



AERONAUTICAL INFORMATION
SERVICES
P.O. BOX 273
BOROKO, NCD 111
PAPUA NEW GUINEA

AIC

4/2018
20 April

TEL : (675) 3121581
AFTN : AYPMYNYX
Fax : (675) 3121593
E-mail : ais@pngairservices.com.pg

PORT MORESBY INTERNATIONAL AIRPORT (PMIA) ASPHALT OVERLAY WORKS PROJECT

METHOD OF WORK PLAN (MOWP)

1. PURPOSE

- 1.1 The purpose of this AIC is to inform the industry of the Port Moresby International Airport (PMIA) main runway and pavements maintenance works by National Airports Corporation (NAC) to sustain the current aircraft operations and also in consideration of the increased traffic anticipated for the 2018 APEC summit in November.
- 1.2 The works identified to be undertaken under the project are listed as follows:
- a) Asphalt overlay including removal and reinstatement of existing airfield lighting to the following areas:
 - Main Runway
 - Partial Taxiway Alpha
 - Taxiway Foxtrot junction
 - Taxiway Mike junction
 - Connecting Taxiway Golf junction
 - b) new main runway end safety area (RESA) – 90m x 90m at SE end RWY 32R
 - c) new main runway end safety area (RESA) – 90m x 90m at NW end RWY 14L
 - d) reinforced concrete for parking bay 3 for B747 at the old international apron
 - e) replacement of joint sealant & repair to spall edges on runway concrete thresholds airfield lighting system
 - f) removal and reinstatement of existing airfield lighting at the asphalt overlay areas
 - g) reconstruction of existing General Aviation apron and Taxiway Hotel.
- 1.3 The asphalt works will be undertaken during the night commencing 2100 UTC after the last flight and clean up and reinstate pavements before the first flight 0500 UTC the next morning. Certain other associated works may be undertaken during the day as the time limited works under the escort of the Airport Safety Officer (ASO) and Project Safety Officer (PSO).

2. FUNCTIONAL RESPONSIBILITIES

- 2.1 The Project Safety Officer (PSO) will be Mr. Bill Bouraga, who shall be full-time on site at Port Moresby (Jacksons) International Airport and can be contacted on telephone: +675 3244824/ 3244825 or mobile +675 70917763/ 75451206, or such other person appointed by the PMU Project Director.
- 2.2 The Airport Safety Officer (ASO) will be Ms. Shannelle Dawana the NAC Airport Safety Officer at Port Moresby (Jacksons) International Airport, who can be contacted on telephone +675 324 4824/324 4815 or mobile +675 76401814/ 70917756, or such other person appointed by the Project Director (PMU).
- 2.3 The Construction Authority shall be the NAC through the Project Management Unit (PMU) and the Responsible Officer shall be Project Director (PMU) Mr. Gebo Henao. Project Management shall be by the PMU and the responsible officer shall be the PMU Resident Engineer Mr. Tom Nou who can be contacted on telephone: +675 3244 411 or mobile +675 7562 0716/ 7048 9801 or such other person appointed by the Project Director (PMU)
- 2.4 The Works will be carried out by Hebou Construction (PNG) Limited and supervised by PMU Resident Engineer.
- 2.5 The ASO will ensure that the work is carried out in accordance with the requirements of the Civil Aviation Rule Part 139 – Advisory Circular 139-4 and this Method of Working Plan and as directed from time to time by the Project Director (PMU).
- 2.6 In addition to the duties stipulated in the Civil Aviation Rule Part 139, the ASO in consultation with the PSO will coordinate and:
- ensure that operational aspects are subjected to normal NOTAM action;
 - Issue NOTAM actions and communicate with PNG ASL Air Traffic Services, (ATS) on all NOTAM promulgation
 - ensure the conduct of works does not endanger the safe operation of aircraft and that all instructions issued with regard to safety of aircraft are complied with immediately;
 - direct the correct placement of markers, markings and signals in accordance with Civil Aviation Rule Part 139 and the Drawings which form part of this Method of Working Plan
 - brief members of the workforce on general safety matters and in particular on the limitations and restrictions within the airport, and on the danger of entry into operational movement areas. No person shall be permitted onto the work area without receiving such briefing and shall strictly comply with the instructions; and
 - ensure that normal aerodrome markings are displayed prior to reopening any completed work to aircraft operations.
 - undertake inspections of the works areas prior to aircraft operations and after completion of work on aircraft operational areas.

