LAUNCESTON AIRPORT

METHOD OF WORKING PLAN - YMLT 26/04

Aerodrome	**LAUNCESTON AIRPORT (YMLT)**
Project Description	• **Airfield Ground Lighting Upgrade**

Key Dates	
Approval of MOWP	**08 July 26**
Revision Date	**03 NOV 26**
Commencement of Works	**22 JUL 26**
Completion of Works	**22 JAN 27**
Expiry of MOWP	**22 APR 27**

CHANGE REGISTER

This Change Register has been developed in accordance with Part 139 (Aerodromes) Manual of Standards 2020, to provide guidance to the reader regarding changes between the current MOWP Version and the previous MOWP Version when revisions of the MOWP are developed.

Previous MOWP Version: Nil

Current MOWP Version: YMLT 26/04 V1.0

MOWP Version	Section	Change
1.1	2.3	Minor revision to bay restrictions during stage 2B.
	2.9	Provision for Emergency Rotary aircraft to operate to the southern apron during stage 5 runway works
1.2	1.3, 2	Change of dates for staging
	2.9	Addition of Stage 4D - TWY C Closure
	6.7	Updated contact details
	8	Stage 4D Drawing

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1. WORKS INFORMATION

1.1 Description of the works

This MOWP has been prepared in accordance with the requirements of CASA Part 139 MOS – Aerodromes, Chapter 16 – Method of Working Plans (CASA, 2020).

This MOWP captures the Stage 1 through to Stage 5 construction activities to be carried out at Launceston Airport (APAL) as part of the AGL Upgrade Project. Maintenance works under this Project will enable transition from halogen to LED lighting and achieve airfield lighting upgrades as lighting components reach end-of-life. Works activities during the Project stages include the removal of existing halogen lighting infrastructure across taxiways and runways, installation of new primary and secondary cabling, installation of LED lighting, reconfiguration of taxiway holding point lighting, and installation of pit and duct systems where required.

Works on taxiways and runways shall be performed by isolated pavement closures to minimise the impact on operations.

1.2 Definitions

A table of MOWP specific definitions is provided below.

Stage	All works conducted within a specific duration. Stage drawings illustrate the conditions and associated information of the airfield during the Stage depicted, whilst indicating the location of the work area/s contained within that Stage. The MOWP is generally restricted to working under only one (1) Stage per work shift. The sequencing of Stages is presented in the following section.
RTS	Return to Service (RTS) describes a work activity / shift in which the works contractor is required to vacate and reinstate the work areas back to a nominated extent and to allow for aircraft traffic as detailed within the Stage description and associated NOTAM.

Please refer to the Aeronautical Information Package and the CASA Website for commonly used Aviation terms and abbreviations.

1.3 Sequence of work

The following construction activities are to be undertaken at Launceston Airport. Any reference to specific work hours shall always be in Australian Eastern Standard Time. For a diagrammatic representation of the work stages, refer to section **8 DRAWINGS – STAGE DRAWINGS.** The sequence is based on the plan at the time of MOWP 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.**

Stage	Activity Summary	Start Date	Start Time	End Date	End Time
Stage 1	Taxiway Lighting - Northern Taxiway A	28-Sep-26	0700	27-Oct-26	1700
Stage 2A	RPT Apron Lighting (Bays 1-3)	15-Sep-26	2300	18-Sep-26	0600
Stage 2B	RPT Apron Lighting (Bays 4-6)	18-Sep-26	2300	24-Sep-26	0600
Stage 3A	Taxiway Lighting - Central Taxiway A *(to be combined with 3B)*	05-Nov-26	0700	13-Nov-26	1700
Stage 3B	Taxiway Lighting - Central Taxiway A, Taxiway B	05-Nov-26	0700	13-Nov-26	1700
Stage 4A	Pit and Duct Installation	22-Jul-26	0700	31-Jul-26	1700
	Taxiway Lighting - Southern Taxiway A, Taxiway F	16-Nov-26	0700	20-Nov-26	1700
Stage 4B	Taxiway Lighting - Southern Taxiway A, Taxiway E	28-Oct-26	0700	30-Oct-26	1700
Stage 4C	Taxiway Lighting - Southern Taxiway A	02-Nov-26	0700	04-Nov-26	1700
Stage 4D	Taxiway Lighting - Taxiway C	06-Nov-26	24hr	09-Nov-26	24hr
Stage 5	Runway Lighting	09-Oct-26	2300	06-Dec-26	0600
Stage 6	Primary Cable Installation	03-Aug-26	0700	04-Sep-26	1700

Notes:

- Detailed Stage Activities are provided in Section 2 RESTRICTIONS TO AIRCRAFT OPERATIONS.
- Shift Start Times of 2300* indicate that the works are to commence following the last scheduled movement prior to 2300. A hard stop is required at 2300. No aircraft movements are permitted after 2300 or before 0600 as per 1.6 Work hours

1.4 Times and dates

Note that all shift times and dates presented are in local Launceston time (Australian Eastern Standard Time). Any conversions to UTC Zulu are clearly denoted as UTC Zulu time and are referred to only in conjunction with the local Launceston times.

1.5 Work hours

The AGL Upgrade Project working hours for construction activities will be:

- 2210 – 0550 for night shift (stages 1 – 4)
- After last scheduled movement to 0550 for night shift (Stage 5)
- 0700 to 1700 for day shift

Night work activities will typically be undertaken under a return to service (RTS) methodology unless otherwise stated. For Stage 5, works will commence 30 minutes after the last scheduled movement, this is a hard closure.

Unless alternative arrangements are agreed by Launceston Airport and notified by NOTAMs, works will not take place on state sanctioned public holidays or non-working periods as identified below:

- Any public holiday
- During Christmas to New Years Periods

2. RESTRICTIONS TO AIRCRAFT OPERATIONS

2.1 Stage 1

Planned dates	28-Sep-26 - 27-Oct-26	**Closure type**	Day & Night (24/7)
Affected Area	TWY A (North of RPT Apron)	**RWY 14R/32L TORA**	No Impact
Shift timing	Monday to Friday 0700-1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A closed north of RPT Apron.		
Aprons	Nil		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 1 - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 1 NOTAM	
TWY A N REGULAR PUBLIC TRANSPORT (RPT) APN CLSD DUE WIP. TWY D CLSD DUE WIP. REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.2 Stage 2A

Planned dates	15-Sep-26 - 18-Sep-26	**Closure type**	Return to Service (RTS) - Nightshift
Affected Area	RPT Apron / TWY A	**RWY 14R/32L TORA**	No Impact
Shift timing	2215 – 0550		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A closed from Northern edge of RPT Apron to Southern edge of RPT Apron.		
Aprons	RPT Apron closed from Bay 1 to Bay 3.		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period between the shift times stated above.		
Drawings	Stage 2A - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 2A NOTAM	
TWY A N TWY C CLSD DUE WIP. TWY D CLSD DUE WIP. ACFT BAYS 1, 2 & 3 CLSD. REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.3 Stage 2B

Planned dates	18-Sep-26 - 24-Sep-26	**Closure type**	Return to Service (RTS) - Nightshift
Affected Area	RPT Apron / TWY A	**RWY 14R/32L TORA**	No impact
Shift timing	2215 – 0550		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A closed from Northern edge of RPT Apron to Southern edge of RPT Apron.		
Aprons	RPT Apron closed from Bay 4 to Bay 6.		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period between the shift times stated above.		
Drawings	Stage 2B - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 2B NOTAM	
TWY A BTN TWY C AND TWY B CLSD DUE WIP. TWY C CLSD DUE WIP. ACFT BAYS 3, 4, 5 & 6 CLSD DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.4 Stage 3A

Planned dates	05-Nov-26 - 13-Nov-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY A	**RWY 14R/32L TORA**	No Impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A closed from Southern edge of RPT apron to TWY B		
Aprons	Nil.		
Aircraft type restrictions	All aircraft		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 3A Drawing - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 3A NOTAM	
TWY A BTN REGULAR PUBLIC TRANSPORT(RPT) APN AND TWY B CLSD DUE WIP. REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.5 Stage 3B

Planned dates	05-Nov-26 - 13-Nov-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY A / TWY B Southern Apron.	**RWY 14R/32L TORA**	No impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A (vicinity of TWY B) Closed. TWY B Closed.		
Aprons	Nil		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 3B - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 3B NOTAM	
TWY A BTN REGULAR PUBLIC TRANSPORT (RPT) APN AND TWY B CLSD DUE WIP. TWY B CLSD DUE WIP. REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.6 Stage 4A

