

# METHOD OF WORKING PLAN

MOWP YMLT – 26/03  
ISSUE NO: 1  
DATE OF ISSUE: 23 June 2026

AERODROME: Launceston Airport - YMLT  
PROJECT DESCRIPTION: Geotechnical site investigation works on Taxiway Alpha and Threshold Runway 14R

DATES: Approval of MOWP: 23 June 2026  
Commencement of Works: 09 July 2026  
Completion of Works: 11 July 2026  
Expiry of MOWP: 31 December 2026

Amendments within this document are annotated in **Red**.

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## 2 WORKS INFORMATION

### 2.1 Description of Works

The site investigation will involve geotechnical investigations to assess subsurface conditions. This work is essential for pavement design activities for planning replacement works scheduled to occur in 2027.

Locations focus on Taxiway Alpha adjacent to the RPT Apron and a single location on the threshold of Runway 14R.

The works are intended to occur over two consecutive nights, Thursday and Friday.



Figure 1 – Works overview

### 2.2 Execution of Work

#### 2.2.1 Timing

The works are expected to commence on 09 July. Work is expected to take 2x night shifts to complete.

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

Planned dates may be delayed due to weather conditions. If the works are rescheduled, NOTAM will be revised.

#### 2.2.2 Sequence of work.

Works are intended to occur over two consecutive nights. Being Thursday and Friday nights (note timings are in local time AEST)

The works will be completed over two consecutive nights:

**Shift one – Thursday**

- At 2235 AEST close TWYs C & D, and TWY A north of TWY C.
- Core and complete geotechnical investigations at sites 1 and 2.
- Core through concrete only, at site 3
- Re-instate pavement and return taxiway to service no later than 0550 AEST.

**Shift two – Friday**

- At 2235 AEST, close airfield
- Complete geotechnical investigations at site 3.
- Core and complete geotechnical investigations at site 4.
- Re-instate pavement and return airfield to service no later than 0550 AEST.

*Refer Section 10 – Drawings for site locations*

### 3 RESTRICTIONS TO AIRCRAFT OPERATIONS

#### 3.1 General

##### Nightshift 1

Planned date	09 July 2026	Closure type	Night shift, partial taxiway closure
Affected area	RPT Apron / TWY A / TWY D / TWY C		
Shift timing	2235 – 0550 AEST		
Activities	<ul style="list-style-type: none"> <li>• Core and complete geotechnical investigations at sites 1 and 2.</li> <li>• Core through concrete only, at site 3</li> <li>• Re-instate pavement</li> </ul>		
<b>Restrictions: Manoeuvring Area and Aprons</b>			
Runways	Nil.		
Taxiways	Taxiway A Closed North of Taxiway Charlie to Holding Position 14R. Taxiway Charlie and Taxiway Delta Closed.		
Aprons	Bays 1-4 Closed on RPT Apron. Southern Apron remains serviceable.		
Aircraft type restrictions	Closures apply to all aircraft		
Other comments	Nil		
Drawings	Shift 1 Closure plan – Section 10 – DRAWINGS		
<b>Shift 1 NOTAM</b>			
TWY A NORTH OF TWY C CLOSED DUE WIP TWY C TWY D CLOSED DUE WIP. REFER METHOD OF WORKING PLAN (MOWP) YMLT 26/03			

##### Nightshift 2

Planned date	10 July 2026	Closure type	Aerodrome Closure
Affected area	Full closure of aerodrome		
Shift timing	2235 – 0550 AEST		
Activities	<ul style="list-style-type: none"> <li>• Complete geotechnical investigations at site 3.</li> <li>• Core and complete geotechnical investigations at site 4.</li> <li>• Reinstate pavement</li> </ul>		
<b>Restrictions: Manoeuvring Area and Aprons</b>			
Runways	Runway 14R/32L closed		
Taxiways	All Taxiways closed		
Aprons	Nil.		
Aircraft type restrictions	All aircraft		
Other comments	Nil		

Drawings	Shift 2 Closure plan – Section 10 – DRAWINGS
Shift 2 NOTAM	
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Works are scheduled to occur outside tower hours of service. Outside of tower hours, CTAF operations will apply. Airport operations can be contacted during CTAF operations on 0407 305 595 or via Launceston CTAF 118.7mHz Callsign CAR 8 to discuss the impacts to movement areas during the works.

The vehicle used by the WSO must have a serviceable two-way VHF radio and the WSO must maintain a continuous listening watch to Launceston CTAF 118.7mHz while works are in progress. In the event an aircraft attempts to use the airfield the WSO must advise the pilot by radio of aerodrome closure.