- Monitor construction works for safety compliance and provide escort where necessary within movement areas.
- Monitor aviation band radio communications between ATC tower, aircraft and ground control.

3. IMPLEMENTATION

- 3.1 It is expected that the works will commence on the movement areas in April 2018 and will take approximately six (6) months to complete. Works within the aircraft movement areas that require NOTAM will be planned and executed in detail in consultation with all stakeholders. Generally, all works on the runway 14L/32R will be during the night, commencing after the last flight and cleared available for the first flight the next morning.
- 3.2 Asphalt overlay works on operational movement areas will normally be carried out from Monday to Sunday commencing each evening at 21:00 local hours and terminating at 05:00 hours local time (1100 to 1900 UTC).
- 3.3 Concrete apron parking bays and taxiway Alpha works including other associated works may be undertaken during daylight hours from Monday to Sundays commencing each morning at 05:00 hours local time to 21:00 hours (1900 to 1100 UTC).
- 3.4 The actual timing of the work will be advised at least forty-eight (48) hours in advance by NOTAM prior to commencement of works, but will remain subject to change should inclement weather prevail or where operational requirement warrants.
- 3.5 Works will be carried out in various stages.
- 3.6 General layout drawings illustrating the extent of staging are shown in Drawing No's. NAC- POM-M001 to NAC-POM-M004B inclusive, appended to this Method of Working Plan.
- 3.7 The stages are listed in numerical order and it is intended that work be conducted in that order. It is highly likely that two stages may be undertaken concurrently. Day work stages may proceed throughout the night if required.
- 3.8 The order of work may be varied with the approval of the Project Director (PMU) in conjunction with General Manager – PMIA Airport Operations.
- 3.9 Should the extent of any stage require variation, proposal to do so shall be subject to approval by the Project Director (PMU) in conjunction with General Manager – PMIA Airport Operations and appropriate NOTAM action taken on approval.
- 3.10 The prerequisite for commencement of work in any stage is the issue of the appropriate NOTAM and the display of aerodrome markers and markings.

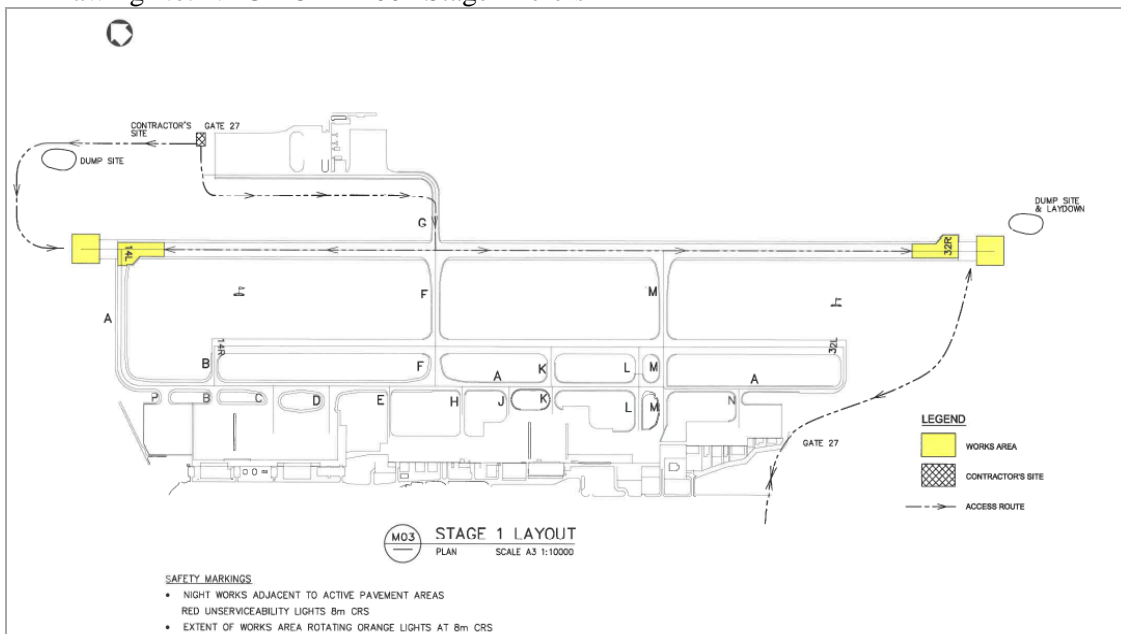
3.11 NAC requires at least 7 days prior notice for any proposed variations to the order of work and/ or extent of any stage. Such variations will require amendments to this MOWP.

