MELBOURNE AIRPORT

Method of Working Plan

MAPMP 2.0 - DP3 - Taxiway Alpha Reconstruction

YMML 2025-7

AFO-AW-PLN-07-0026

Version 3

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Change Summary

Version	Date	Change Description
1	21 August 2025	• Initial issuance for stakeholder consultation
	05 September 2025	• Initial publication
2	14 May 2026	• Amended dates of stages • Amended drawings to capture taxilane renaming • Administrative changes
3	17 September 2026	• Amended works completion and MOWP expiry dates

Important Contacts

Title	Contact phone number	Contact email
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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.

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

The Taxiway Alpha Reconstruction Project enables structural rehabilitation of a critical Melbourne Airport asset to support increased traffic and facilitate the growth and expansion of Melbourne Airport. The works will be conducted as part of the Melbourne Airport Pavement Maintenance Program 2.0 (MAPMP2.0), a program of works replacing discrete end-of-life pavements on selected runways, taxiways, and aprons across the airfield. There are 3 elements of preliminary works which are required to be completed prior to the commencement of the main works. These preliminary works include airside road safety upgrades, Stands G54 & G56 line marking modifications and Taxiway Kilo swing bay line marking. The main works will involve the structural rehabilitation of Taxiway Alpha South between Taxiway Juliet and Taxiway Kilo.

1.3. Works Sequence

1.3.1. Stage 1

Planned date and time of commencement	01 October 2025
During this stage	Taxiway Kilo between Taxiway Alpha and Taxiway Kilo Stop bar will not be available only between 0000L and 0600L on a Saturday morning. Works are complete.
Planned date and time of completion of stage	30 March 2026

1.3.2. Stage 2

Planned date and time of commencement	01 October 2025
During this stage	Taxiway Juliet between Taxiway Alpha and Taxiway Sierra will not be available between 0700L and 1700L daily. Works have been descoped.
Planned date and time of completion of stage	30 November 2026

1.3.3. Stage 3

Planned date and time of commencement	13 April 2026
During this stage	The intersection of Taxiway Alpha and Taxiway Juliet, and Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, will not be available between 2300L and 0600L nightly. Additional dates required at the end of program – 16 November to 29 January 2027.
Planned date and time of completion of stage	01 May 2026

1.3.4. Stage 4

Planned date and time of commencement	13 April 2026
During this stage	Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey will not be available. This will be a continuous closure.
Planned date and time of completion of stage	29 January 2027

1.3.5. Stage 5

Planned date and time of commencement	13 April 2026
During this stage	Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, and Taxiway Whiskey between Taxiway Kilo and Taxiway Sierra, will not be available either between 0700L and 1600L daily **or** between 2100L and 0600L nightly dependent on circumstance. Additional dates required at the end of program – 16 November to 29 January 2027.
Planned date and time of completion of stage	01 May 2026

The above work sequence is based on the plan only. 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 as appropriate.

2. Restrictions to Aircraft Operations

2.1. Stage 1

Stage 1	
Description of works	Taxiway Kilo between Taxiway Alpha and Taxiway Kilo stop bar involves line marking.
Scheduled start date	01 October 2025
Scheduled end date	30 March 2026
Restrictions: Manoeuvring Area	
Runways	Due to the closure of Taxiway Kilo, full length departures on Runway 34 are not available.
Taxiways	Taxiway Kilo between Taxiway Alpha and the Taxiway Kilo stop bar (westbound) not available.
Aircraft type restrictions	Not applicable
RWY NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) RWY 16/34 OPR LEN REDUCED BY 754M AT SOUTHERN END DUE WIP SOUTHERN MOST ACCESS TO RWY 16/34 VIA TWY J LANDING RWY 34 FULL LEN AVBL DUE TWY K CLSD DECLARED DISTANCE AND GRADIENT CHANGES DECLARED DISTANCES RWY TORA TODA ASDA LDA 16 3657 3777 (2.13%) 3717 2903 34 2903 3083 (2.02%) 2963 3657 RWY 34 STODA 2643 (1.6%) 2989 (1.9%) REFER TO METHOD OF WORKING PLAN YMML 2025/7 STAGE 1
TWY NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) TWY K CLSD REFER TO METHOD OF WORKING PLAN YMML 2025/7 STAGE 1

Stage 1	
Remarks	Due to the closure of Taxiway Kilo (east of Runway 16/34), full length departure on Runway 34 will not be available. Similarly, aircraft landing on Runway 16 MUST vacate the runway at or prior to Taxiway Juliet. Taxiway Kilo Run-Up Bay not available.
Drawing	Stage 1
ATC Lighting Control	T19

2.2. Stage 2

Stage 2	
Description of works	Works on Taxiway Juliet between Taxiway Alpha and Taxiway Sierra involves AGL installation.
Scheduled start date	01 October 2025
Scheduled end date	30 November 2026
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Juliet between Taxiway Alpha and Taxiway Sierra
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2025/7 STAGE 2 TWY J BTN TWY A AND TWY S CLSD DUE WIP
Remarks	Bay impacted: G54A
Drawing	Stage 2
ATC Lighting Control	T31