### **3.2 Emergencies and Adverse Weather**

Should an aerodrome emergency occur during the works period, response to the emergency will be in accordance with the Launceston Airport Aerodrome Emergency Plan (AEP).

For a declared aircraft emergency, plant and equipment will be removed from the works area as soon as practicable.

When adverse weather occurs, the Works Safety Officer (WSO) will be responsible for managing the site's aviation safety-related activities. This can include stopping works, plant and equipment, and removal of persons, plant and equipment from the site.

Should low visibility operations occur during the works period, works will cease and all persons and equipment will be removed from the site. Procedures for low visibility operations will be managed in line with the Launceston Airport Aerodrome Manual.

The Airport Operations Officer will inform the Works Safety Officer of the requirements during low visibility operations.

### **3.3 NOTAM**

Refer section 3.1 above. The actual dates and times of commencement and duration of work will be advised by a NOTAM, to be issued not less than 48 hours before work commences. Aerodrome closure NOTAM will be issued 14 Days prior to commencement of works.

## **4 PERSONNEL AND EQUIPMENT**

### **4.1 General**

All works vehicle movements are under the strict direction and control of the WSO. The attached traffic management plans (SECTION 10 OF THIS MOWP) confirm the defined path of travel to be followed for all works vehicles and plant.

## **4.2 Personnel**

All personnel associated with the work shall be bound by any instructions issued by the WSO. The WSO may refuse access to persons likely, in their opinion, to compromise aircraft safety or security on the aerodrome.

All works personnel must adhere to all regulatory compliance, such as always wearing mandated PPE as identified in Launceston Airports Conditions of Use and legislated security identification while in the airside area.

Personnel are to be confined to the defined works areas and access routes. Works personnel are not authorised to leave the defined works area without the approval of the Works Safety Officer and an authorised vehicular escort.

## **4.3 Vehicles and Plant**

All vehicles and plant engaged in these works are to display clearly visible amber rotating beacons. All contractor vehicles must display the company name/logo and contact numbers for easy identification.

No movement of vehicles or plant is to occur outside the works areas or designated access routes without the consent of the WSO. Any vehicles identified as leaking oil or fuel will not be allowed access to the airside.

If the work is interrupted due to an emergency or other airport operational requirement, all plant and equipment will be moved clear of the works area and parked in an area designated by the WSO. At the conclusion of each work shift, all vehicles and equipment are to be parked in a designated area.

## **4.4 Access**

Access to the airside and the work site will be limited to those personnel involved in completing the works. Workers must complete APAL inductions and mandatory DAMP requirements and have valid security identification prior to access being authorised by APAL.

The WSO will determine access routes to and from the works area as outlined in the traffic management plan provided in this MOWP. The WSO may vary access routes depending on weather and aviation safety requirements.

All-access routes and aircraft pavements must be maintained free of Foreign Object Debris (FOD), clean and in a serviceable condition to the satisfaction of the WSO at all times. Any FOD deposited or created by any vehicle, plant or person anywhere airside must be removed immediately.

Vehicles must also be regularly checked for FOD prior to entering aircraft movement areas. Where FOD is identified the contractor must sweep and clean the area to satisfaction of the WSO immediately.

## **5 AERODROME MARKERS, MARKINGS AND LIGHTS**

During all stages, barriers and/or unserviceability markers will be deployed in line

with Part 139 MOS to define the works area. All vehicles must remain within the works area at all times unless specific prior approval is granted by the WSO.

For closures detailed in the NOTAM, the Airport Operations will be responsible for deploying the unserviceability markers on the day the works commence. The same team will remove Markers from the worksite when reopening the site to aviation operations.

Non-specific aerodrome markers will be deployed by the Contractor to delineate the works site boundary.

The Launceston Airport personnel will maintain any unserviceability lights during the works period.

Temporary flood lights will be used to provide adequate lighting to carry out night works and associated inspections. At all times, the Contractor must ensure that the operation of temporary flood lights is such that the axis of the light beam is below the horizontal and directed such that it does not create a nuisance to aircraft operations. Prior to the use of any temporary flood lights (airside or landside) approval must be sought from APAL.

#### **5.1 Protection of Taxiway Lighting and Under Ground Assets**

Before the commencement of any works, the contractor must investigate and confirm the location of all underground services including electrical services or any other assets.

The existing airfield lighting and wiring circuits within the works area and along the access routes used by the contractor's vehicles are to be protected from damage.

