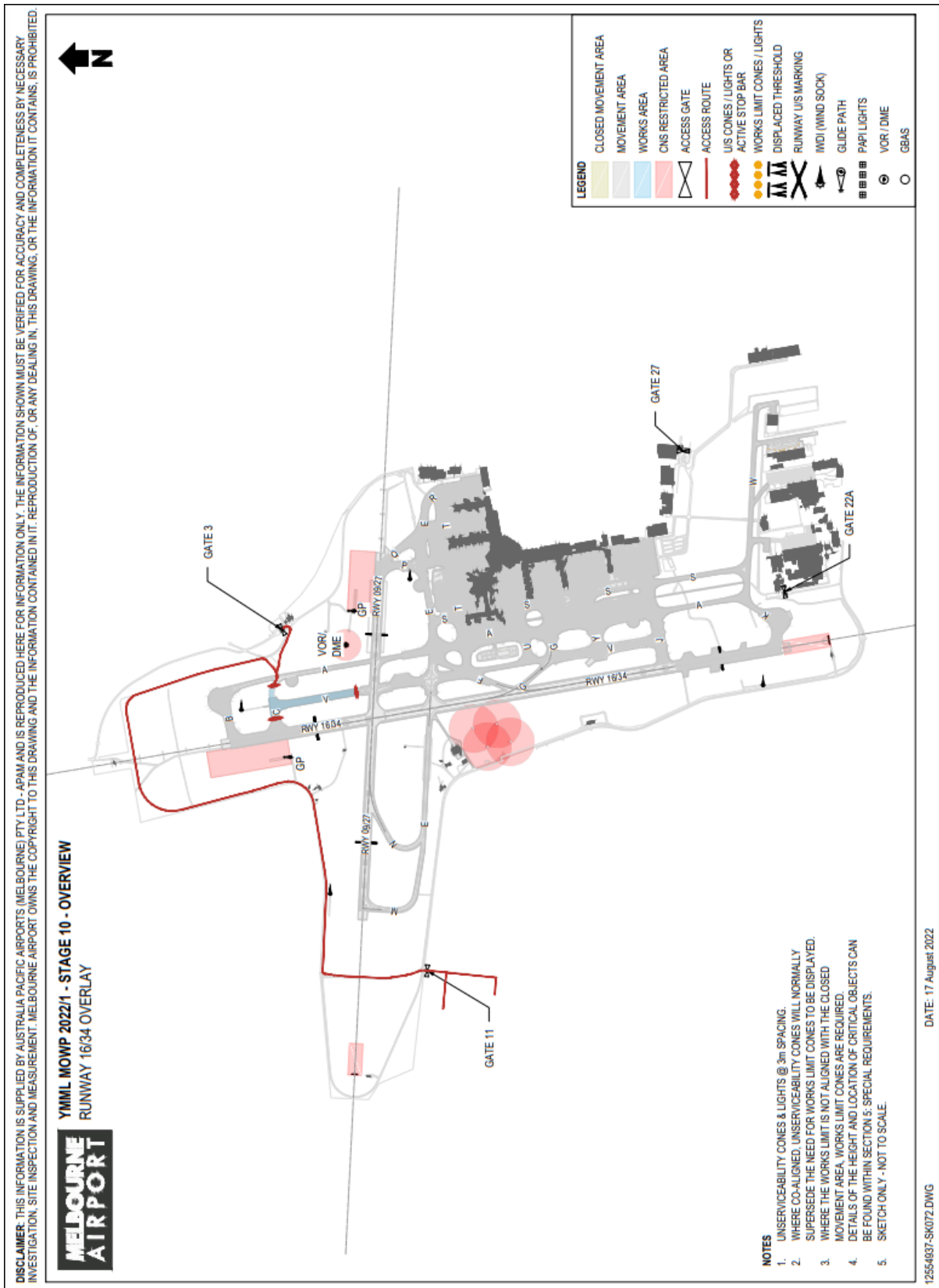
8.23 Stage 9 Overview



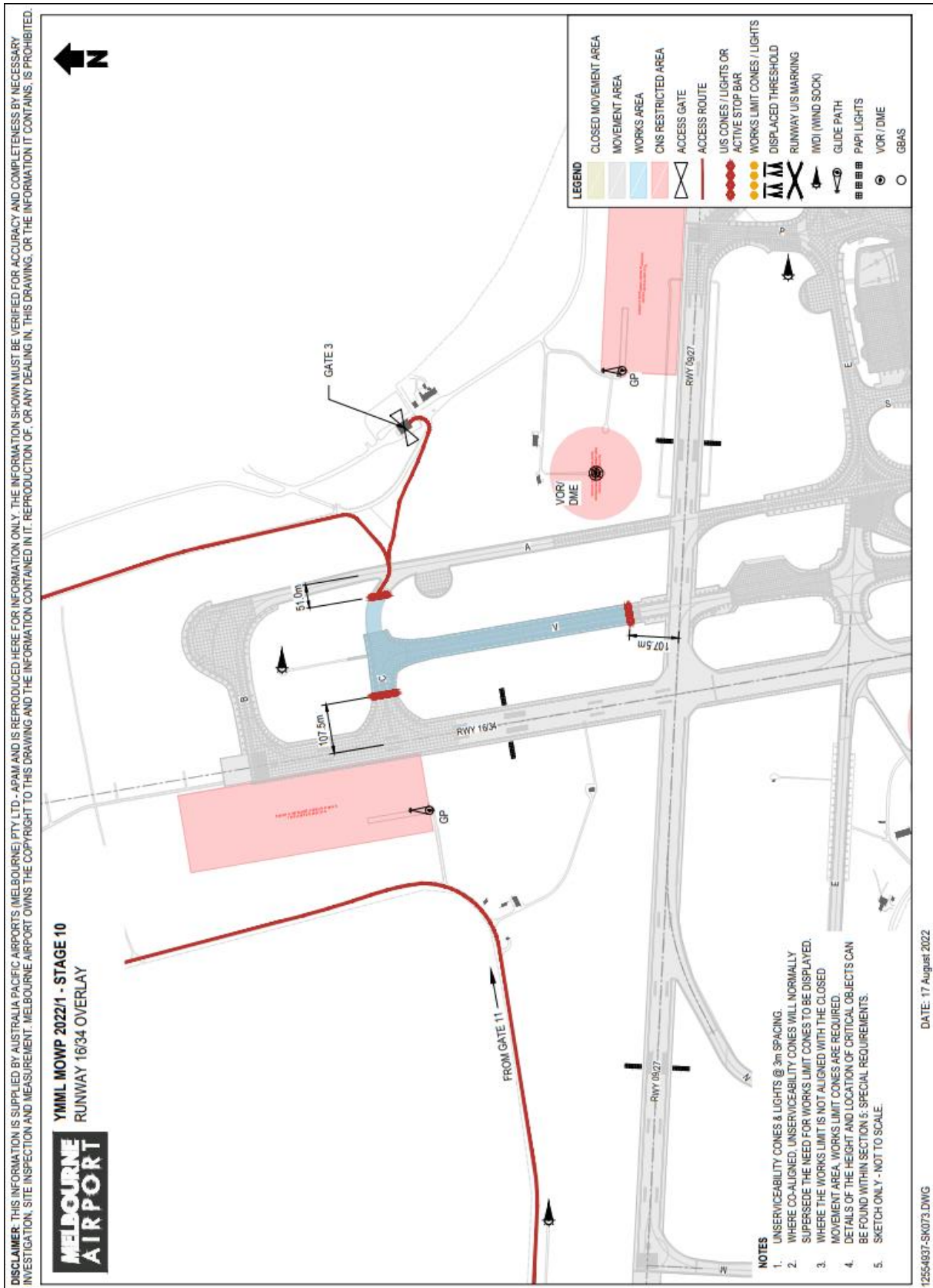