Planned dates	22-Jul-26 - 31-Jul-26 16-Nov-26 - 20-Nov-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY A (vicinity of TWY F). TWY F.	**RWY 14R/32L TORA**	No impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Installation of new pit and duct infrastructure. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil		
Taxiways	TWY A (vicinity of TWY F) closed. TWY F closed.		
Aprons	Nil		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 4A - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 4A NOTAM
TWY F AND TWY A BETWEEN TWY B AND TWY E CLSD DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YMLT- 26/04 TWY A BTN RWY 32L HLDG POINT AND TWY E CLSD EXC FOR ACFT WITH MAX WINGSPAN OF 22M 30MIN PN RQ FOR ACCESS OUTSIDE TWR HR CTC AD REP OFFICER (ARO) CALLSIGN 'CAR 8' VIA FREQ 118.7 OR TEL: 0407 305 595

REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.7 Stage 4B

Planned dates	28-Oct-26 - 30-Oct-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY A (vicinity of TWY E) RFDS Apron	**RWY 14R/32L TORA**	No impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A (vicinity of TWY E) closed. TWY E closed		
Aprons	Nil		
Aircraft type restrictions	All aircraft.		
Other comments	Affected assets closed for entire duration of construction period		
Drawings	Stage 4B - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 4B NOTAM
TWY A CLSD BTN TWY F AND RWY 32L HLDG POINT DUE WIP. TWY E CLSD DUE WIP

REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.8 Stage 4C

Planned dates	02-Nov-26 - 04-Nov-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY A (South of TWY E)	**RWY 14R/32L TORA**	No impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting. • Modification of existing SIT pits and cable ducts.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY A (South of TWY E) closed.		
Aprons	Nil		
Aircraft type restrictions	All aircraft		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 4C Drawing - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 4C NOTAM
TWY A CLSD BTN TWY E AND RWY 32L HLDG POINT DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04

Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.9 Stage 4D

Planned dates	06-Nov-26 - 09-Nov-26	**Closure type**	Day and Night (24/7)
Affected Area	TWY C	**RWY 14R/32L TORA**	No impact
Shift timing	Day and Night Shift Timings		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED taxiway centreline fittings and infrastructure. • Reconfiguration of holding point lighting.		
Restrictions: Manoeuvring Area and Aprons			
Runways	Nil.		
Taxiways	TWY C closed.		
Aprons	Nil		
Aircraft type restrictions	All aircraft		
Other comments	Affected assets closed for entire duration of construction period.		
Drawings	Stage 4D Drawing - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 4C NOTAM
TWY C CLSD DUE WIP REFER METHOD OF WORKING PLAN (MOWP) YMLT - 26/04

Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.10 Stage 5

Planned dates	09-Oct-26 - 06-Dec-26	**Closure type**	Return to Service (RTS) - Nightshift
Affected Area	RWY 14R /32L & all taxiways	**RWY 14R/32L TORA**	RWY Closed
Shift timing	Friday to Sunday 2300* – 0600 *Shift start following last flight		
Activities	• Removal of existing halogen taxiway lighting infrastructure. • Installation of LED light fittings and infrastructure. • Installation of lead in lights. • Replacement of HIAL primary circuits and cabling. • Installation of LED RWY Threshold lighting.		
Restrictions: Manoeuvring Area and Aprons			
Runways	RWY 14R / 32L closed.		
Taxiways	All Taxiways closed.		
Aprons	Nil.		
Aircraft type restrictions	All aircraft except emergency rotary aircraft.		
Other comments	Affected assets closed for entire duration of construction period between the shift times stated above.		
Drawings	Stage 5 - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 5 NOTAM
AD CLSD DUE WIP EXC EMERG ROTARY ACFT TO AND FM SOUTHERN APRON. CTC AD REP OFFICER (ARO) CS ‘CAR 8’ VIA FREQ 118.7 OR TEL: 0407 305 595

REFER METHOD OF WORKING PLAN (MOWP) YMLT 26/04	
Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	Provision for emergency services rotary aircraft to operate to and from the southern apron during works period. ARO and WSOs will be monitoring CTAF 118.7 throughout works and can provide further information to pilots on request.

2.11 Stage 6

Planned dates	03-Aug-26 - 04-Sep-26	**Closure type**	Nil
Affected Area	RWY 14R/32L & All Taxiways	**RWY 14R/32L TORA**	No Impact
Shift timing	Monday to Friday 0700 to 1700		
Activities	• Primary cable installation.		
Restrictions: Manoeuvring Area and Aprons			
Runways	No Impact		
Taxiways	No Impact		
Aprons	Nil.		
Aircraft type restrictions	Nil.		
Other comments	Men and equipment operating outside the runway strip for Primary Cable installation and associated activities.		
Drawings	Stage 6 - Section 8 DRAWINGS – STAGE DRAWINGS		

Stage 6 NOTAM
• Not Required

Remarks **Details of any special restrictions and the requirements for the issue of NOTAMs**	

2.12 Adverse Weather

Under certain emergency situations or in the event of adverse weather conditions, the works organisation may be denied access to the airside of the airfield and to the works areas.

Works will not be permitted to be carried out during:

- periods where Low Visibility Operations are declared by Launceston ATC.
- Other weather conditions where APAL ARO in conjunction with ATC, determine the works would be unsafe or affect airport operations.

Select stages, such as RTS areas, may be delayed from commencement if inclement weather is present or forecast.

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

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.

2.13 Low Visibility Procedures

In accordance with the Launceston Airport Aerodrome Manual, Low Visibility Procedures (LVP) are required when the Visual Meteorological Condition (VMC) has degraded to a distance that aerodrome surface movement safety may be compromised.

During ATC Hours, LVP are to be conducted in accordance with the Manual of Air Traffic Services (MATS). Outside ATC hours work on the manoeuvring areas, including time limited works, are not to commence or must cease when the runway visibility is reported at 1500m or less.

Cloud height and visibility can be obtained by monitoring the Launceston AWIS on 03 6283 8604.

2.14 Declared Emergencies

Under the direction of ATC and APAL ARO, the Works Safety Officer (WSO) is responsible for instructing the works contractor to vacate the work in the event of a declared emergency.

Outside ATC hours the WSO will contact the APAL ARO and advise the status of the works area and the ability for it to be made available for declared aircraft 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, unless advised by ATC or APAL ARO. The WSO and works party is however required to maintain awareness of the situation and be prepared to follow the WSO's instruction should the situation escalate to a full emergency.

2.15 NOTAMs

APAL Operations are responsible for issuing NOTAMs for each stage of the work. The contractor is to liaise with the Project Manager and APAL Operations in regard to NOTAM requirements in the first instance.

The full planned NOTAM text is contained above within the restriction to operations section. Dates and times are indicative only and the final NOTAM is to be submitted at least 48 hours before works commencement for the respective stage. The contractor is to contact the Project Manager and APAL Operations, 24 business hours prior to the NOTAM submission in order to trigger the release of the next required NOTAM for subsequent stages of works.

Any proposed changes to the works detail are to be carried out in consultation with the relevant APAL stakeholders.

Modification to the works information must be detailed in an amendment to this MOWP and the planned NOTAM text. All modifications must be reviewed and approved by the relevant authorities listed in Section **7 AUTHORITY** of this MOWP prior to the commencement of the works.

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

2.16 Works Closure

All works where full or partial Manoeuvring Areas closure are as specified in section 2.

These closed areas will not be available for aircraft operations until works have been completed, inspected and declared serviceable as specified in completion of works inspection section of this MOWP.

3. PERSONNAL AND EQUIPMENT

3.1 Requirement to Vacate Movement Area

Personnel and equipment will be required to vacate the movement area during certain weather conditions and in the event of an airport emergency.

3.2 Personnel

All personnel associated with the work are bound by any instructions issued by the WSO, who has the right to refuse access to persons likely, in his/her opinion, to compromise aircraft safety on the airfield as well as operational safety matters

Any breaches of aviation safety (not detected by the WSO) must be reported to the WSO. The WSO is to initiate an immediate response in consultation with ATC, the Project Manager and APAL.

Works are to comply with the ADB Safegate Work Health and Safety Plan for the project, including all requirements for Personal Protective Equipment (PPE) including but not limited to high-visibility clothing, task relevant and location relevant hearing protection and hard hats (helmets).

3.3 Vehicles and Plant

Vehicles and plant used for these works are not to exceed the maximum working heights prescribed in each Stage Drawing in **Section 8 DRAWINGS – STAGE DRAWINGS.**

Prescribed Airspace cannot be penetrated without the relevant approvals.