Airfield ground lighting within the works site must be covered and marked with weighted high visibility bollards. Where required, airfield ground lighting will be isolated appropriately prior to the commencement of Works.

Any damage must be reported immediately to the WSO. A written incident report must be submitted to the project manager when any damage to any onsite infrastructure occurs.

### **6 SPECIAL REQUIREMENTS**

#### **Work site conditions**

At the completion of each day's work before leaving site, the entire area must be inspected and be free of FOD.

Prior to re-establishment of the taxiways, the contractor must ensure all areas are swept clean and be free of FOD and that all markings and lighting are reinstated to compliant standards with Part 139 MOS.

The Works Safety Officer will be responsible for ensuring the works area has been swept and cleaned to an acceptable and safe standard prior to the reinstatement of the area for aircraft operations. Airport operations staff will conduct a serviceability inspection of the site before returning the area to service.

## **7 ADMINISTRATION**

### **7.1 Project Director**

The Project Director is Mr. Greg Higgins, Mobile 0417 536 128.

All questions concerning this MOWP will be directed to the Project Director during the works.

### **7.2 Project Manager**

The Project Manager is Mr. Adam Sutton, Mobile 0455 333 423.

During the works, all questions concerning the works are to be directed to the Project Manager.

### **7.3 Airport Works Safety Officer**

The WSO will be allocated prior to and or daily to the contractor. The mobile number below is for the duty WSO.

Contact Number: 0410 433 725

### **7.4 Works Organisation**

Tasman Geotechnics is the principal contractor of these works. Dr Wayne Griffioen is the Senior Geotechnical Engineer for the works.

Contact phone number: 0427 810 534

### **7.5 Airfield Manager and Duty Operations Officer**

The Airfield Manager is Chris Johnson and is the escalation point for any incidents that occur on the airfield and is contactable via mobile 0427 444 266.

The Duty Operations Officer is contactable 24 hours via Mobile 0407 305 595.

## **8 AUTHORITY**

### **8.1 Issue of MOWP**

This MOWP is issued in accordance with CASA standards found in Part 139 (Aerodromes) – MOS, Chapter 15 and Chapter 16.

**All works must be carried out in accordance with the MOWP and the specific requirements included in this MOWP.**

### **8.2 Variations**

No variation to this MOWP will be undertaken without the prior written approval of the Project Director and authorisation of the approved officer for Launceston Airport.

### **8.3 Expiry Date**

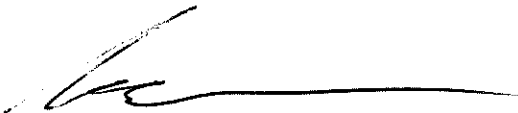
This MOWP will remain valid until 31 December 2026 unless extended by amendment.

### **8.4 Approval of MOWP**

This MOWP, dated 23 June 2026, has been approved by the Project Director and Authorised Officer for Launceston Airport.



Greg Higgins  
Facilities Manager (Project Director)