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2.3. Stage 3

Stage 3	
Description of works	Intersection of Taxiway Alpha and Taxiway Juliet involves AGL installation and line marking.
Scheduled start date	13 April 2026
Scheduled end date	01 May 2026
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, and Taxiway Juliet between Taxiway Sierra and Taxiway Victor not available.
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2025/7 STAGE 3 TWY A BTN TWY J AND TWY W CLSD DUE WIP TWY J BTN TWY S AND TWY V CLSD
Remarks	Due to the closure of Taxiway Juliet between Taxiway Sierra and Taxiway Victor, and Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, all Code F aircraft requiring a full-length departure on Runway 34 must enter Runway 34 via Taxiway Juliet and backtrack the runway using Taxiway Kilo for turnaround. Similarly, all aircraft that pass Taxiway Juliet during the Runway 16 landing roll must backtrack Runway 16/34 using the Taxiway Kilo Run-up Bay for turnaround. The Taxiway Kilo Run-Up Bay is suitable for an A380 turnaround. Follow me service is available upon request. Bays G54 and G54A are not available.
Drawing	Stage 3
ATC Lighting Control	T60

2.4. Stage 4

Stage 4	
Description of works	Works on Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey include pavement construction, AGL works and line marking works.
Scheduled start date	13 April 2026
Scheduled end date	29 January 2027
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey are not available.
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2025/7 STAGE 4 TWY A BTN TWY J AND TWY W CLSD DUE WIP
Remarks	Nil
Drawing	Stage 4
ATC Lighting Control	T1

2.5. Stage 5

Stage 5	
Description of works	Intersections of Taxiway Alpha and Taxiway Whiskey involve AGL works and line marking works
Scheduled start date	13 April 2026
Scheduled end date	01 May 2026
Restrictions: Manoeuvring Area	
Runways	Not applicable
Taxiways	Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, Taxiway Whiskey between Taxiway Sierra, and Taxiway Kilo are not available.
Aircraft type restrictions	Not applicable
NOTAM	(A) MELBOURNE (B) (START DATE) (C) (FINISH DATE) (E) MOWP YMML 2025/7 STAGE 5 TWY A BTN TWY J AND TWY W CLSD DUE WIP TWY W BTN TWY S AND TWY K CLSD
Remarks	Due to the closure of Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey, and Taxiway Whiskey between Taxiway Sierra and Taxiway Kilo, all aircraft requiring a full-length departure on Runway 34 must enter Runway 34 via Taxiway Juliet and backtrack using Taxiway Kilo for turnaround. Similarly, aircraft that pass Taxiway Juliet during the Runway 16 landing roll must back track Runway 16/34 using Taxiway Kilo Run-up Bay for turnaround. The Taxiway Kilo Rup-Up Bay is suitable for an A380 turnaround. Follow me service is available on request.
Drawing	Stage 5
ATC Lighting Control	T61

3. Restrictions to Works

3.1. 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.

3.2. 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.

3.3. 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 to Aircraft Operations 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.

3.4. Restoration of Normal Safety Standards

All works undertaken in the stages of this MOWP specified in Restrictions to Aircraft Operations 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 Completion of Works Inspection.

4. Personnel and Equipment

4.1. Requirement to Vacate the Movement Area

Personnel and equipment will be required to vacate the movement area during certain weather conditions (refer Weather Conditions) and in the event of an airport emergency (refer Airport Emergencies).

4.2. 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.

4.3. 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.

4.4. 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.

4.5. 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.

4.6. 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.

4.7. 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.

4.8. 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.

4.9. Speed Limits

A 10km/h speed limit applies:

- Around or under buildings (Airside Road, Concourse Road, Freight Service Road); and
- On the apron area within 15 metres of an aircraft.

A 15km/h speed limit applies on:

- The 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 on:

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

A speed limit of 40km/h applies:

- On taxiways

A speed limit of 60km/h applies:

- On the Perimeter Road unless otherwise signposted

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

4.10. 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.

4.11. 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.

4.12. 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 in accordance with 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.

5. Aerodromes Markers, Markings and Lights

5.1. General

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

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).

5.2. 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 that will be placed on the Intermediate Holding Position (IHP) with 3m spacing unless otherwise stated in the Local Works Plan (LWP).

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.

5.3. 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 Excavation Permit.

6. Special Requirements

6.1. Airport Security

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

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.

6.2. Permits

6.2.1. Permit to Commence Works (PERCOW)

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.

6.2.2. Hot Works Permit

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

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

- The site is clean and free of all combustible material within 10m of works;
- A spark resistant solid hoarding is placed around the site;
- 2 fire extinguishers (minimum 9 litres each) are on site;
- A fire blanket (minimum size of 3m square) is on site;
- A "spotter" will be in attendance for the duration of hot works; and
- There will not be any refuelling aircraft or aircraft fuel vents in within 50m of the hot works for the duration of the permit.