4. METHOD OF WORKING PLAN

4.1 The method of working plan (MOWP) will be carried out in stages and consists of 4 stages. \Each stage of the MOWP is as follows: -

Stage 1

Drawing No. NAC-POM-M001 Stage 1 refers



Duration: 1 Month

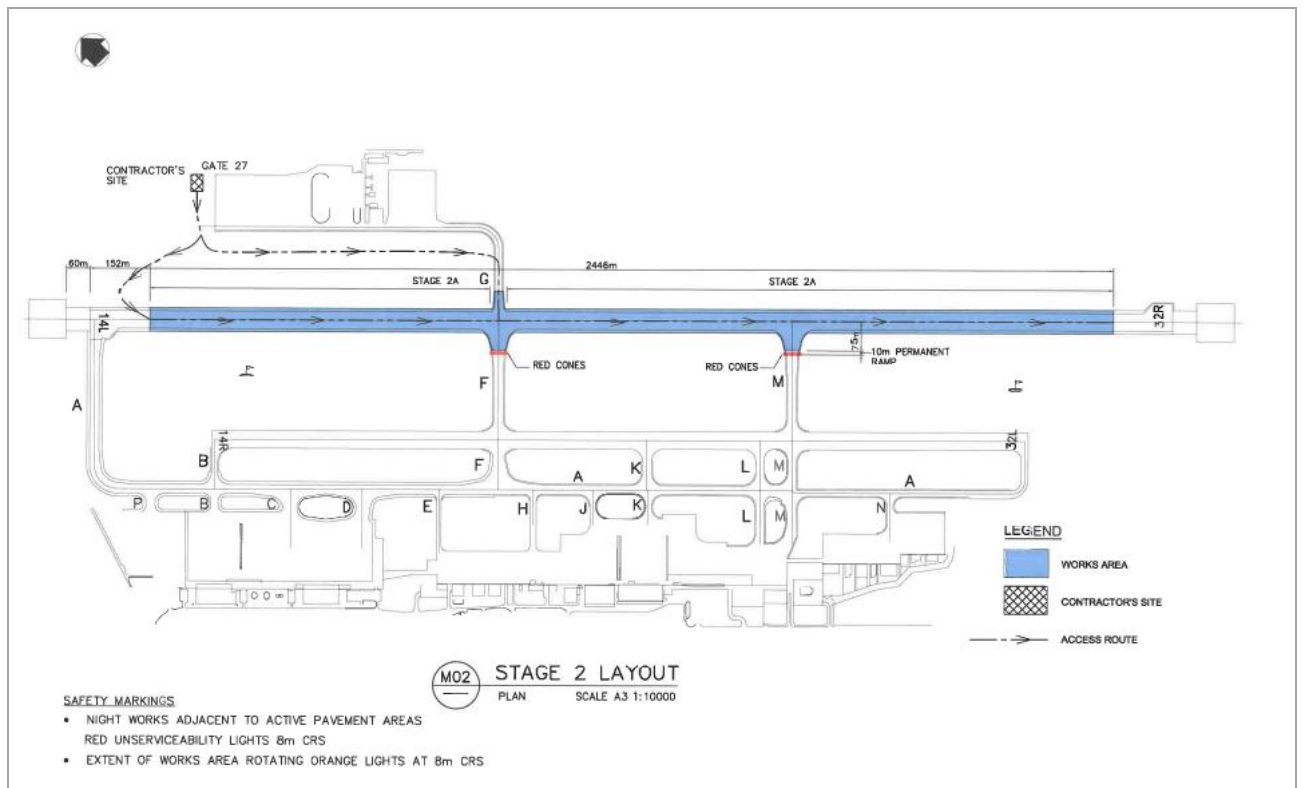
Extent of works area: Construction of new Runway End Safety Area (RESA) and maintenance and joint sealing of the concrete threshold joints at the 14L and 32R ends of the runway.

Night works: All works will be undertaken under night time flood lighting. No works will be undertaken during the day. Full runway length will be available for all daily RPT operations. Runway will not be available for all night operations between 8pm and 5am subject to RPT schedules.

Day works: nil

Stage 2

Drawing No. NAC-POM-M002 Stage 2 refers



Duration: 3 Months

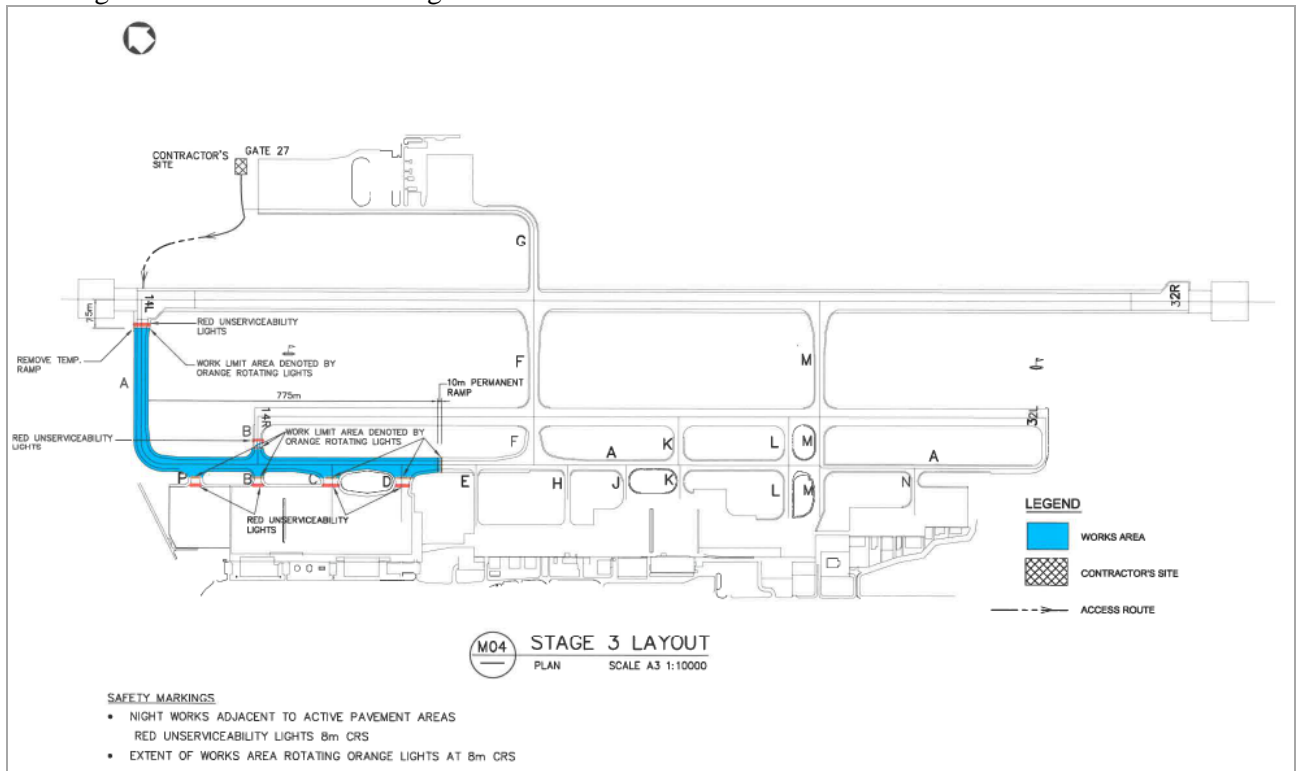
Extent of works area: All of the main runway 14L/32R.

Night works: Asphalt overlay of runway commencing from the threshold 32R towards the center, overlay of Taxiway intersections for F, M and taxiway G. No works will be undertaken during the day. Full runway length will be available for all daily RPT operations. Runway will not be available for all night operations between 8pm and 5am subject to RPT schedules.

Day works: nil

Stage 3

Drawing No. NAC-POM-M003 Stage 3 refers



Duration: 1 Month

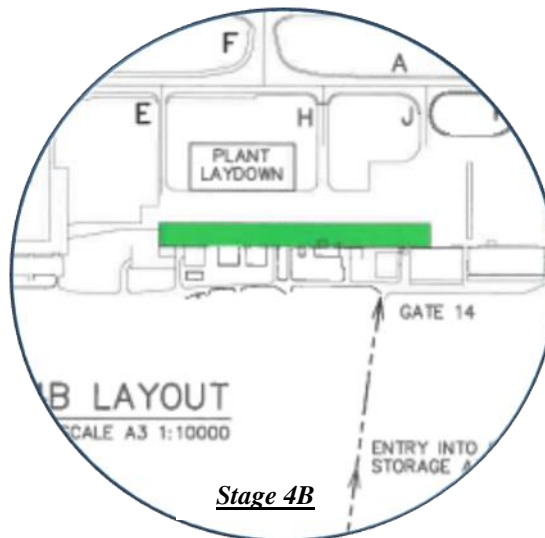
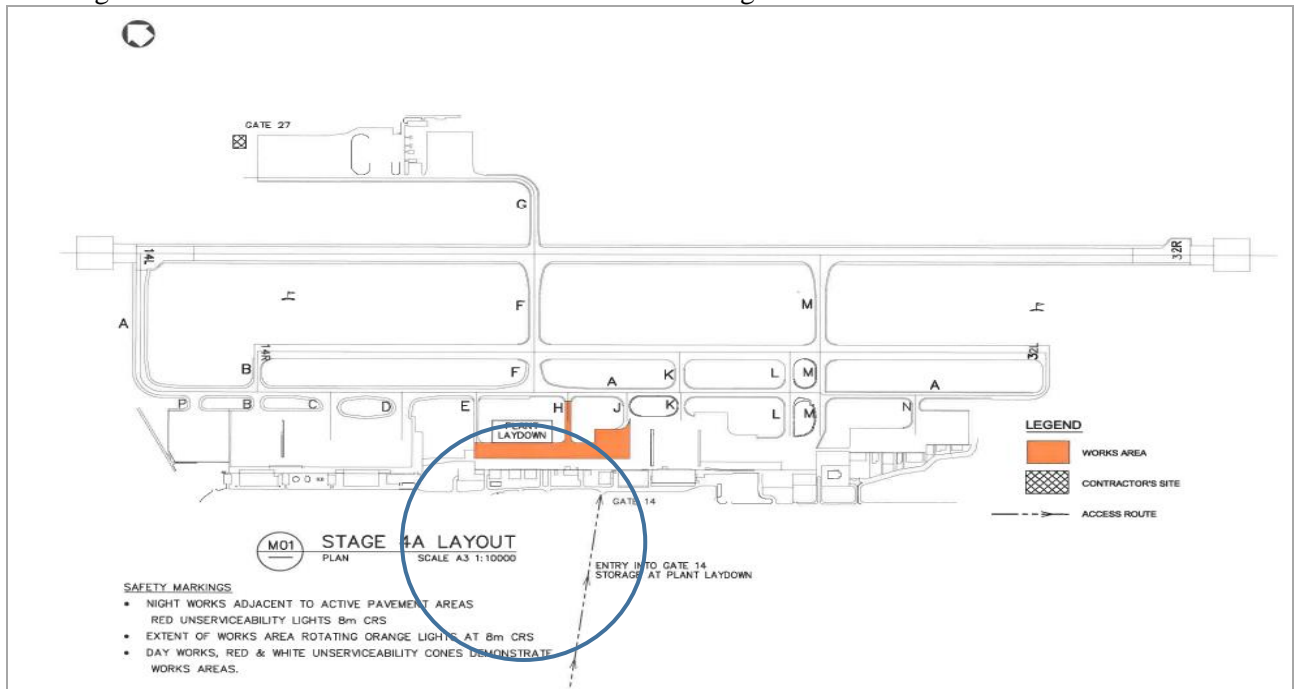
Extent of works area: Taxiway Alpha from Runway 14L threshold to middle of Taxiway Delta and Taxiway Echo.

Night works: Asphalt overlay of taxiway Alpha commencing from between taxiway Delta and Echo towards the threshold RWY 14L. No works may be undertaken during the day. Full runway length will be available for all daily RPT operations. Access to the aprons will be available for all operations.

Day works: nil

Stage 4

Drawing No. NAC-POM-M004A and NAC-POM-M004B Stage 4 refers



Duration: 1 Month

Extent of works area: General Aviation Apron between taxiway Echo and Taxiway Juliet and all of taxiway Hotel.

4A Day and night works: Reconstruction of GA Apron and Taxiway Hotel pavements and bituminous sealing works.

4B Day and night works: Bituminous resealing works of the rest of the GA apron including pavement marking.

5. NOTICE TO AIRMEN (NOTAM)

- 5.1 The following NOTAM will be raised by the Airport Safety Officer prior to the commencement of work within each stage and will remain in force for the duration of work within that stage.

STAGE 1

PORT MORESBY A.....

18mmdd1100/18mmdd1800 EST. BTN 1100/1800 DLY.

AD CTN DUE MAINTENANCE WIP END OF STOPWAY OF RWY XXX. SUBJ TO ATC APPROVAL ON 20MINS RECALL.

STAGE 2

PORT MORESBY A.....

18mmdd1100/18mmdd1800 EST. BTN 1100/1800 DLY.

RWY 14L/32R CLSD TO ALL ACFT OPS DUE TO RWY SFC OVERLAY WIP.

STAGE 3

PORT MORESBY A.....

18mmdd1100/18mmdd1800 EST. BTN 1100/1800 DLY.

AD CTN. PORTION OF TWY ALPHA FM RWY 14L TO TWY ECHO NOT AVBL DUE WIP.

RMK: 1. WORKS AREA DENOTED BY RED AND WHITE CONE MARKERS
2. ACCESS TO DOM APN AND INTL APN AVBL

STAGE 4A

PORT MORESBY A.....

18mmdd1100/18mmdd1900 EST. BTN 1100/1900 DLY.

AD CTN DUE MAJOR RECONSTRUCTION WIP NORTH SECTION OF GA APN BTN TWY ECHO AND TWY JULIET INCLUDING TWY HOTEL.

RMK: 1. WORKS AREA DENOTED BY RED AND WHITE CONE MARKERS
2. TWY HOTEL CLSD

STAGE 4B

PORT MORESBY A.....

18mmdd0800/18mmdd1900 EST. BTN 0800/1900 DLY.

AD CTN DUE MAINTENANCE WIP SOUTH SECTION OF GA APN BTN TWY ECHO AND TWY JULIET.

RMK: 1. WORKS AREA DENOTED BY RED AND WHITE CONE MARKERS
2. TWY HOTEL CLSD.

6. VISUAL GROUND AIDS

- 6.1 Prior to commencement of each day's work, the Project Safety Officer (PSO) shall ensure that the correct aerodrome markers or markings are displayed for each stage of work as per the attached Drawings.

- 6.2 The Project Safety Officer (PSO) shall also ensure that during all stages the normal aerodrome markings are displayed prior to reopening any completed work area to aircraft operations.
- 6.3 Aerodrome markers and markings in areas affected by the works are not to be installed, altered or removed without the permission of the Project Safety Officer (PSO).

7. RESTRICTIONS TO AIRCRAFT

- 7.1 Restrictions on movement areas for aircraft operations are as per the NOTAMs in clause 5 above and elaborated below for each of the declared stages.

Stage 1 – Construction of New RESA at both ends of the main runway and maintenance of joints on the concrete thresholds.

Restrictions to aircraft movement: Nil. Time limited works. Men and equipment will vacate works areas for all aircraft operations 20 minutes recall.

Stage 2 – Asphalt overlay of runway commencing from threshold RWY 32R towards the center, overlay of Taxiway intersections for Foxtrot, Mike, Golf and towards threshold RWY 14L. No works will be undertaken during the day.

Restrictions to aircraft movement: Restricted aircraft operations during hours of works. Full runway length will be available for all daily RPT operations. Runway will not be available for all night operations between 8pm and 5am (local time) subject to RPT schedules.

Stage 3 – Asphalt overlay of Taxiway Alpha commencing from between Taxiway Delta and Echo towards threshold RWY 14L.

Restrictions to aircraft movement: No works may be undertaken during the day. Full taxiway Alpha will be available for all daily RPT operations. Taxiway will not be available for all night operations between 6pm and 5am (local time).

Stage 4A – Reconstruction of GA Apron and Taxiway Hotel pavements and bituminous sealing works.

Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.

Stage 4B – Bituminous resealing works of the rest of the GA apron including pavement marking

Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.

8. WORK RESTRICTIONS AND REQUIREMENTS

- 8.1 The airport is a fully operational airport with daily mix of different aircraft movements including the B767, B737, F100, Q400 and Dash 8 aircraft and various small GA aircraft.
- 8.2 The Contractor has planned to execute the Works to ensure that activities and movement within the airport operational area do not prevent or interfere with the safe operations of the airport and avoid disruptions to aircraft operations.
- 8.3 During all Stages, the airport will be available but have restricted aircraft movement due to works in progress at multiple locations within the aircraft movement areas.
- 8.4 The Contractor workforce shall not enter the work area until appropriate NOTAM has been issued, daytime and/or night-time, aerodrome markings have been displayed and instructions received from the Project Safety Officer or the Airport Safety officer.
- 8.5 Plant and equipment shall access each work stage via the designated routes, which are located outside the flight strip, to each work site as shown on the attached Drawing Nos NAC-POM-M001 to NAC-POM-M004B inclusive or as directed by the Safety Officer. The Contractor shall use the designated route when entering and exiting each work site.
- 8.6 The Safety Officer may refuse access to any item of plant or equipment which does not meet the requirements of Civil Aviation Rules, Part 139, and AC-139-4 to any person likely in his opinion to endanger aircraft safety.
- 8.7 All plant and vehicles used on or adjacent to the movement area shall be marked in accordance with Civil Aviation Rules, Part 139-4, being painted aviation yellow or bearing a vehicle marker or flag for day markings and displaying when required, a rotating orange beacon, and tail lights or head lights for night markings.
- 8.8 During work in all stages, all personnel, vehicles, plant and equipment shall remain within the works limit area, which is indicated on the attached drawings unless otherwise directed by the Safety Officer.
- 8.9 Vehicles, plant and personnel are prohibited from entering any part of the movement area outside the specific work area within the stage where actual work is in progress, unless under the direction of the Safety Officer.
- 8.10 Where there is the possibility of soil and dust from earthworks being blown onto aircraft movement areas, watering as well as appropriate dust suppression and stabilisation control measures shall be carried out prior to completion of each work shift.

- 8.11 All material, plant and equipment shall be stockpiled or parked at the end of each day's or night's work in the designated Contractor's Site Establishment Area as shown on the attached Drawings.
- 8.12 Plant and equipment idling for more than 15 minutes within each work stage shall be temporary parked outside the flight strip which is denoted by the line of white cone markers, and clear of all aerodrome movement areas and clearance surfaces as indicated on Drawings unless otherwise directed by the Safety Officer.
- 8.13 The Contractor shall take every precaution to prevent any spillage of material in the vicinity of or in the transit to and from the work site. In the event that any spillage does occur, it is to be removed by the Contractor to the satisfaction of the Safety Officer.
- 8.14 Before reopening completed work to aircraft operations, the Contractor shall ensure that the pavement is restored to safe and serviceable operational standard and the grass strip is clear of any obstruction or loose objects to the satisfaction of the Safety Officer. In particular, the completed patches and surrounding pavement should be free of loose stones or bitumen and surfaces swept of any presence of dust or debris. No spoil mounds will be permitted within the Runway Strip and Taxiway Strip. Trenches if any are not to be left exposed.
- 8.15 Prior to reopening of the full length of the runway and active movement areas, the Contractor shall remove all unserviceability and work area markers as directed by the Safety Officer.
- 8.16 The permissible maximum height of plant and equipment shall not exceed six (6) meters within the work area and the adjacent flight strip.
- 8.17 Where circumstances warrant, the Safety Officer shall ensure all personnel, vehicles, plant and equipment are at all times, at least fifteen (15) meters from aircraft maneuvering and/or parked on the apron.
- 8.18 Smoking is prohibited within aircraft movement areas. Workforce shall refrain from smoking or lighting any source of fire or heat within the work area.

9. VALIDITY

- 9.1 This AIC will remain current until works is completed.

- 10. CURRENT AICs:**
 - 2003: 1.
 - 2004: 1.
 - 2006: 1.
 - 2016: 2, 4.
 - 2017: 5, 6, 7, 8.
 - 2018: 1, 2, 3, 4.