Nick McCulloch  
Head of Airport Operations / Authorised Officer

9 **DISTRIBUTION LIST**

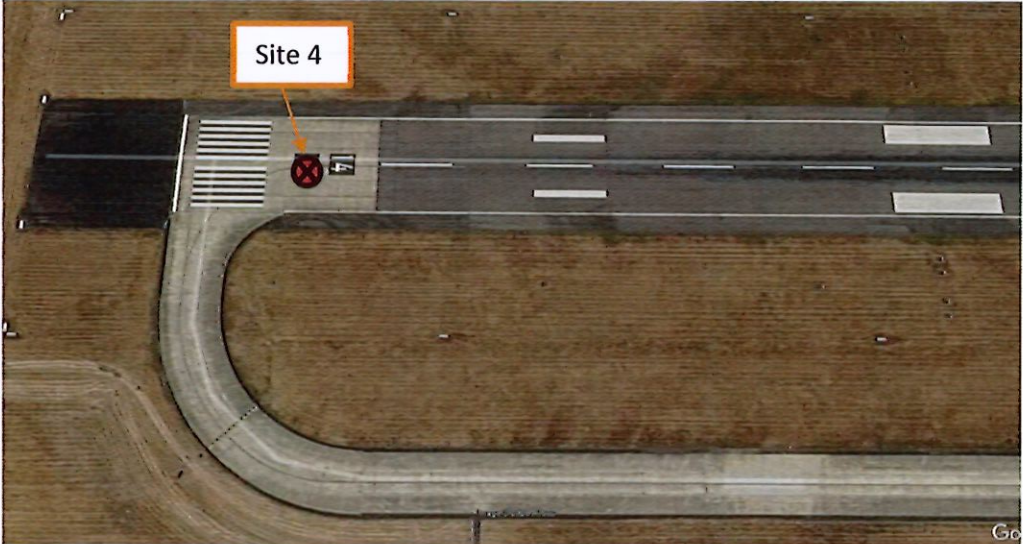
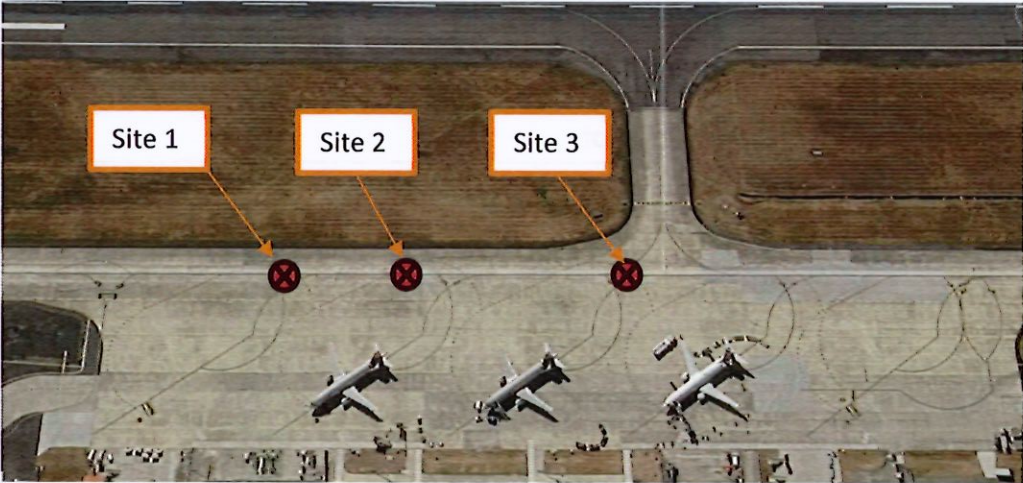
This MOWP is to be distributed to the following organisations:

<b>Launceston Airport</b>	Head of Airport Operations
	Facilities Manager
	Airfield Manager
	Head of Planning and Infrastructure
	Project Manager
	Electrical and Mechanical Manager
	Civil & Infrastructure Maintenance Manager
	Duty Airport Operations Officers
	Works Safety Officer
<b>CASA</b>	Civil Aviation Safety Authority
<b>Airservices Australia</b>	Manager Air Traffic Control Services (local)
	Manager Fire Service (local ARFFS)
	Launceston ATC Tower
	Manager Technical Services (local)
	Service Desk
	Technical Operations Centre MOWP
<b>QANTAS Airlines</b>	Operations
	Ground Handling Agent – Swissport
<b>JETSTAR Airlines</b>	Operations
	Ground Handling Agent – Swissport
<b>VIRGIN Airlines</b>	Operations
	Ground Handling Agent – Australian Flight Handling
<b>Airlines of Tasmania</b>	Chief Pilot / Operations
<b>Sharp Airlines</b>	Operations Chief Pilot / Operations
<b>Rex Airlines</b>	Operations
<b>QANTAS Freight</b>	Operations / Local
<b>Royal Flying Doctor Service Tasmania</b>	Operations Manager
<b>Tasmania Ambulance Service</b>	Administration Operations Manager
<b>Victoria Air Ambulance Service</b>	Base Manager Essendon
<b>BOM</b>	Airfield Meteorological Services
<b>RAAF</b>	Squadron 34 Fairburn Canberra

<b>RAAF</b>	Squadron 32 East Sale Air Base
<b>RAAF</b>	Squadrons 35 & 37 Richmond Air Base
<b>RAAF</b>	Squadron 36 Amberley Air Base
<b>Department of Defence</b>	Canberra
<b>Tasmanian Aero Club</b>	Chief Pilot
<b>Tasair</b>	Chief Pilot
<b>Southern Tasmania Aero Club</b>	Chief Pilot
<b>Cobham Aviation</b>	Operations
<b>Tas Pol Air Wing</b>	Rotor Lift Operations Hobart
<b>Pelair</b>	Operations
<b>Tas Fire</b>	Air Operations
<b>Tristar Aviation</b>	Operations
<b>Southern Airlines</b>	Operations
<b>Link Airways</b>	Operations

10 PLANS AND DRAWINGS

10.1 Bore hole site locations





### 10.3 Shift 2 Closure Plan



10.4 Vehicle Access Path – all works