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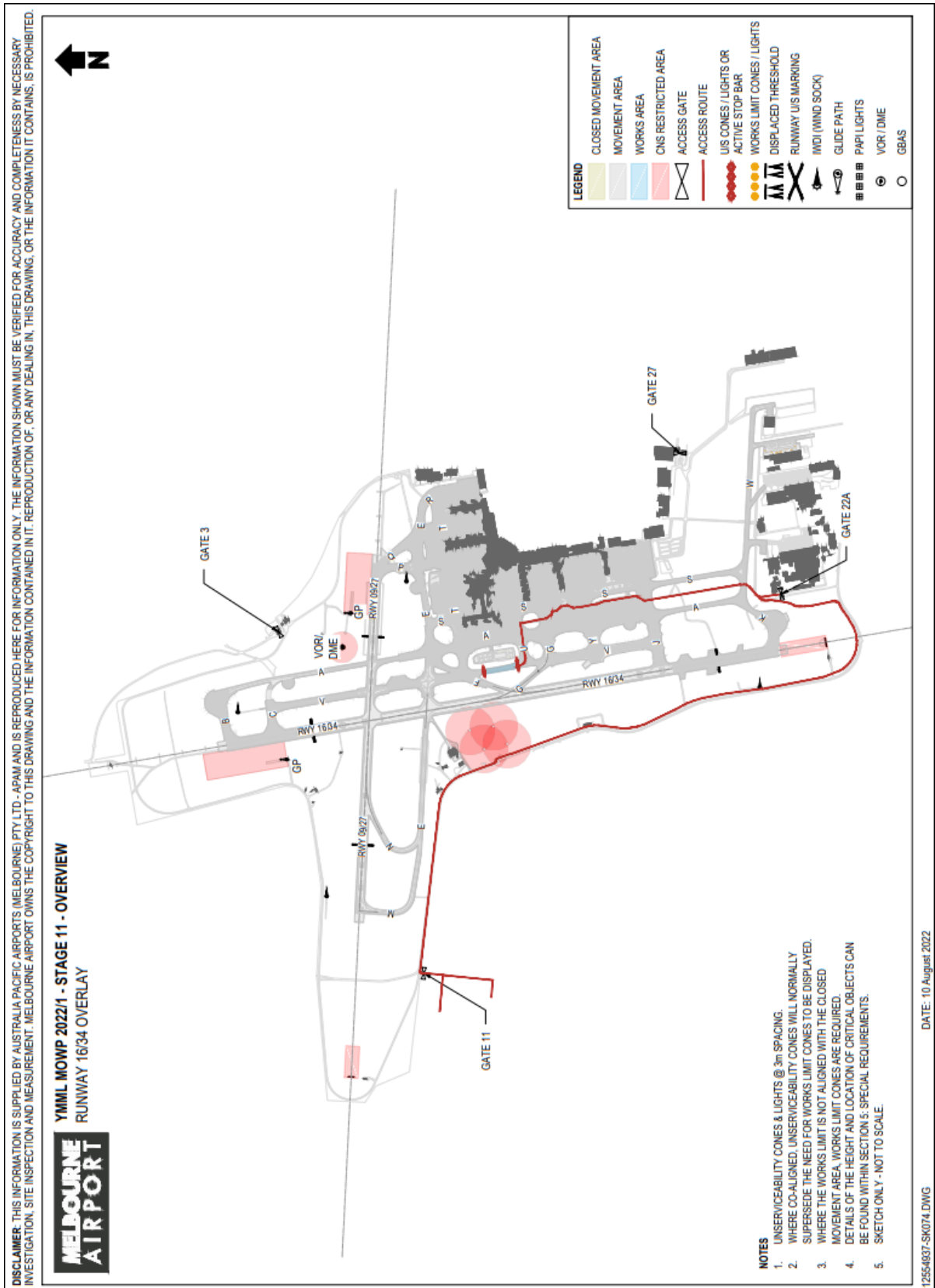
8.25 Stage 10 Overview