A Hot Works Permit will only remain valid for a maximum period of one day, and only covers the location specified in the application. A new permit will be required for any additional days of hot works, or if the hot works must be conducted in a different location.

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

If a Hot Works Permit is required **within 5m of the building drip line**, the contractor must refer to the Melbourne Airport website and apply for the permit online via the Fire Impairment and Hot Works application process page.

6.2.3. Excavation Permit

Prior to the commencement of any works, the contractor must 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 via 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, with the below documents included in the application:

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

6.2.4. Crane Permit

A Crane Permit must be obtained prior to the erection of any crane facilitating works under this MOWP. Crane Permits may also be required for other construction equipment, such as piling rigs or excavators, pending their maximum height and the proximity of the works site to operationally sensitive areas of the airfield.

Applications for Crane Permits must be sent to cranepermits@melair.com.au at least **5 business days** prior to the use of equipment, including the following information:

- The proposed location of the activity (MGA coordinates);
- A site locality plan (i.e. aerial photo extract);
- The crane/equipment maximum height;
- The date, time, and duration of activity;
- Description of the works requiring use of the crane/equipment; and
- Contact details of site supervisor.

An email confirming approval of the Crane Permit must be received prior to the activity commencing.

Additionally, some activities may require assessment by Airservices Australia to understand the potential impact to Communication, Navigation and Surveillance facilities on the airfield. This assessment can take **6 weeks** to receive. Activities that penetrate Melbourne Airport's prescribed airspace require further assessment by APAM and the Civil Aviation Safety Authority, therefore requiring a lead time of at least **12 weeks**.

As a result, APAM highly encourages the responsible party to contact cranepermits@melair.com.au as soon as practicable to assess the use of any equipment at heights and avoid any potential delays to program.

6.2.5. 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) accompanied by a Melbourne Airport Airfield Lighting Officer. Upon completion of the isolation procedures an isolation permit will be issued.

For information surrounding any other electrical isolations, please contact Melbourne Airport – Engineering and Asset Management.

6.3. Critical Obstacles

6.3.1. General Requirements

Melbourne Airport's Prescribed Airspace cannot be penetrated without the relevant approvals. Refer Crane Permit.

Unless specifically approved, plant/vehicle or equipment cannot exceed a maximum height of **5 metres** within the worksite. This limit is only applicable in locations where the Melbourne Airport's Prescribed Airspace will **not** be penetrated.

6.3.2. Height and Location of Critical Obstacles

Works activities within the Obstacle Restricted Area (ORA) must comply with the Instrument of Approval: CASA 01/25 issued by CASA on 13 May 2025. 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.

6.4. Pavement and Cleanliness

The contractor must ensure that all areas of the manoeuvring area accessed or crossed during the works are kept clean and free of debris. A sweeper, without steel brushes, must be kept available for use whenever works are in progress. Areas within the works site must be kept free of any loose material that may become Foreign Object Debris (FOD).

Trenches or holes within the manoeuvring area must not 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 whilst unattended.

6.5. Waste Disposal and Environment Protection

Any putrescible waste generated at the site is to be placed in secure, covered rubbish bins and removed from airside 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, creating a risk of FOD. 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.

6.6. Explosives

No explosives or explosive power tools may be used on the airport without prior approval of the APAM Project Manager.

6.7. Dust

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

6.8. 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.

Fill must not be dumped or stored airside without the express approval of the Airfield Operations and Works Coordinator.

6.9. 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.

6.10. 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, buildings and vehicles.

6.11. 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 hazards are 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.

6.12. 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 the manoeuvring area

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.

6.13. Completion of Works Inspection

On completion of the works (if applicable) the contractor is to return the area to a serviceable and compliant standard that is 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 Car 2.
- Rectify any pavement damage to the satisfaction of the Airfield Civil Maintenance Manager.
- Remove all building rubbish, excess materials and construction equipment 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.

7. Administration

7.1. Contractors

The work is being carried out by Melbourne Airport staff and contractors employed by Melbourne Airport.

7.2. Project Manager

Anthony Varrasso
Melbourne Airport
anthony.varrasso@melair.com.au
+61 413 515 543

All questions relating to the technical aspect of this project should be directed to the Project Manager.

Note: The Project Manager may change throughout these stages of works with any changes broadcast via the Local Works Plan.

7.3. Works Organiser

Wen Li
Donald Cant Watts Corke
wen.li@dcwc.com.au
0423 044 470

All questions relating to the practical aspect of this project should be directed to the Works Organiser.

Note: The Works Organiser may change throughout these stages of works with any changes broadcast via the Local Works Plan.

7.4. Airfield Operations and Works Coordinator

Leanne Carroll
leanne.carroll@melair.com.au
0417 658 134

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.

7.5. 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 more Works Safety Officers and 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.

All Works Safety Officers will demonstrate the responsibilities as specified in the CASR Part 139 MOS and as required for these works.