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

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

Vehicles and self-propelled items of plant are to have vehicle warning lights as detailed in CASR MoS Part 139 Section 14.05: Other Lights on an Aerodrome whenever they are operating within the airside movement area. All vehicles and plant are to be cleaned prior to entering the airside active areas.

All private vehicles will be parked at an approved site pre-arranged with the Project Manager.

3.4 Access to the Works and Security

Access to the works area is to be via the designated route shown per Stage Drawing in **Section 8 DRAWINGS – STAGE DRAWINGS.** Movement of vehicles, plant and equipment must be confined to these routes.

All personnel are to have on their person and visible at all times a valid ASIC or Visitor pass issued by APAL.

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

Only vehicles and plant engaged in the works will be permitted at the works site. Parking locations for works related vehicles are to adhere to the works limit extents of each Stage Drawing. Posted speed limits to be adhered to at all times.

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 APAL.

4. AERODROME MARKERS, MARKINGS AND LIGHTS

4.1 General Information

The location of the markings, markers and lighting, altered/removed/installed, are shown on the Works Site Drawings in **Section 8 DRAWINGS – STAGE DRAWINGS**.

The APAL ARO is to review the proposed type and layout of all markers and lighting arrangements prior to the commencement of work. The WSO is to ensure compliance with the requirements of CASR MoS Part 139.

Markings, markers and lighting are not to be installed, altered or removed without the approval of the APAL ARO.

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

Further, the WSO is to ensure that the markers are appropriate and maintained at all times during the works until the area is returned to normal conditions.

4.2 Lights and Ground Aids

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

Drivers are to be briefed that high beam is not to be used.

Closed portions of the Manoeuvring Area will be marked by 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).

All lighting within and directly leading into the closed portion of a Manoeuvring Area will be obscured or extinguished.

The closed Taxiways will be marked with unserviceability cones that will be placed with 3m spacing unless otherwise stated in MOWP.

Unserviceability cones are supplemented by red lights with 3m spacing, either at night or in periods of poor visibility.

Where possible, MAG signs are maintained to assist pilots and works parties in situational awareness.

4.3 Isolation of services and Airfield Ground Lighting (AGL)

All services that are required to be isolated on the airfield are to be coordinated through APAL guidelines. All inspections, service locations, excavations and works on or around the AGL will be isolated prior to works commencing.

Isolation of AGL is required to be organised ahead of time with the Project Manager and APAL via an Isolation Permit so that contactor support can be organised.

The contractor, before the commencement of any works, will confirm the location of all underground services.

4.4 Protection of Electrical Services

The Works Contractor Works Supervisor is to obtain Concealed Services Permit prior to performing any excavation on any site.

4.5 Instrument Landing System (ILS) Critical and Sensitive Areas

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

As this project will be working within the ILS Critical and Sensitive areas, all activities within the ILS Critical and Sensitive areas shall be coordinated through the Project Manager, APAL, and ATC to ensure the ILS is deactivated and appropriate NOTAMs are raised for the duration of the works activity.

5. SPECIAL REQUIREMENTS

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

Prior to performing any hot work, the Works Contractor Works Supervisor is to obtain a Hot Work Permit, which can be facilitated through the Project Manager.

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

Contaminated material, excavated as a result of the works, must be managed in accordance with the approved CEMP and APAL requirements.

Personal Protective Equipment (PPE), including hearing protection, is to be worn at all times.

Any potential wildlife hazards will be managed in accordance with the APAL Wildlife Hazard Management Plan. Food and waste management will be reinforced by daily toolbox talks and managed by the WSO onsite. Any resultant increase in wildlife activity or hazard will be notified immediately to the APAL ARO.

5.1 Completion of works inspection

The completion of each works in a RTS area requires the Contractor and WSO to ensure that a compliant area has been prepared and has been inspected prior to return to service.

A Works Handback Inspection Checklist will be completed for each RTS stage, with sign-off from WSO, APAL ARO and Contractor, confirming acceptance of works area prior to asset operation.

In accordance with Part 139 MoS 13.04 (m), at the completion of a work shift the WSO is to ensure that movement areas are returned to a serviceable condition for aircraft operations following

removal of vehicles, plant, equipment and personnel from the works area. Compliance checks include but are not limited to; surface grades and levels, surface condition and suitability for aircraft movements, foreign object debris (FOD) checks, line marking and airfield ground lighting.

WSO to contact APAL ARO and prior to area being opened, advise area ready for a serviceability inspection, Area must be cleaned and reinstated to a condition satisfactory to the APAL ARO.

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.

5.2 Foreign Object Debris (FOD) Control

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

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

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

5.3 Materials Haulage and Waste

Unless otherwise agreed with APAL, all earthworks materials and demolition waste will be managed in accordance with the Project CEMP and APAL Environmental Policies.

5.4 Pavement Construction

Any Runway and Taxiway pavement construction shall adhere to CASR MOS 139 requirements, including no excavations or holes to be left open on Manoeuvring Areas without approval from APAL.

6. ADMINISTRATION

6.1 Project Manager

The Internal Project Manager is Adam Sutton from APAL.

The External Project Manager is Glen Dodds from TSA Riley.

The Project Manager's contact details are at section **6.7 Contact Details.**

6.2 Works Contractor

The works will be carried out by ADB Safegate. All contact with APAL by the Works Contractor, in relation to the work, is to be made through the Project Manager.

6.3 Works Contractor Works Manager

The Works Contractor Works Manager will be Daniel Crocker. The Works Contractor Works Manager or representative must be present on site during all work periods.

All persons working on the site are responsible for complying with the requirements of this MOWP.

All contact, with APAL, by the Contractor, in relation to the work, is to be made through the Project Manager.

The Contractor's Representative is Daniel Crocker.

The Contractor's Representative contact details are at section **6.7 Contact Details.**

6.4 Design Services Consultant (DSC)

The Design Services Consultant is GHD.

The DSC Site Representative is GHD. The DSC Site Representative will be present on site or available during all work periods.

The DSC Site Representative contact details are at section **6.7 Contact Details.**

6.5 Works Safety Officer

The nominated Works Safety Officers (WSO) for these works will be provided by Launceston Airport.

The WSO contact details are at section 6.8.

The WSO is responsible for carrying out WSO duties in accordance with the requirements as stipulated in MoS Part 139 Sections 13.04 – Works Safety Officer, and this MOWP.

The WSO must be present on site at all times while work is in progress and cannot be active in the works activities. If there are multiple works sites, a WSO must be appointed to each work site to ensure that a WSO is present at all times as per Mos Part 139, Section 13.04.

The WSO must maintain radio communications with Launceston Tower (Launy Tower) on 118.700 MHz when ATC is active or maintain radio communications on the CTAF 118.400 MHz when the aerodrome is non-towered.

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

For Nights Works:

- Ensure that the works are completed (which includes completion of the inspection confirming serviceability of works areas and the movement area access routes) and the lighting reinstated by the NOTAM finish time.

- Should night works be completed early, the airfield will remain closed, and the lighting reinstated by the NOTAM finish time (unless special arrangements to make the airfield available earlier are agreed by relevant parties).

6.6 Aviation Safety

The following positions have responsibilities for aviation safety at Launceston Airport:

- The WSO is responsible for Aviation Safety matters affecting the works site.
- Launceston ATC and APAL Operations are responsible for Aviation Safety.
- APAL Operations is responsible for the submission of NOTAMS.

6.7 Contact Details

Launceston Airport		
Ilya Brucksch	Head of Planning and Infrastructure	ilya.brucksch@lst.com.au
Nick McCulloch	Head of Airport Operations	nick.mccolouch@lst.com.au
Ben Garratt	Capital Works Manager	ben.garratt@lst.com.au
Steven Kelly	Facilities Manager	steven.kelly@lst.com.au
Pawel Gazinski	Electrical & Mechanical Manager	pawel.gazinski@lst.com.au
Adam Sutton	APAL Project Manager	adam.sutton@lst.com.au
Chris Johnson	Airfield Manager	chris.johnson1@lst.com.au
Launceston ATC		
Tim McLean	Unit Tower Manager	tim.mclean@airservicesaustralia.com
Launceston ARFFS		
Contractor - ADB Safegate		
Jim Douch	Project Manager	Jim.douch@adbsafegate.com
Works Safety Officer		
To be confirmed upon shift allocations.	Contactable each day on	0447 777 588

7. AUTHORITY

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

7.1 Variation

No variation to this MOWP is to be issued without the approval of the signatories. These variations will be authorised and distributed as an amendment.