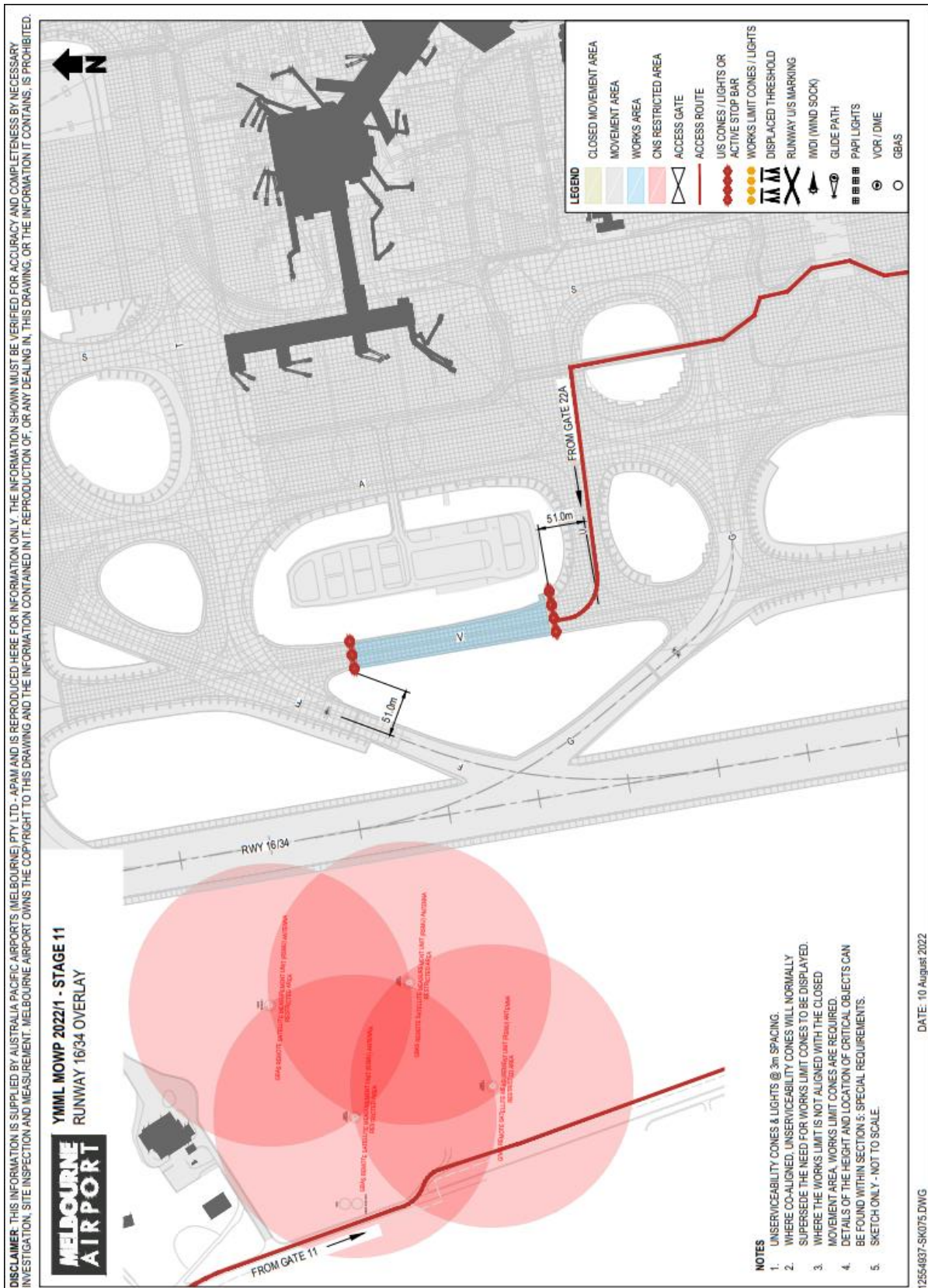
8.26 Stage 10



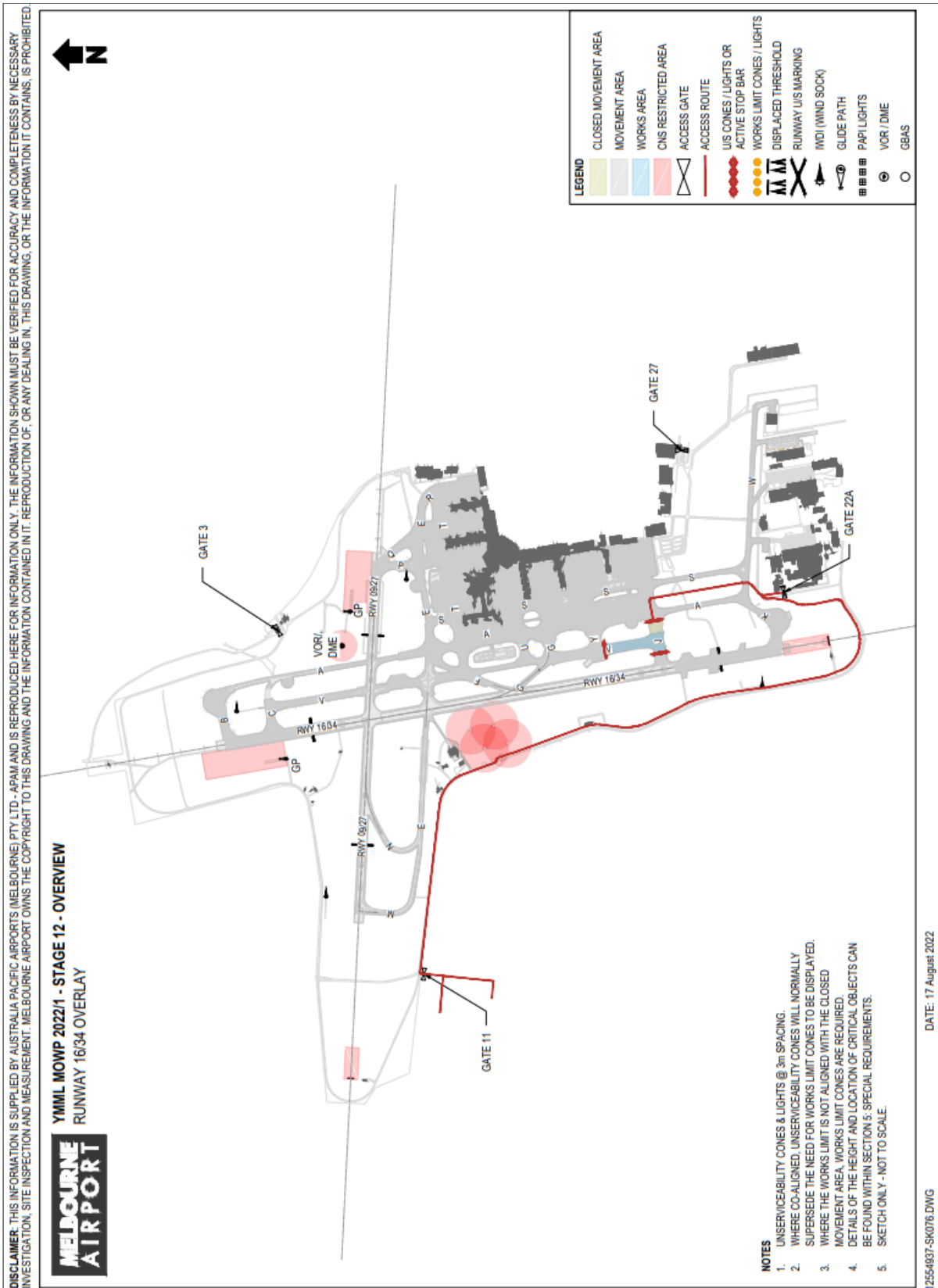
8.27 Stage 11 Overview