7.6. MOWP Author

This MOWP has been written by:

Leanne Carroll

Airfield Operations and Works Coordinator
Melbourne Airport

8. Authority

8.1. Conduct of Works

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

8.2. Expiry

This MOWP will expire on 28/05/2027 unless otherwise amended or extended.

8.3. 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.

8.4. 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.

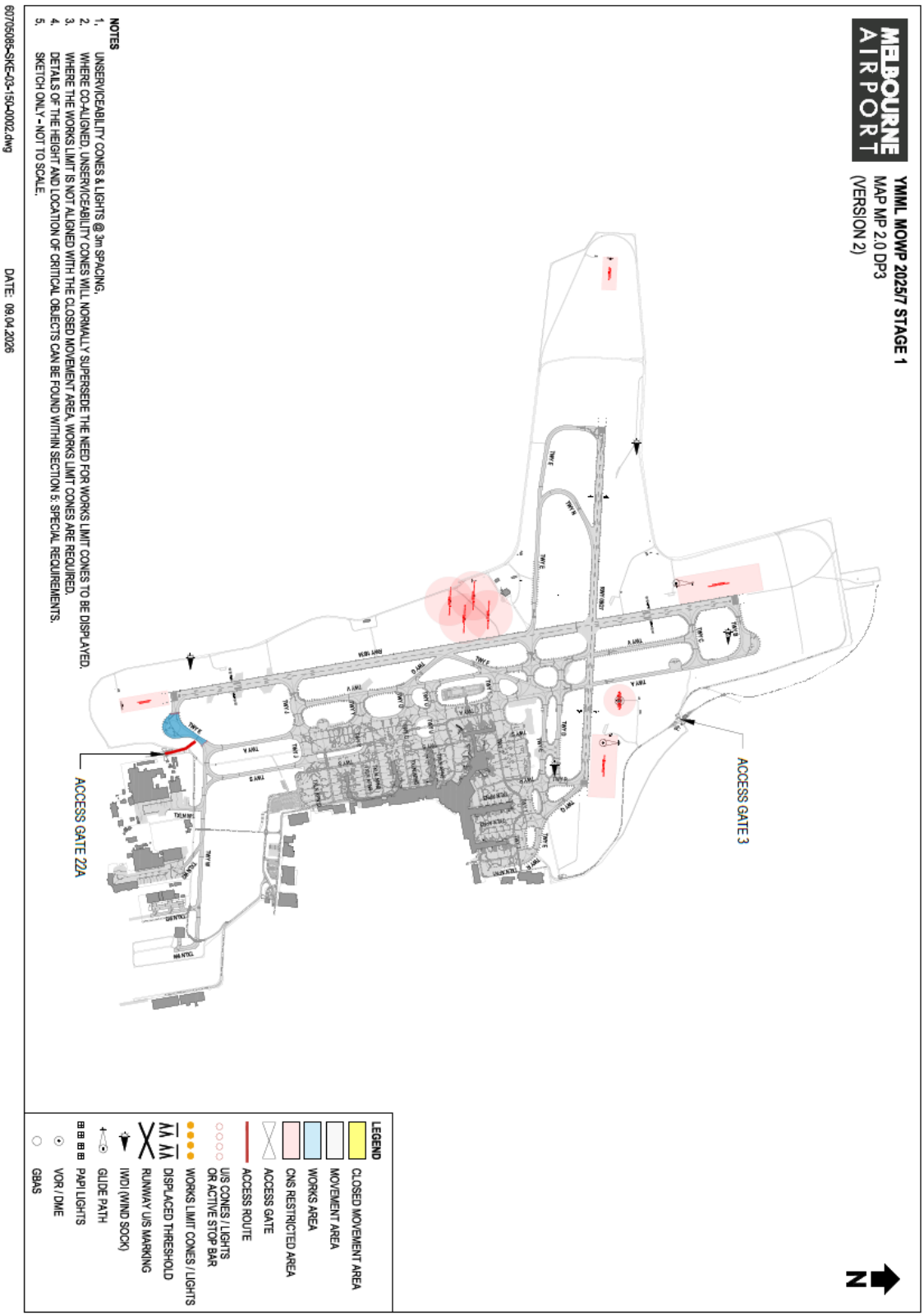
The Head of Airfield has authorised this MOWP as delegated in writing by the Accountable Manager for Melbourne Airport, as identified in the Melbourne Airport Manual.