Requests or proposals to amend or vary the MOWP, as well as queries on its content or meaning, are to be directed to the Project Manager and APAL Operations.

7.2 Applicable Instructions

All works at Launceston Airport are to be conducted in accordance with:

1. Launceston Airport Aerodrome Manual
2. Other APAL Works Documents

Additional instructions maybe applicable for specific works; consult with the Project Manager prior to undertaking works.

7.3 Approval

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

This Method of Works Plan (MOWP) is approved for release under the authority of the following aerodrome accountable manager and/or their authorised delegates on 8th July 2026

Head of Airport Operations / Authorised Officer.
Nick McCulloch 3/11/2026 X Nick McCulloch Head of Operations/Authorised Officer Signed by: Nick McCulloch

8. DRAWINGS – STAGE DRAWINGS

STAGE 1

STAGE 2A

STAGE 2B

STAGE 3A

STAGE 3B

STAGE 4A

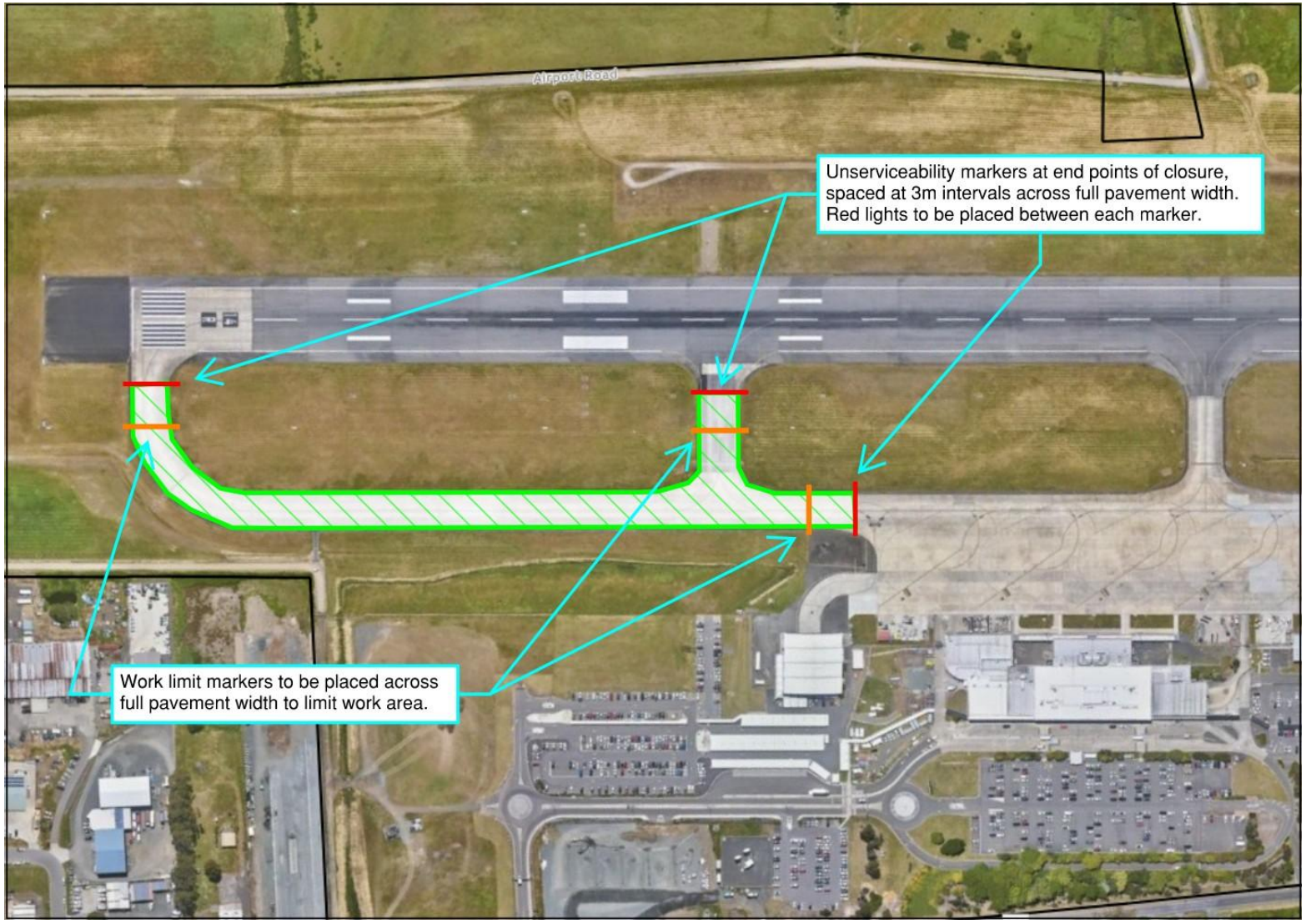
STAGE 4B

STAGE 4C

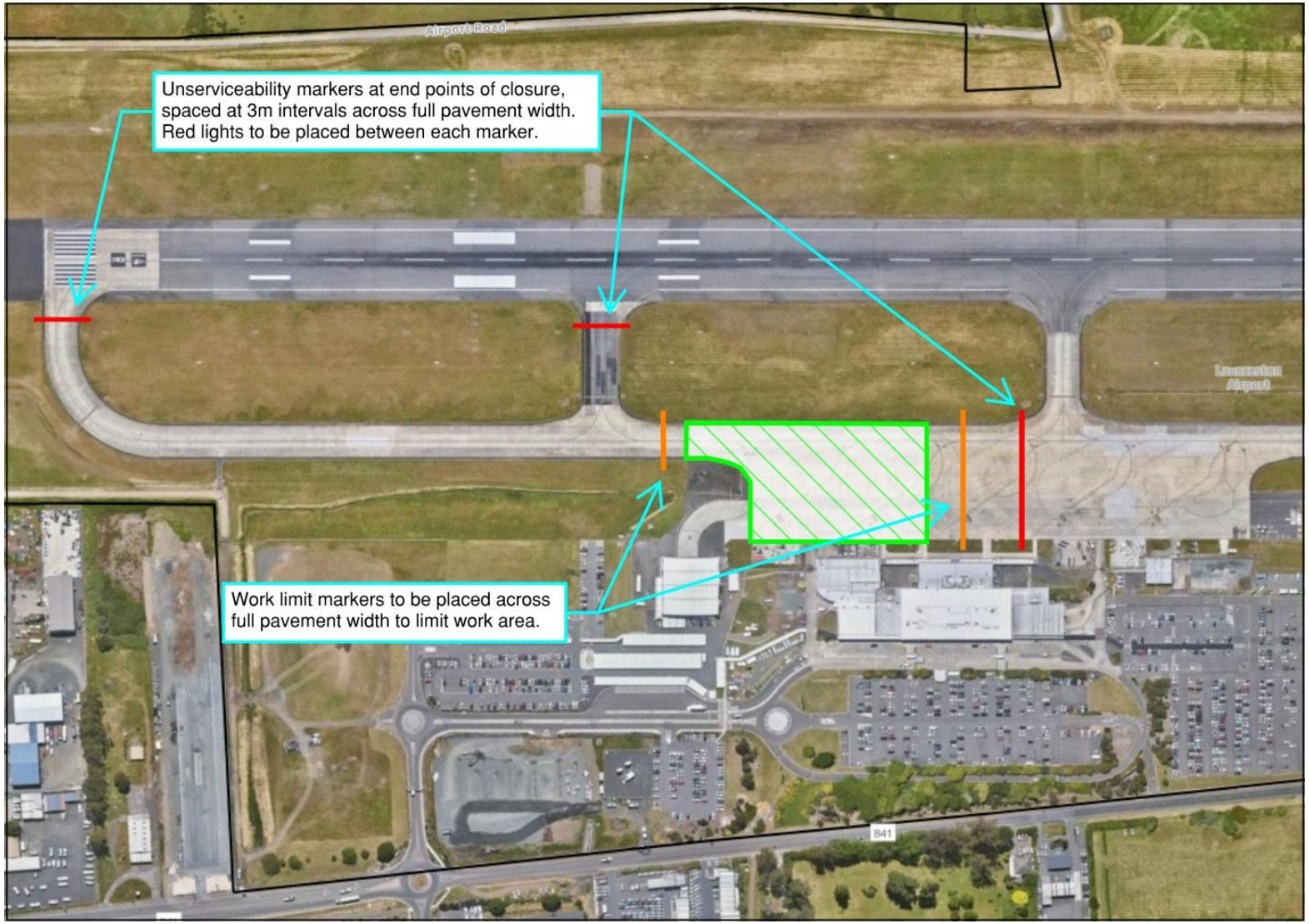
STAGE 5

STAGE 6

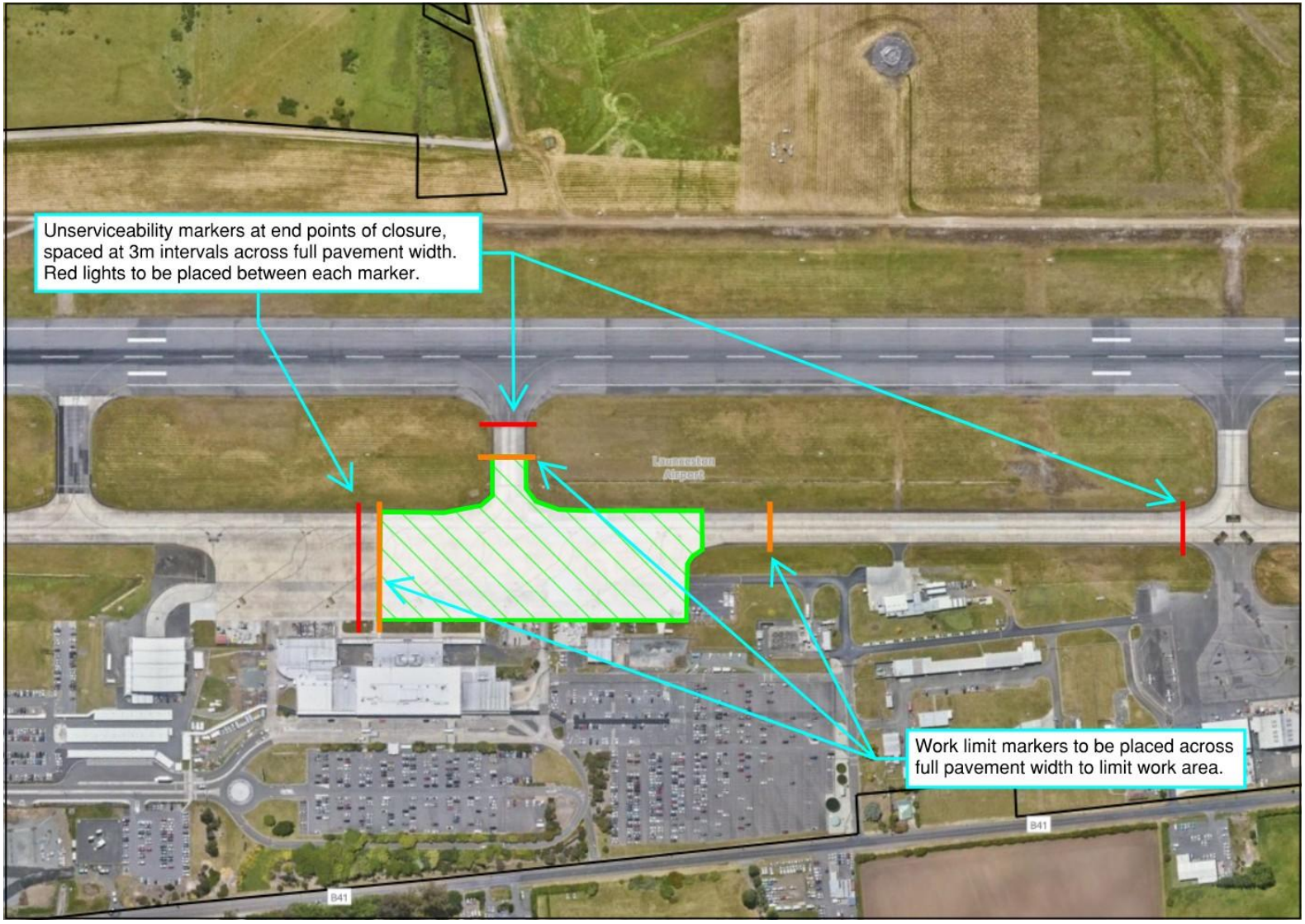
TRAFFIC MANAGEMENT PLAN


Airport Road
Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.

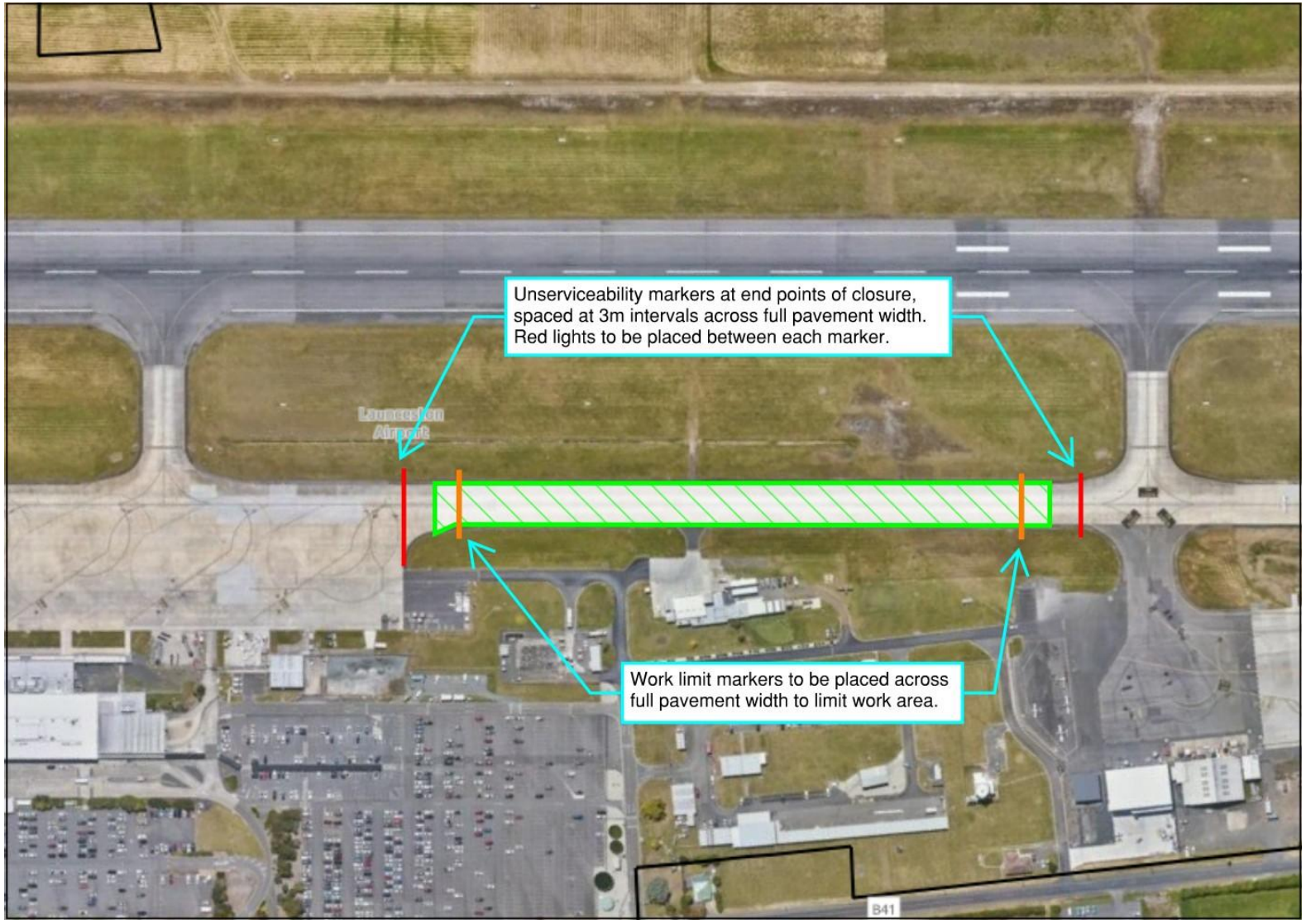
STAGE 1


Airport Road
Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.
Launceston Airport
B41