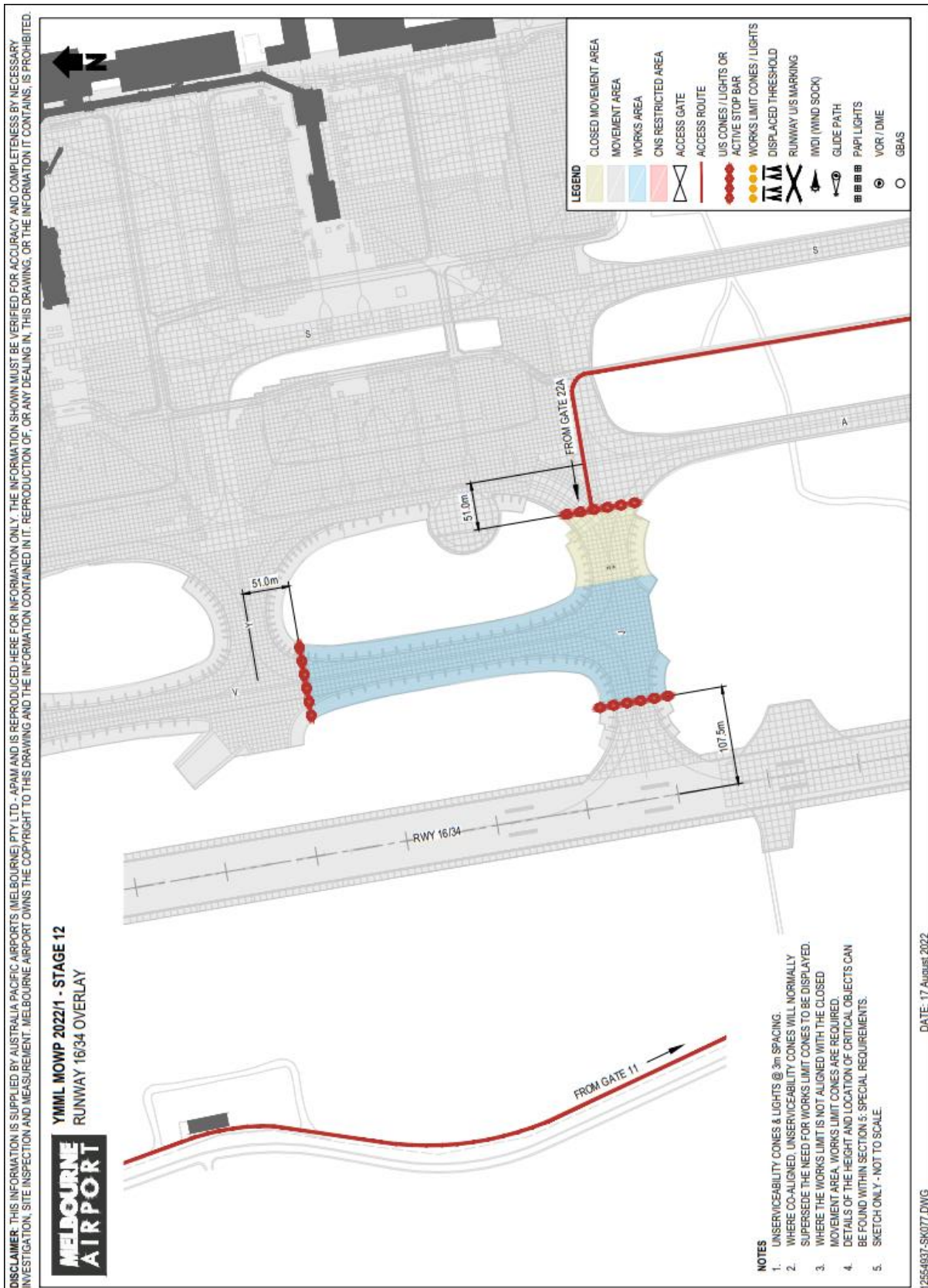
8.28 Stage 11



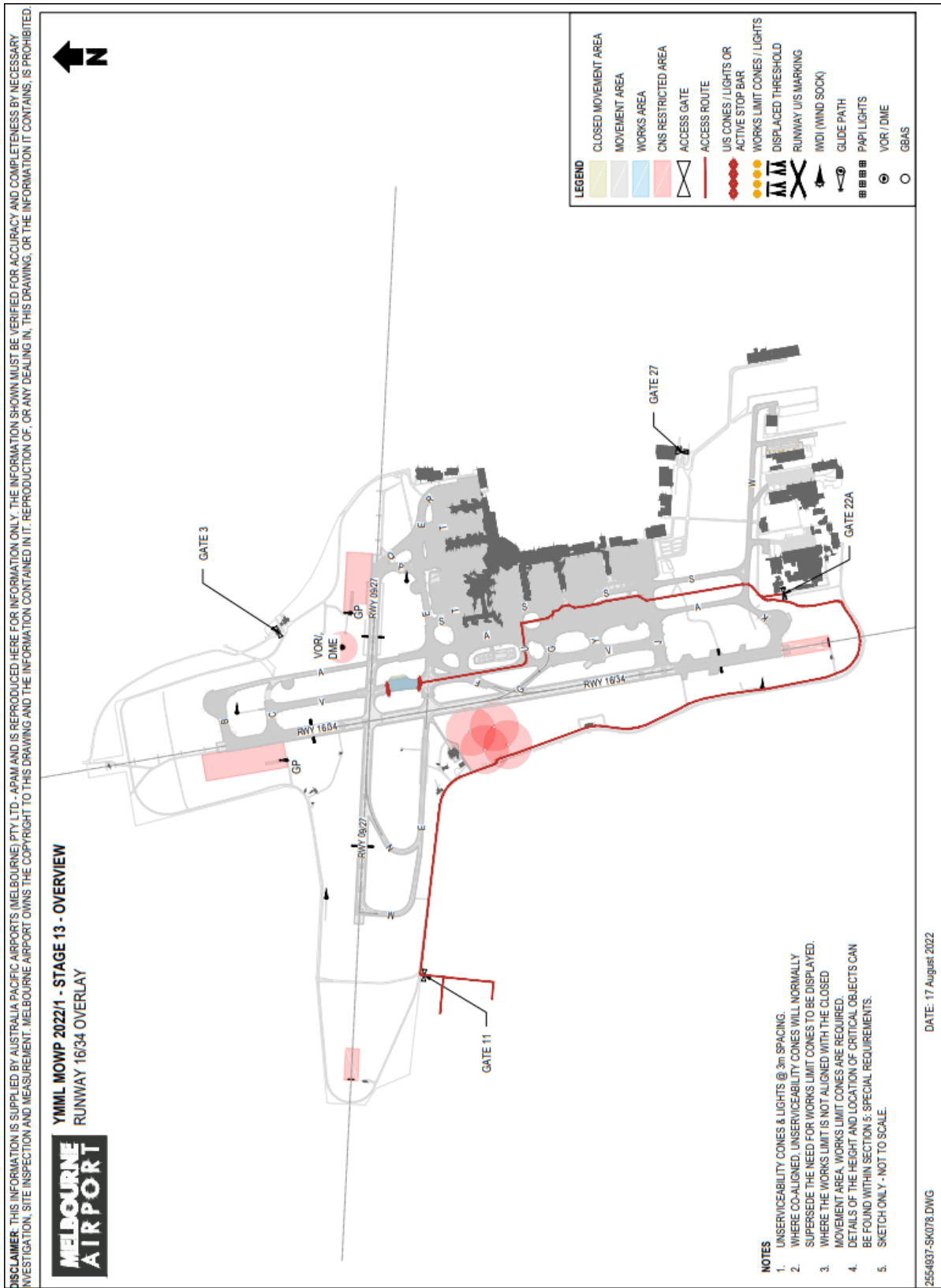
8.29 Stage 12 Overview



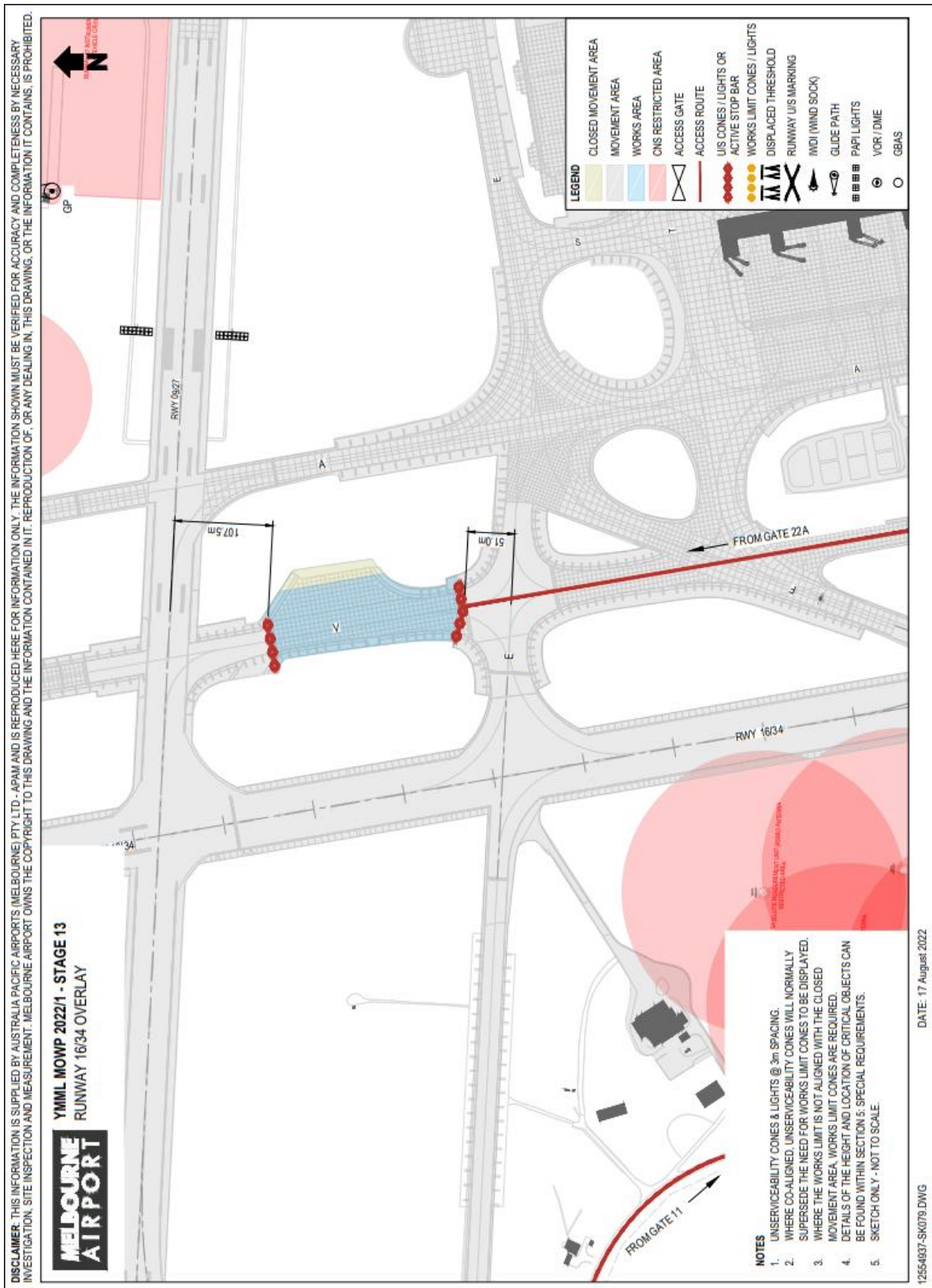
8.30 Stage 12



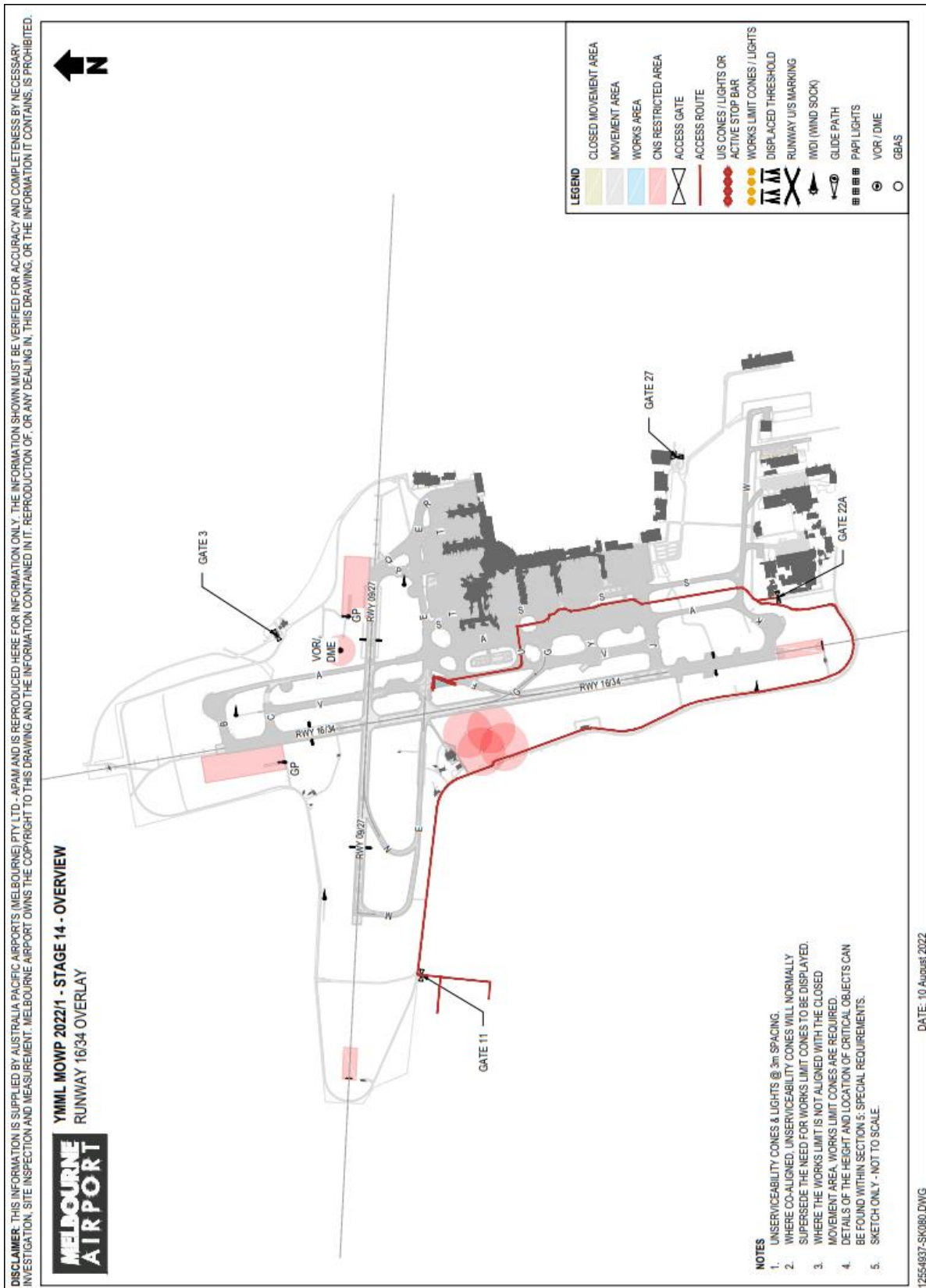
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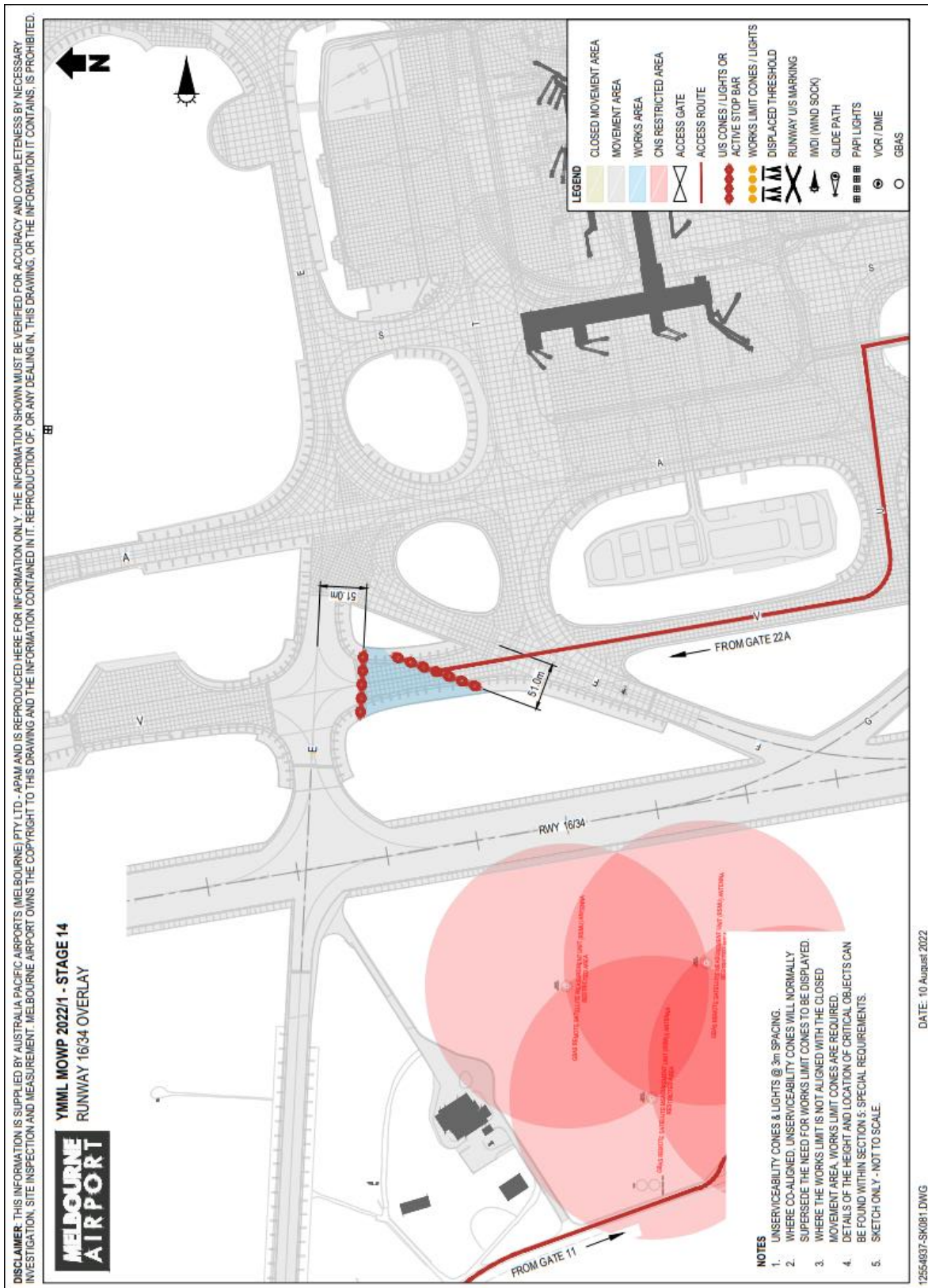
8.32 Stage 13