Mark Wilson
Head of Airfield

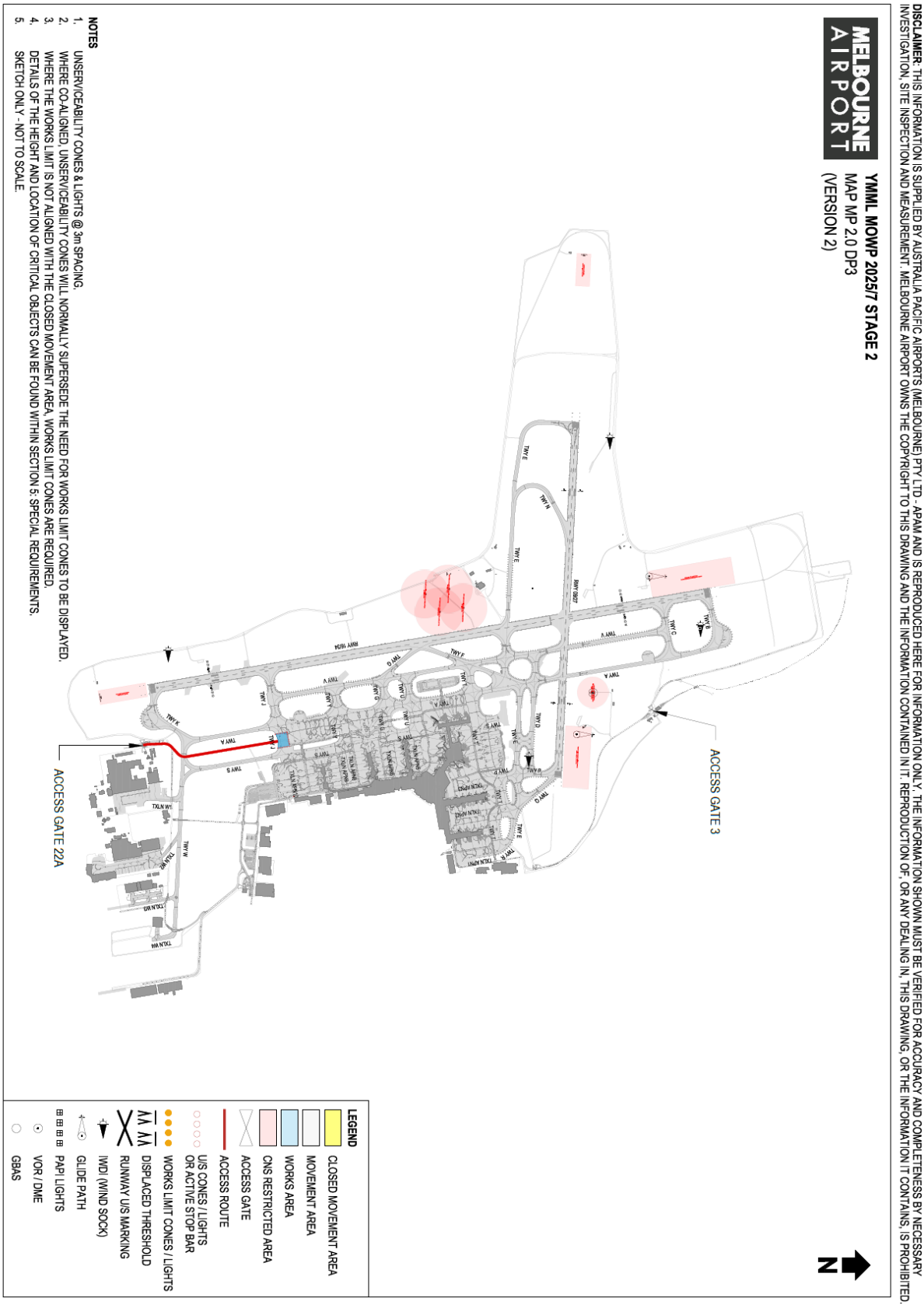
Uncontrolled when downloaded or printed

9. Drawings

9.1. Stage 1



9.2. Stage 2



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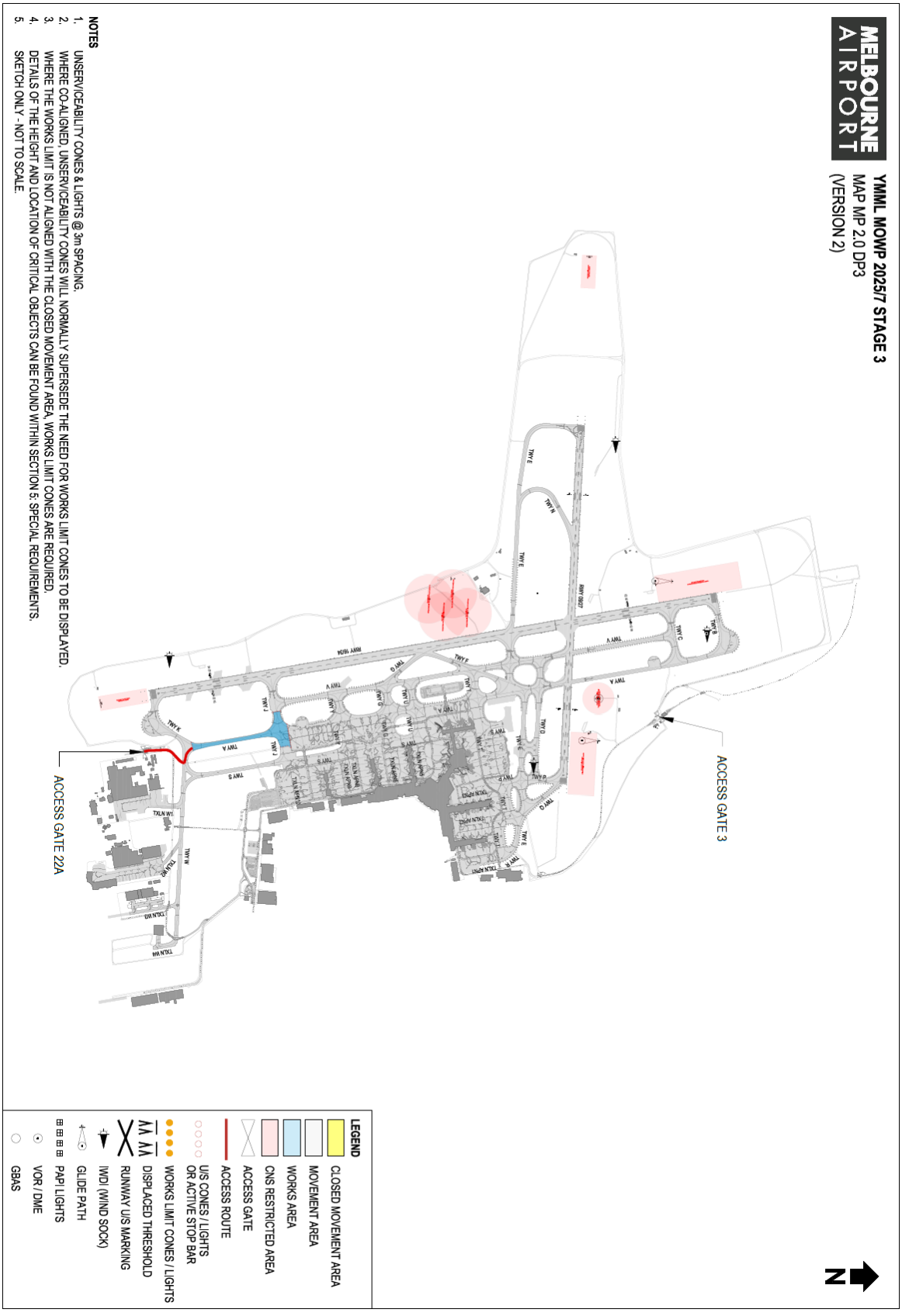
9.3. Stage 3



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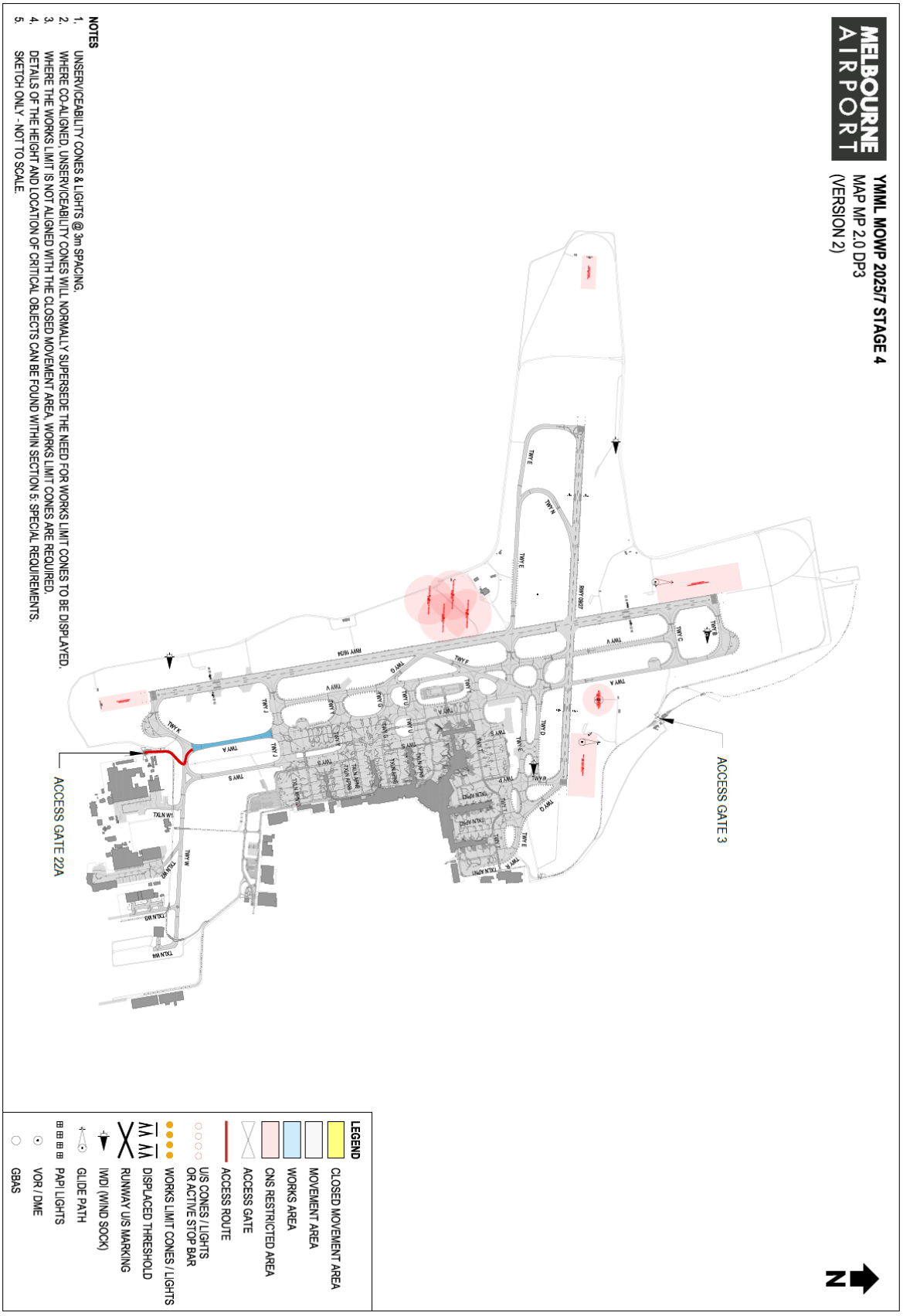
9.4. Stage 4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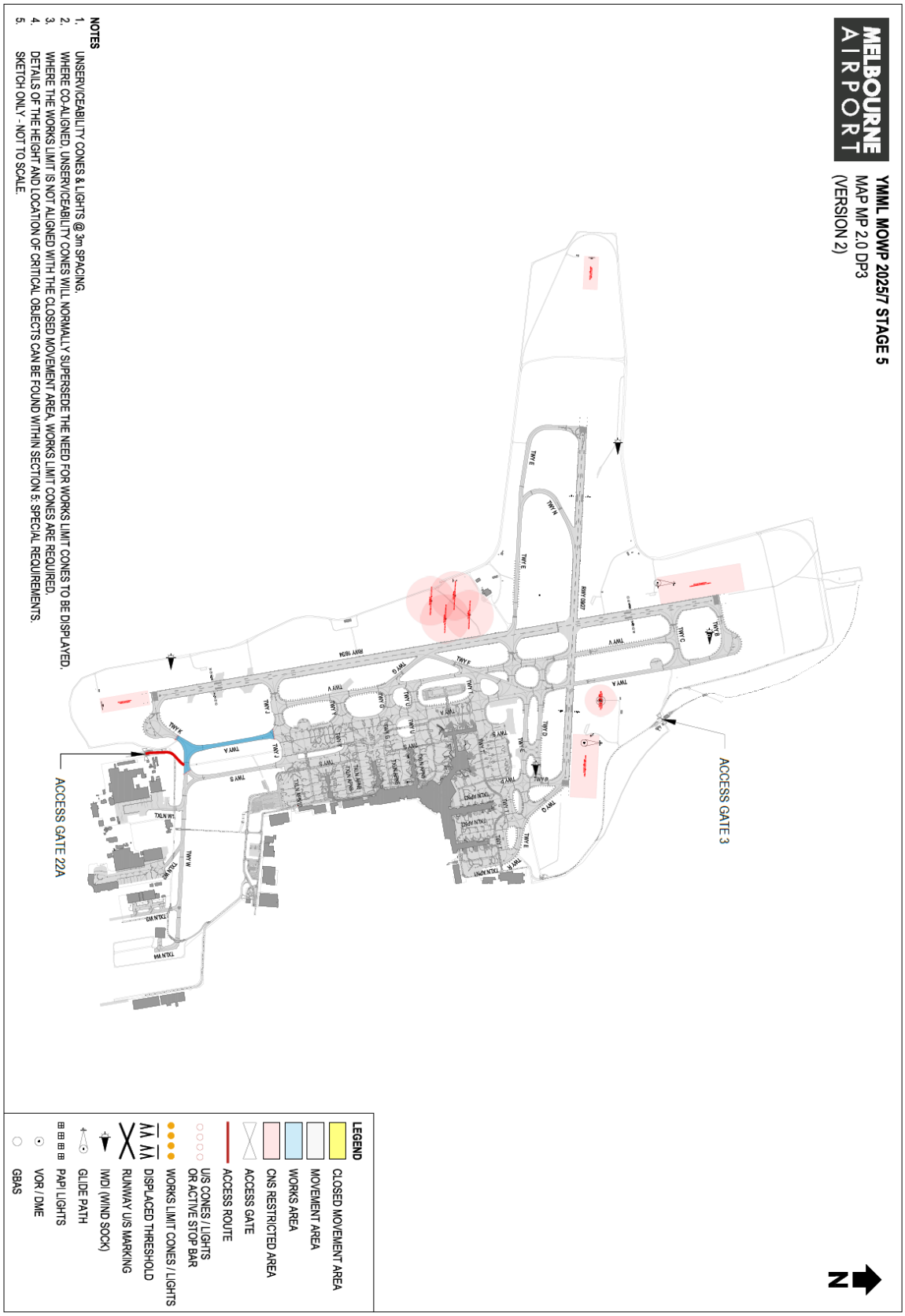
MELBOURNE AIRPORT
YMML MOWP 2025/7 STAGE 4
MAP MP 2.0 DP3
(VERSION 2)
ACCESS GATE 3
ACCESS GATE 22A
NOTES
1. UNSERV/CEABILITY CONES & LIGHTS @ 3m SPACING.
2. WHERE CO-ALIGNED, UNSERV/CEABILITY CONES WILL NORMALLY SUPERSEDE THE NEED FOR WORKS LIMIT CONES TO BE DISPLAYED.
3. WHERE THE WORKS LIMIT IS NOT ALIGNED WITH THE CLOSED MOVEMENT AREA, WORKS LIMIT CONES ARE REQUIRED.
4. DETAILS OF THE HEIGHT AND LOCATION OF CRITICAL OBJECTS CAN BE FOUND WITHIN SECTION 5: SPECIAL REQUIREMENTS.
5. SKETCH ONLY - NOT TO SCALE.
LEGEND
CLOSED MOVEMENT AREA
MOVEMENT AREA
WORKS AREA
CNS RESTRICTED AREA
ACCESS GATE
ACCESS ROUTE
U/S CONES / LIGHTS OR ACTIVE STOP BAR
WORKS LIMIT CONES / LIGHTS
DISPLACED THRESHOLD
RUNWAY U/S MARKING
IWD/ (WIND SOCK)
GLIDE PATH
PAPI LIGHTS
VOR / DME
GBAS
60705085-SKE-03-150-0006.dwg
DATE: 09.04.2026

9.5. Stage 5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MELBOURNE AIRPORT
YMML MOWP 2025/7 STAGE 5
MAP MP 2.0 DP3
(VERSION 2)
ACCESS GATE 3
ACCESS GATE 22A
N
NOTES
1. UNSERVICEABILITY CONES & LIGHTS @ 3m SPACING.
2. WHERE CO-ALIGNED, UNSERVICEABILITY CONES WILL NORMALLY SUPERSEDE THE NEED FOR WORKS LIMIT CONES TO BE DISPLAYED.
3. WHERE THE WORKS LIMIT IS NOT ALIGNED WITH THE CLOSED MOVEMENT AREA, WORKS LIMIT CONES ARE REQUIRED.
4. DETAILS OF THE HEIGHT AND LOCATION OF CRITICAL OBJECTS CAN BE FOUND WITHIN SECTION 5: SPECIAL REQUIREMENTS.
5. SKETCH ONLY - NOT TO SCALE.
LEGEND
CLOSED MOVEMENT AREA
MOVEMENT AREA
WORKS AREA
CNS RESTRICTED AREA
ACCESS GATE
ACCESS ROUTE
U/S CONES / LIGHTS OR ACTIVE STOP BAR
WORKS LIMIT CONES / LIGHTS
DISPLACED THRESHOLD
RUNWAY U/S MARKING
IWD (WIND SOCK)
GLIDE PATH
PAPI LIGHTS
VOR / DME
GBAS
60705085-SKE-03-150-0007.dwg
DATE: 09.04.2025

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Air Canada	Hainan Airlines	Sharp Airlines
Air China	Heston MRO	Shenzhen Airlines
Air India	Hong Kong Airlines	Sichuan Airlines
Air New Zealand	Indonesia AirAsia	Singapore Airlines
Air North	ISS Security	Skytanking
Airwork Flight Operations	Japan Airlines	Skytraders
Asiana Airlines	Jepperson Australia	Skywest Airlines
ASL Airlines	Jetstar	Sri Lankan Airlines
Atlas Air	Juneyao	Swissport
Batik Air	Kalitta Air	Tasman Cargo
Beijing Capital Airlines	Latam	Team Global Express
Bureau of Meteorology	LIDO Aviation	Texelair
Cathay Pacific	Link Airways	Thai Airways International
Cebu Pacific	Lufthansa Flight Navigation	Tianjin Airlines
China Airlines	Malaysia Airlines	Toll Aviation
China Eastern Airlines	Maldivian	Turkish Airlines
China Southern Airlines	Melbourne Airport Precinct	United Airlines
Civil Aviation Safety Authority	Melbourne Airport	Victorian Police Air Wing
Delta Airlines	Menzies Aviation Group	Vietjet
Department of Defence	NAVBLUE (now Skywise)	Vietnam Airlines
Dnata	Philippine Airlines	Virgin Australia
Emirates	Qantas Airways	Viva Energy
Essendon Fields	Qantas Link	Xiamen Airlines
Etihad Airways	Qatar Airways	

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

10. Further Information

For further information with regards to this **Method of Working Plan**, please contact:

Airfield Operations & Works Coordinators