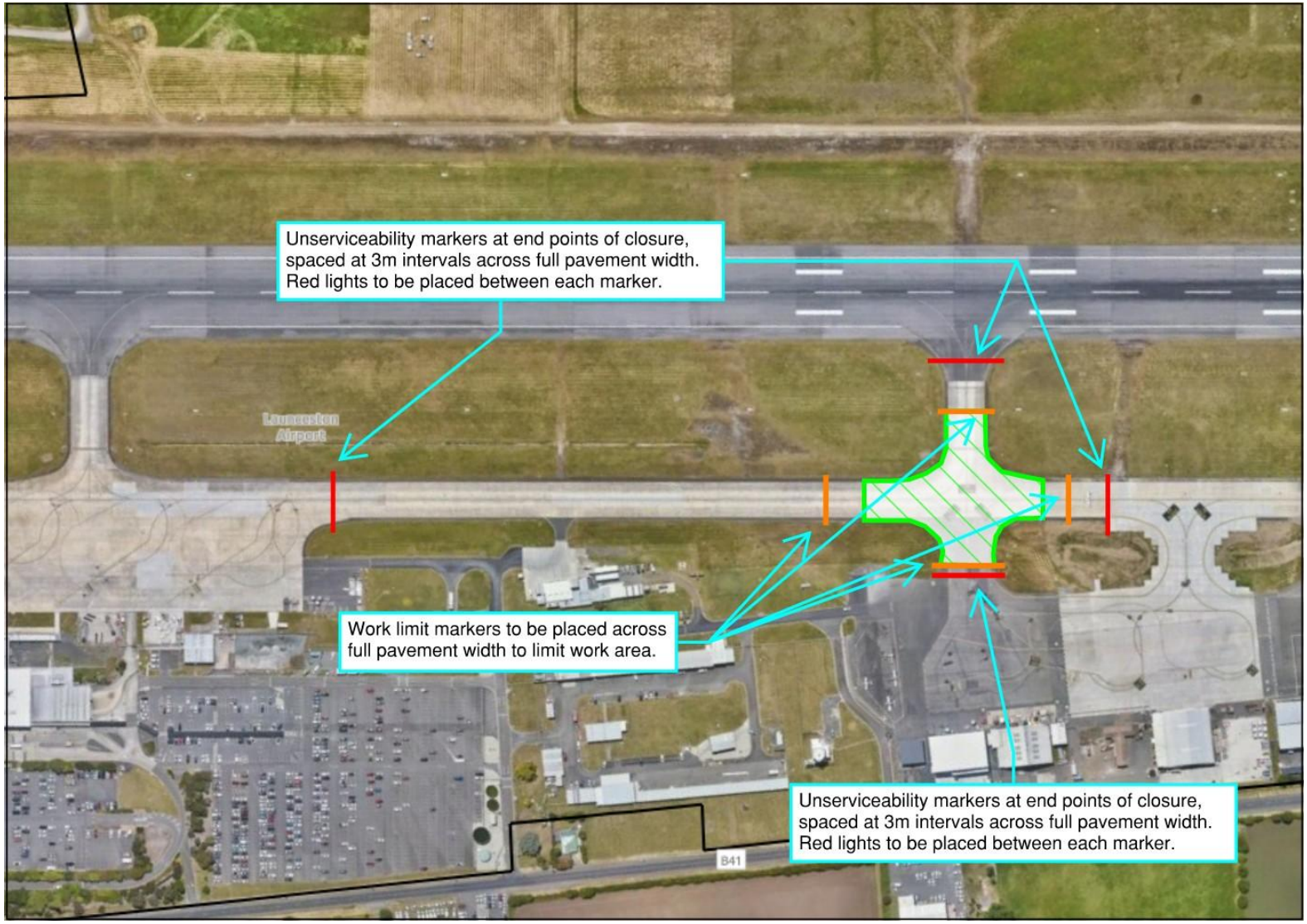
STAGE 2A


Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.
B41
B41

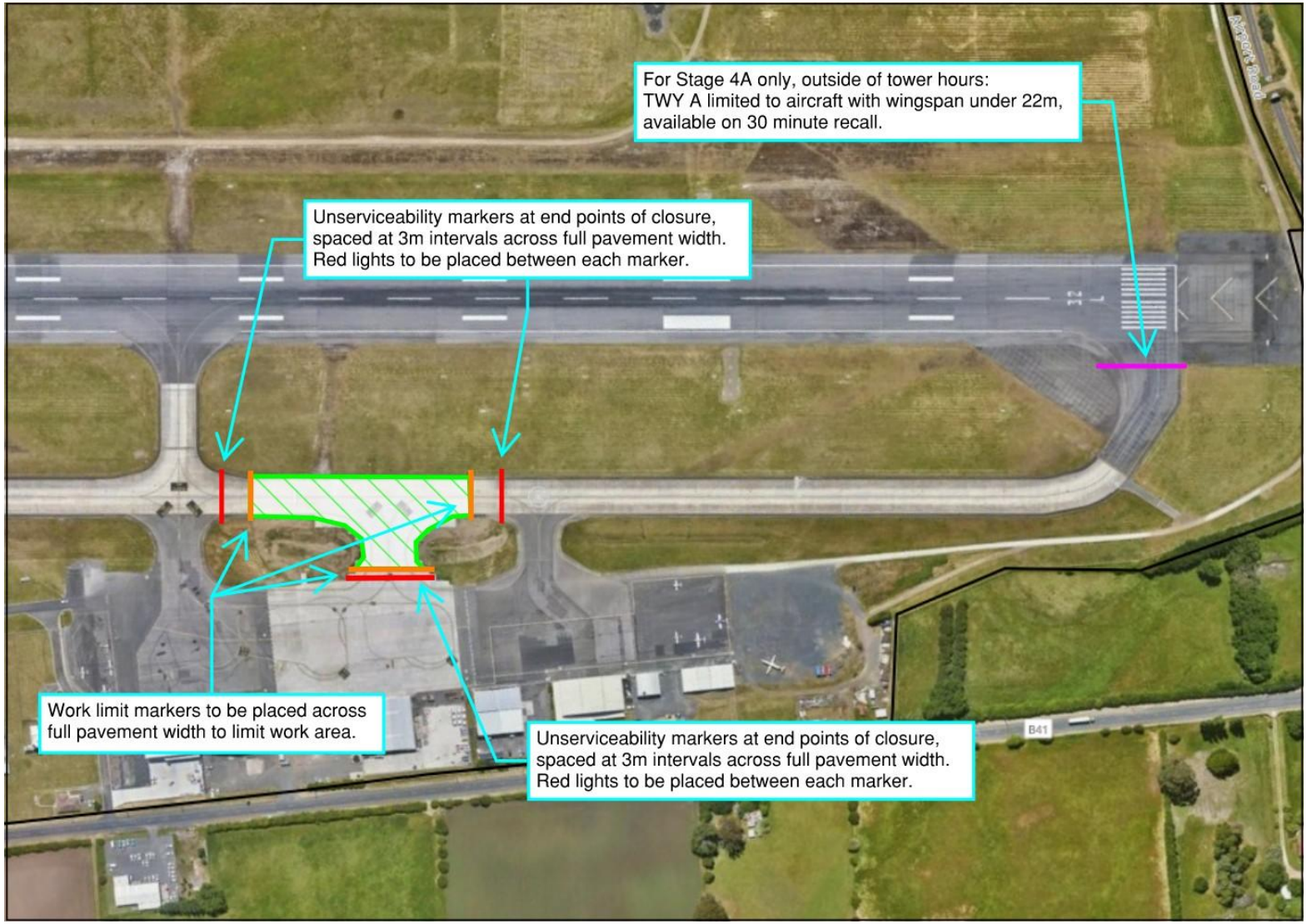
STAGE 2B


Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.
B41

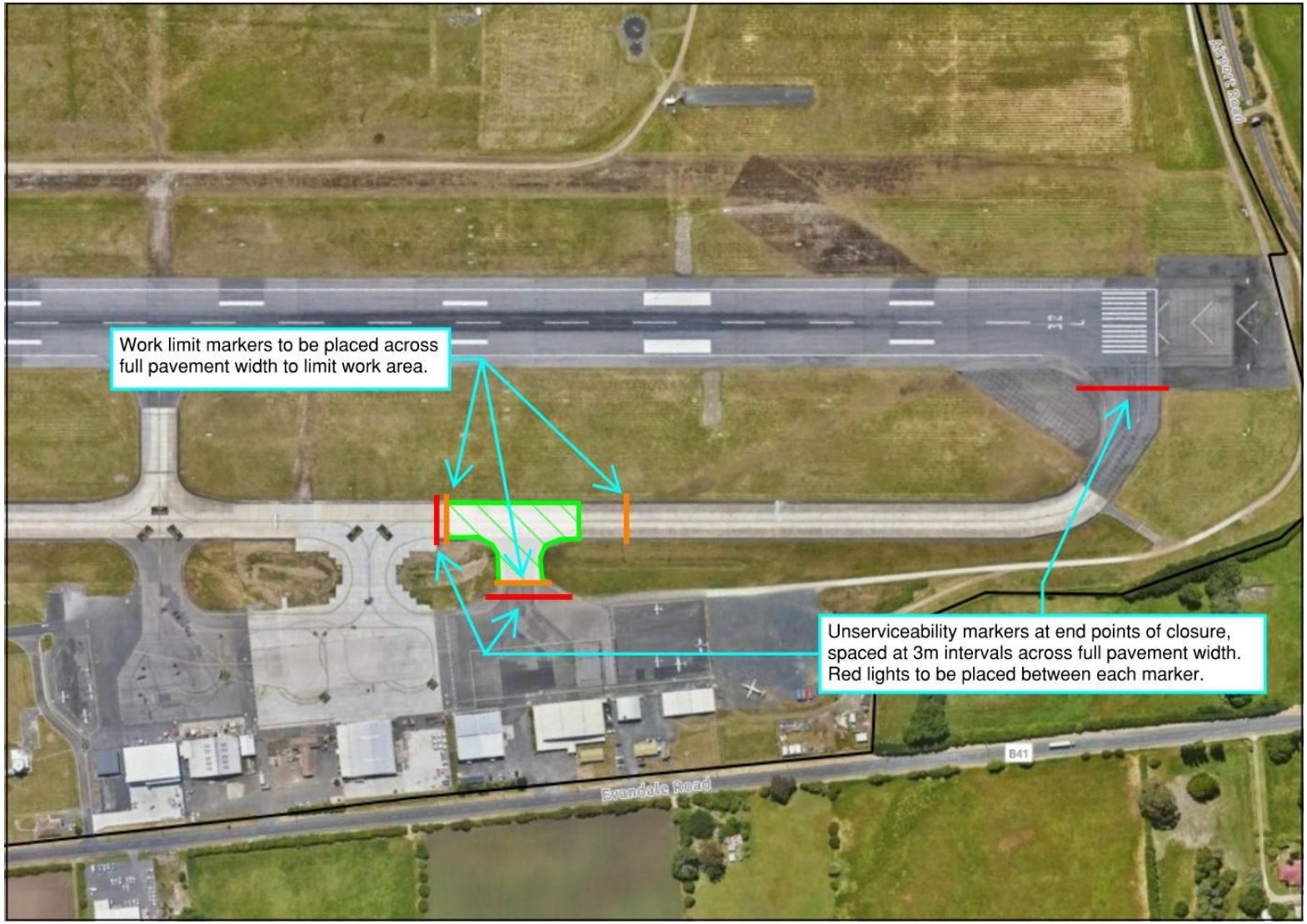
STAGE 3A


Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Launceston Airport
Work limit markers to be placed across full pavement width to limit work area.
Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
B41

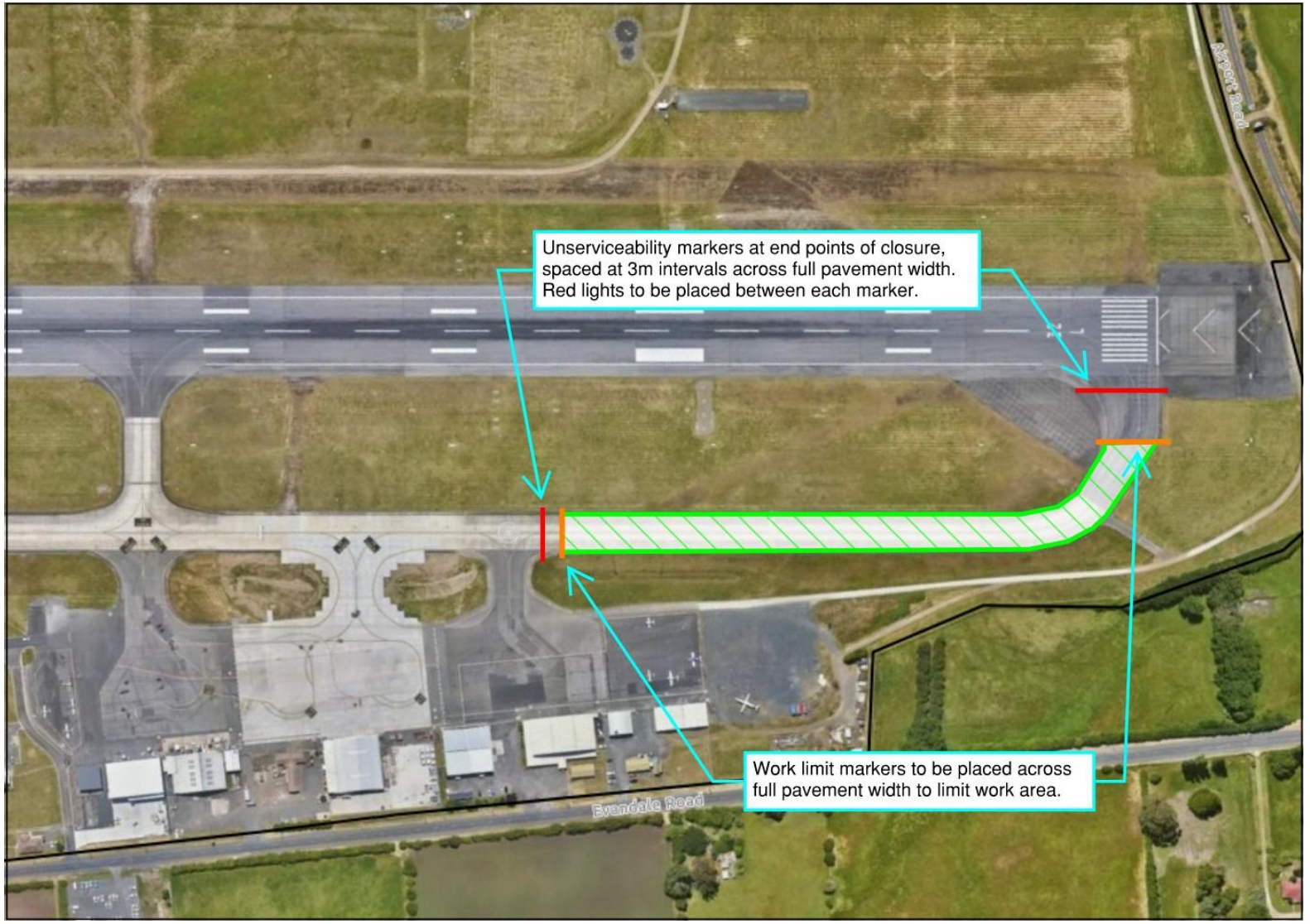
STAGE 3B


For Stage 4A only, outside of tower hours:
TWY A limited to aircraft with wingspan under 22m,
available on 30 minute recall.
Unserviceability markers at end points of closure,
spaced at 3m intervals across full pavement width.
Red lights to be placed between each marker.
Work limit markers to be placed across
full pavement width to limit work area.
Unserviceability markers at end points of closure,
spaced at 3m intervals across full pavement width.
Red lights to be placed between each marker.
B41