8.33 Stage 14 Overview

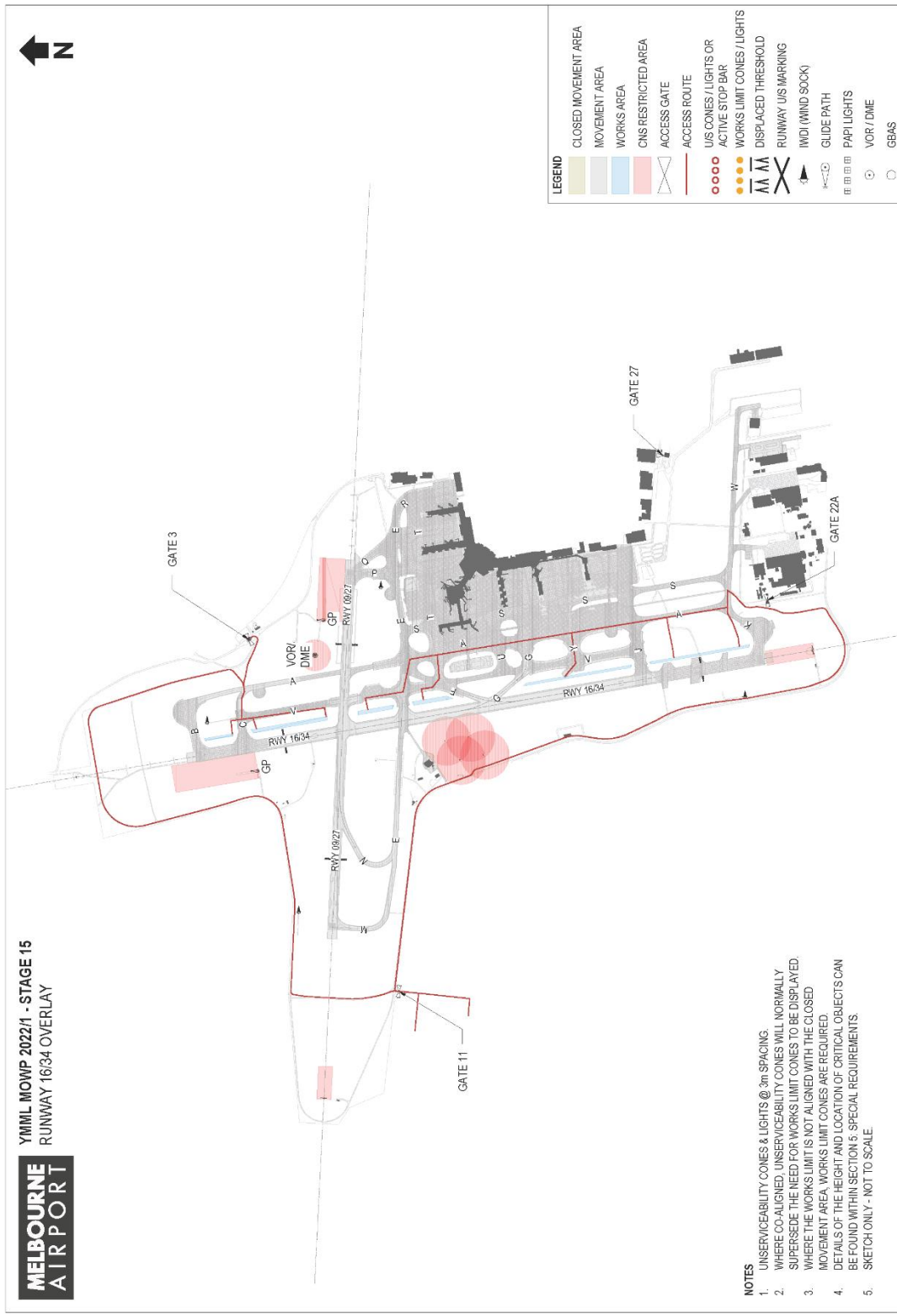


8.34 Stage 14



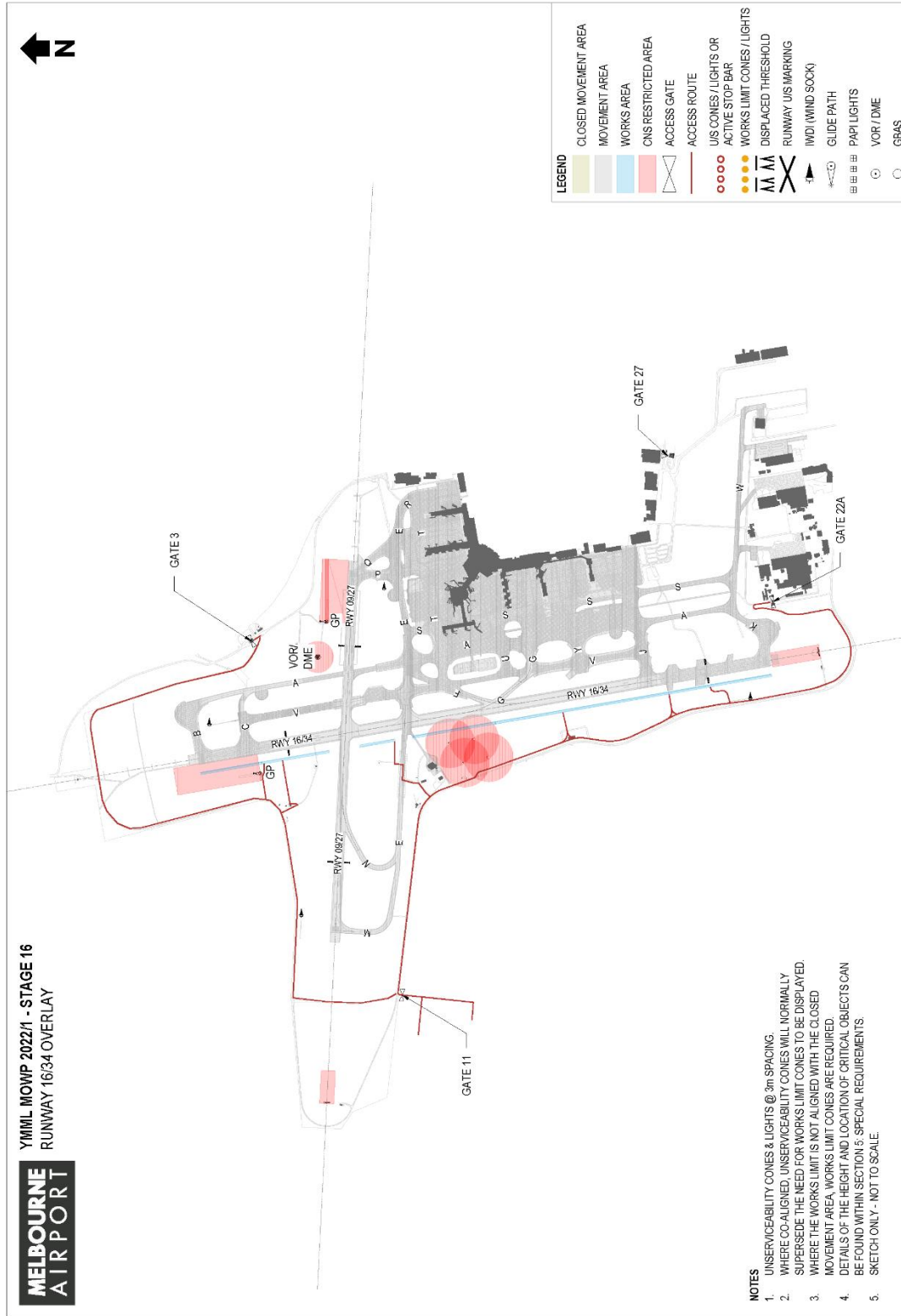
8.35 Stage 15

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9 Distribution List

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

The distribution list for this MOWP is maintained by the Airfield Operations and Works Coordinator.

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Air India	Express Freighters Australia	Royal Brunei Airlines
Air New Zealand	Fiji Airways	Scoot
Air North	Garuda Indonesia	Sharp Airlines
Air Vanuatu	Hainan Airlines	Sichuan Airlines
AirAsia X	Heston MRO	Singapore Airlines
AirCalin	ISS Security	Skytanking
Airservices Australia	Japan Airlines	Skytraders
Airwork Flight Operations	Jepperson Australia	Skywest Airlines
Asiana Airlines	Jet City	SriLankan Airlines
ASL Airlines	Jetstar	Tasman Cargo
Atlas Air	Kalitta	Team Global Express
Batik Air	Latam	Texelair
Beijing Capital Airlines	Link Airways	Thai Airways International
Bureau of Meteorology	Lufthansa Flight Navigation	Tianjin Airlines
Cathay Pacific	Malaysia Airlines	Turkish Airlines
Cebu Pacific	Melbourne Airport Precinct	United Airlines
China Airlines	Melbourne Airport	Victorian Police Air Wing
China Eastern Airlines	Menzies Aviation Group	Vietjet
China Southern Airlines	Pel Air Aviation	Vietnam Airlines
Civil Aviation Safety Authority	Phillippine Airlines	Virgin Australia
Department of Defence	Polar Air Cargo	Viva Energy
Dnata	Qantas Airways	Xiamen Airlines
Emirates	Qantas Link	

10 Further Information

For further information about this **Method of Working Plan**, please contact:

airfieldworkscoordinator@melair.com.au / +61 (03) 9297 1839 0417 658 134