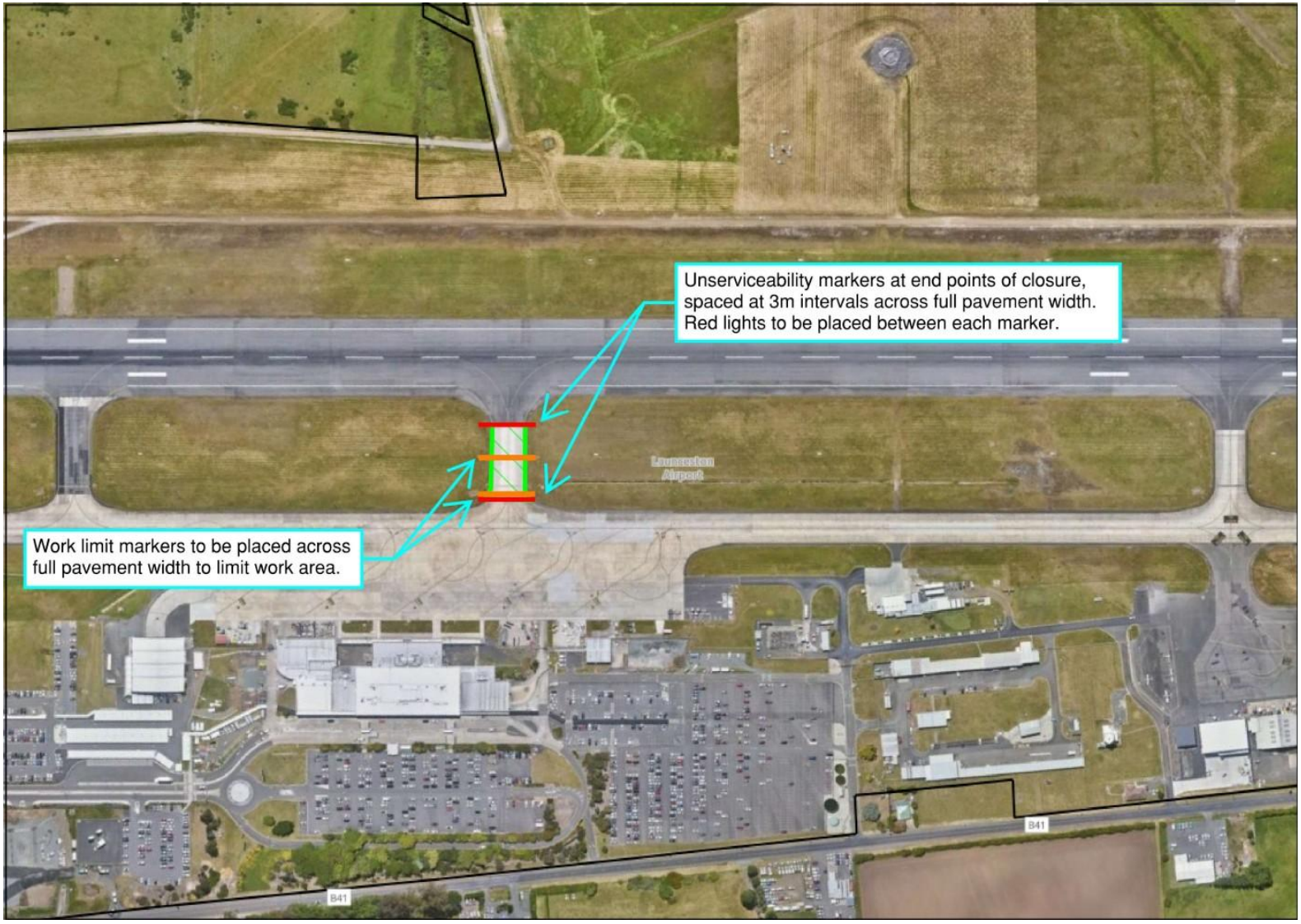
STAGE 4A


Work limit markers to be placed across full pavement width to limit work area.
Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Evandale Road
B41
Airport Road

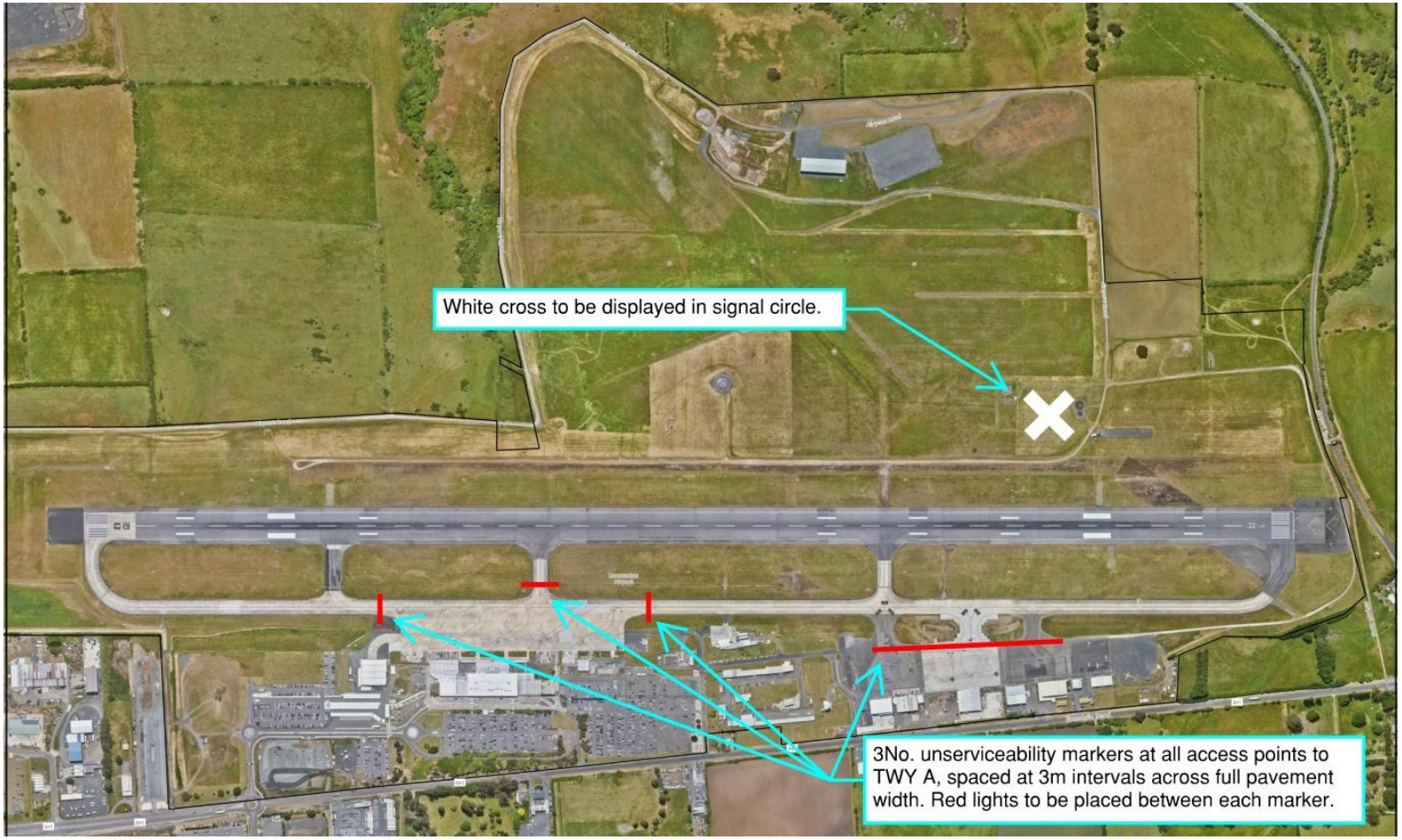
STAGE 4B


Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.
Evandale Road
Airport Road

STAGE 4C


Unserviceability markers at end points of closure, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.
Work limit markers to be placed across full pavement width to limit work area.
Launceston Airport
B41
B41

Stage 4D


White cross to be displayed in signal circle.
3No. unserviceability markers at all access points to TWY A, spaced at 3m intervals across full pavement width. Red lights to be placed between each marker.

STAGE 5



STAGE 6

○ - US Cones

▲ - Works limit markers



TRAFFIC MANAGEMENT PLAN

9. DISTRIBUTION LIST

Launceston Airport	Head of Airport Operations
	Facilities Manager
	Airfield Manager
	Civil & Infrastructure Maintenance Manager
	Electrical and Mechanical Manager
	Duty Airport Operations Officers
	Head of Planning and Infrastructure
	Project Manager
	Works Safety Officers
CASA	Civil Aviation Safety Authority
Airservices Australia	Manager Air Traffic Control Services (local)
	Manager Fire Service (local)
	Launceston ATC Tower
	Manager Technical Services (local)
	Service Desk
	Technical Operations Centre MOWP
QANTAS Airlines	Operations
	Ground Handling Agent – Aus Flight Handling
JETSTAR Airlines	Operations
	Ground Handling Agent – Aus Flight Handling
	Engineering
VIRGIN Airlines	Operations
	Ground Handling Agent – Aus Flight Handling
	Engineering
Virgin Cargo	Operations
Alliance Airlines	Operations
Airlines of Tasmania	Chief Pilot / Operations
Sharp Aviation	Operations
Rex Airlines	Operations
QANTAS Freight	Operations
Royal Flying Doctor Service Tasmania	Fixed-Wing Operations Manager

Royal Flying Doctor Service South Eastern Section	Head of Aviation Operations and Service Delivery
Tasmania Ambulance Service	Administration
Victoria Air Ambulance Service	Base Manager Essendon
BOM	Airfield Meteorological Services
RAAF	Squadron 34 Fairburn Canberra
RAAF	Squadron 32 East Sale Air Base
RAAF	Squadrons 35 & 37 Richmond Air Base
RAAF	Squadron 36 Amberley Air Base
Department of Defence	Canberra
Tasmanian Aero Club	Chief Pilot
Tasair	Chief Pilot
Southern Tasmania Aero Club	Chief Pilot
Tas Pol Air Wing	Starflight
Pelair	Operations
Tas Fire	Air Operations
Tristar Aviation	Operations

APAL will distribute the MOWP to the following stakeholders including but not limited to: