

Karara Aerodrome Upgrade Project

Scope of Work - Asphalt Overlay Works

L206-CI-SOW-0003

4-Sep-26

AERODROME UPGRADE PROJECT
SCOPE OF WORK – ASPHALT OVERLAY WORK

SYNOPSIS

The Civil Aviation Safety Authority (CASA) has inspected the Karara aerodrome (YKAR) in year 2021 and 2026 and has directed Karara Mining Ltd to complete the aerodrome upgrade particularly the runway surface refurbishment. This Scope of Work (SoW) document outlines the scope to be completed at the Karara Aerodrome. In summary, this document covers the Scope of Work for the:

- Scarify, fill, spread and compact of the first 3m graded strips on both side of the runway to 4% downward slope;
- Scarify, spread and compact of the rest of the graded strips on both side of the runway to 2.5% downward slope;
- Supply & spray prime coat, roll the 10/7 bitumen layer to apron and taxiway only;
- Supply & lay corrector course 40mm modified asphalt to runway and turnpad only;
- Supply & lay final surface asphalt 60mm modified asphalt to runway and turnpad only;
- Grooving to runway and turnpad up to 3m from the edge of seal;
- All temporary and permanent line marking to apron, taxiway, runway and turnpads.
- Provide yearly inspection, perform crack sealing as part of the 24 months performance warranty;

This SoW document shall be read together with the document L206-CI-SPC-0001 which contains the technical requirements for works. This specification covers requirement for Bulk earthwork as described in section 5 under subject “Apron, Taxiway and Jet Blast Areas” and drainage work as described in section 10. KML has completed the Drainage Upgrade Project and therefore the requirement in Section 10 is not applicable for this work. If there is any conflicting requirement, clarification shall be sought from the Company.

Disclaimer

This document has been prepared by Karara Mining Limited (KML) for their exclusive use (“the Purpose”). Use of this document other than for the Purpose is not permitted.

L206-CI-SOW-0003

REV	DESCRIPTION	ORIG	REVIEW	APPROVAL	DATE
A	Issued for Internal Review	S Borade	S Yap		01/06/2023
B	Issued for tender	<u>S Yap</u>	<u>CC Luo</u>		04/09/2026

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1. INTRODUCTION

Due to the current condition of the existing runway and taxiway of the Karara Aerodrome, KML is planning to carry out aerodrome upgrade works in compliance with the direction of the Civil Aviation Safety Authority (CASA) based on their inspection in year 2021 and 2026. The objective is to improve the service life of the aerodrome to continue to support future mining operations.

As part of the implementation of recommendations and observations from the CASA report in particular MOS Part 139, KML has engaged a specialist consultant to perform detail engineering design of the surface refurbishment works which is the asphalt overlay and grooving works.

Unless otherwise stated in this SOW, the Contractor shall be responsible for the performance of the whole of *the Works* including such *work* as may be required, but not specifically described herein, to complete the works in accordance with the requirements of the *Contract*.

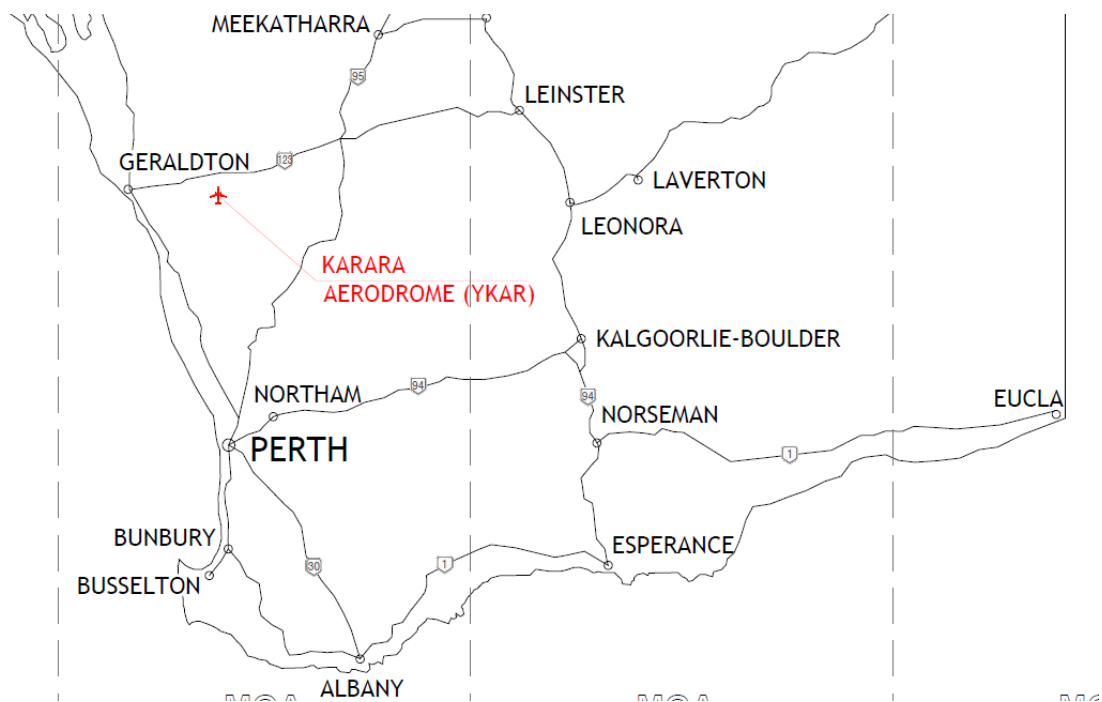


Figure 1: Location of Karara Aerodrome

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2. GLOSSARY

Wherever the words “Company, Purchaser or Buyer” are used, it shall mean Karara Mining Limited.

Wherever the words “Contractor” or “Supplier” are used it shall mean the person so named in the Contract (and its successors and permitted assigns).

Wherever the words “Company’s Representative, Purchaser’s Representative or Buyer’s Representative” are used, it shall mean the person so named in the Contract (and its successors and permitted assigns).

Any word in the table below or that is capitalised shall have the meaning ascribed to it or in the Contract.

Table 1: Glossary

Term	Definition
Authorities	Any statutory, public, municipal, governmental or administrative department, commission, authority, agency or entity with jurisdiction in connection with the WUC
AHD	Australian Height Datum
AD	Aerodrome
ARO	Aerodrome Reporting Officer
CDRL	Contractor Data Requirements List
CM	Construction Management
CASA	Civil Aviation Safety Authority
Company’s Project Requirements	Has the meaning ascribed to it in the Contract
Company’s Representative’s nominee	Means an individual appointed in writing by the Company’s Representative under the Contract
Contract	The agreement between the Company and the Contractor to which this Scope of Work pertains
CQA	Construction Quality Control
D&A test	Alcohol and other Drugs (‘Drug & Alcohol’) testing
DED	Detailed Engineering Design
ECM	Engineering and Construction Management
Execution Date	Means the date on which the Formal Instrument of Agreement is signed by the Company
Equipment	Means the goods to be supplied or supplied by the Supplier
HAZID	Hazard Identification

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Term	Definition
HAZOP	Hazard and Operability Review
HSEC	Health, Safety, Environment and Community
IFC	Issued For Construction
IFT	Issued For Tender
ITP	Inspection and Test Plan
KML	Karara Mining Limited, the “Company”, “Purchaser” or “Buyer”
MDR	Manufacturers’ Data Report
Mine site	The location of Karara Mine in the Mid-West Region of Western Australia, approximately 225 km East of Geraldton and 320 km North East of Perth
MOS	Manual of Standard
MOWP	Method of Working Plan
MTOs	Material Take Offs
PAPI	Precision Approach Path Indicator
PEP	Project Execution Plan
PMC	Project Management Contracting
PPE	Personal Protective Equipment
PSD	Particle Size Distribution
RESA	Runway End Safety Area
QA / QC	Quality Assurance / Quality Control
SDS	Supplier Document Schedule
SoW	Scope of Work
Site or Project Area	Aerodrome Project Area
subcontractor	Has the meaning in the General Conditions of Contract
Supplementary Requirements	Specifications, standards, regulations and codes of practice set out in the Appendices of this SoW
Tenderer	Means a person who lodges a tender for the Work
The Works	Means the whole of the Works under Contract
VOC	Verification of Competency certification
WSO	Work Safe officer
WUC	Means the whole of the Work to be carried out under the contract

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3. GENERAL CLIMATIC INFORMATION – MEAN WEATHER DATA

The following weather conditions in the Mine Site area is provided as a guide. Refer to *CORP-GE-BOD-1001 Project Basis of Design* for further location and site data references.

The nearest Meteorological Station is at Morawa, Bureau of Meteorology station number 008093. The synoptic station is located at 29.21°S; 116.0089° E. The station elevation is 274m AHD.

The next approximate meteorological station is that of Paynes Find, Bureau of Meteorology station number 007139. The synoptic station is located at 29.27°S; 117.6836° E. The station elevation is 339m AHD.

The indicative average climatic data is as follows:

Table 2: General Conditions

Climate statistic	Annual Value, Morawa
Mean Daily Solar Exposure (MJ/m2)	20.7
Mean Number of clear days (day)	147.4
Mean Number of cloudy days (day)	65.1

Table 3: Temperature Data

Climate Statistic	Annual Value, Morawa
Mean Maximum Temperature (°C)	27.4
Highest Temperature (°C)	47.8
Mean Number of Days ≥ 30°C (day)	135.1
Mean Number of Days ≥ 35°C (day)	73.5
Mean Number of Days ≥ 40°C (day)	20.5
Mean Minimum Temperature (°C)	12.4
Lowest Temperature (°C)	-2.2
Mean Number of Days ≤ 2°C (day)	7.6
Mean Number of Days ≤ 0°C (day)	1.5
Mean 9AM Temperature (°C)	18.8
Mean 9AM Wet Bulb Temperature (°C)	14
Mean 9AM Dew Point Temperature (°C)	10

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Mean 9AM Relative Humidity (%)	62
Mean 3PM Temperature (°C)	26.4
Mean 3PM Wet Bulb Temperature (°C)	16.6
Mean 3PM Dew point Temperature (°C)	8.7
Mean 3PM Relative Humidity (%)	37

Table 4: Rainfall Data

Climate Statistic	Annual Value, Morawa
Mean Rainfall (mm)	332.8
Highest Rainfall (mm)	580.4
Lowest Rainfall (mm)	149.1
Decile 1 month Rainfall (mm)	227.2
Decile 5 (Median) Monthly Rainfall (mm)	325.2
Decile 9 Monthly Rainfall (mm)	452.4
Highest Daily Rainfall (mm)	120
Mean Number of Days of Rain (day)	71.4
Mean Number of Days of Rain $\geq$ 1mm (day)	50
Mean Number of Days of Rain $\geq$ 10mm (day)	8.7

Table 5: Wind Parameters

Climate Statistic	Annual Value, Morawa
Mean 9AM Wind Speed (km/h)	11.2
Mean 3PM Wind Speed (km/h)	12.9

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4. SCOPE OF WORK**4.1 General**

The Contractor must:

- a) Provide all labour, materials, equipment, tools, consumables, storage facilities, testing, commissioning, all management, administration, supervision, transport of equipment to Site (includes initial mobilization and final demobilization), transport of personnel at the Site, inductions, quality control, inspections, permits, training, VOCs, operation, maintenance and calibration of all associated plant and equipment necessary to carry out the Works;
- b) Plan resources (labour and equipment) to meet the requirements of the Contract and limiting the fatigue of workers. Work Safe guidelines shall be used as a guide to work hours, breaks between shifts, fatigue management processes and KML work requirements shall be followed.
- c) Provide competent supervision for every shift and comply with the role, appointment and interface requirements stated in sections 4.1.6 and 4.1.9. The supervisors shall also be qualified as the Aerodrome Roster Officer (ARO) for each shift in order to maintain close communication with KML's ARO at all times.
- d) Ensure Good Industry Practice is employed and maintained in all areas in performance of Services.
- e) Ensure all Services provided are read in conjunction with the referenced drawings, the Company's specifications and procedures.
- f) Ensure the Supply of all Equipment is fit for purpose and in full compliance to all statutory requirements and in accordance with all applicable Company and Australian Standards.
- g) Be aware that the Works take place within an operating aerodrome environment, and rigorous monitoring conditions will be in place to ensure there is no interference with the continuous operation of the aerodrome.
- h) KML typically operates on a 2 weeks on / 1 week off roster. The Contractor may align with this shift pattern for site works, with rotating crews, or implement other shift pattern depending on the work option as described in Section 7 . Normal site working time is 6am to 6pm, 7-days per week during ON roster. Depending on the work requirement and the shift arrangement at times of award, the Contractor may be required to work on special roster; and
- i) Ensure that the Works are constructed in accordance with the drawings and specifications and that all required records of testing and quality control inspections are maintained. All works shown on the drawings, but not referred to in this SOW, or referred to in the SOW but not shown on the drawings, shall be included.

4.1.1 Site Establishment

The Contractor will establish the Site facilities and infrastructure required to carry out the Services (together 'the Establishment').

- a) The Contractor shall nominate its preferred size of the area for its temporary site facilities, including storage areas; however the ultimate size of the area and the exact location of this area shall be mutually agreed with the Company's Representative.

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The following area just next to the aerodrome has been used as a site establishment area in the past and the Contractor can consider to use this area.



Figure 2: Potential area for Site Establishment

- b) For the purposes of Pricing, the Company's Representative will make available a cleared area to the Contractor for its temporary laydown area, storage of materials and mixing area. Supply and installation of security fencing, if required; will be the responsibility of the Contractor. This area has not been identified but potentially will be at the Mine Site area. The distance of this area to the Project area is about 15km.
- c) The Contractor shall provide and maintain first aid kits and fire extinguishers.
- d) The Contractor shall provide suitable transportation vehicles for commuting personnel between the village and the Site and around the Site. No private or non-mine specification vehicles will be allowed at the Site or the village.
- e) The Contractor shall establish machinery parking area(s) including approved containment and storage for fuel, oil and other potential contaminants necessary for Plant, Temporary Works and equipment maintenance and operation during the period of The Works.
- f) The Contractor shall note that there are cleanliness, inspection and approval requirements to be observed for all vehicles and mobile plant (including hired plant) before they may be brought onto the site, or return to site from weed-infested areas; see for example:
 - CORP-HS-PRO-1008 Mobile plant, equipment and light vehicle procedure
 - CORP-HS-FRM-1053 Mobile plant, equipment and light vehicle access request, inspection
 - CORP-EN-PRO-1009 [§ 4.9.2] Environmental Procedure – Flora, Weeds & Plant Pathogens,
 - CORP-EN-FRM-1009 Vehicle and mobile equipment weed inspection form.
- g) Potable water for the Contractor's workforce will be available for the Contractor. The Contractor is responsible for their own water tank to receive the potable water. The likely source of potable water is be assumed within 15km of the project area.
- h) Other utilities such as electricity using generator set to Contractor's office area shall be provided by the Contractor. The Contractor will be responsible to provide all necessary

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furniture, plant, fittings, tools and / or utilise any facilities that are in addition to those provided by the Company.

- i) The Contractor shall include for, provide and maintain all own-use Ablutions and Sanitary requirements.
- j) If any Site Facilities and infrastructure is provided by the Company, these Site Facilities are to be handed back to the Company at the end of the term in a good condition acceptable to the Company which is subject to fair wear and tear of Site facilities and infrastructure.
- k) The Contractor must be operating the Establishment:
 - comply with all relevant Laws including but not limited to the Work Health and Safety Act 2020, the Explosives and Dangerous Product Act, and the Company's procedures contained herein, all as modified from time to time.
 - consider the maximum necessary amount of storage.
 - consider the congestion of the area and other work areas.
 - consider proximity of other buildings and facilities and any risk to those buildings and facilities; and
 - maintain the Establishment in good condition, safe and workmanlike state to the satisfaction of the Company.

4.1.2 Mobilisation

The Contractor shall:

- a) Provide materials as required to protect equipment from the elements and damage of any kind whatsoever, such as impact, fire and the like by both the Contractor's personnel and that of others during the execution of the Works.
- b) Assemble and install of mechanical equipment related to the contractor's workshop, plant and equipment. Some mechanical equipment such as compressor may be inspected by KML's mechanical engineer prior to use.
- c) Supply all necessary ancillary equipment for own use. (i.e., Computers; Software, internet connections, Mobile Phones, Two-way radios, Office Stationeries)
- d) Allow for site (aerodrome) inductions, medicals and necessary training and equipping of all personnel, including Subcontractors, in accordance with the Company's safety procedures.
- e) Supply all experienced and competent labour necessary to complete The Works under the Contract.

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- f) Ensure personnel compliance with ancillary competencies, including, but not limited to the following VOC related activities: (i.e., Current 4WD & HR tickets & licenses, Rigging, Scaffolding, etc).
- g) Ongoing transport and delivery of all approved Contractor's Plant and Equipment between the Contractor depot and Site including the initial mobilisation and final demobilisation from the Site.
- h) Ensure efficient and effective logistics solutions for transport delivery of all other support materials and equipment, including tools and equipment, staff trucks, light vehicles, consumables, PPE and all spares required for commencement and ongoing provision of the Services.

4.1.3 Site Safety and Site Access (including Induction programs)

- a) The Contractor shall ensure that any person involved in The Works entering the Site has received and successfully passed the Company's induction program.
- b) The Contractor shall carry out all work in a safe and professional manner and in accordance with the Mines Safety and Inspection Act and the regulations thereto as amended.
- c) The Contractor shall (if applicable):
 - supply, install and maintain all temporary safety equipment and materials for the protection of the works and people for the duration of the works on site in accordance with the Mines Safety and Inspection Act and Regulations, KML Safety Requirements.
 - Prepare and update a Traffic Management Plan as required to ensure work scopes are completed safely, including, but not limited to, erection and maintenance of all road traffic signs, radio call up points, restricted entry areas etc. to ensure safe works.
 - Plan the works in close consultation with the Company's Representative so that labour and equipment utilization is used cost effectively and consistent with Company requirements.
 - Liaise with Company's Representative to ensure workloads and work areas are correctly managed and to mitigate relocation or re-work due to poor planning or design by the Contractor.
 - Be responsible for the protection of all existing services and structures identified by KML in the work area. Any damage to known services caused by the Contractor shall be repaired at the Contractor's expense.
 - Where applicable, provide and maintain guarding, fencing, danger signs and other items necessary to ensure the safety of all personnel, plant and equipment engaged to the Site from hazards associated with the Contractor's operations. At all times, access ways must be

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kept clear of objects or obstructions which could cause injury to personnel or damage to equipment and plant.

- Where applicable, provide and maintain all temporary storage facilities supplying power and compressed air during the works which are to be regularly inspected and maintained at the required frequency as stated by the manufacturer and / or the Health, Safety, Environment and Community Management Plan(s) HSECMP.
- Regular clean-up of the work areas in accordance with the Health, Safety, Environment and Community Management Plan(s) (HSECMP) and / or as directed by the Company's Representative. The Contractor shall also conduct a final clean-up of the work areas upon completion of the Works.
- Housekeeping of the storage area to acceptable standard and to allow efficient stocktaking and auditing of Contractor's equipment.
- Segregation and disposal of all general waste materials on site as directed by the Company's Representative.
- Liaise with Company's Representative for the removal from site of all tyres, hydrocarbon and hazardous waste, including used or surplus chemicals, used chemical and hydrocarbon containers.
- Participate in a daily brief "Pre-start" on-site meeting with the KML site Representative and Contractor's site supervision to plan and agree on the work program for the day/shift following.

d) The Contractor shall;

- Conduct daily Toolbox meetings that shall be attended by all site personnel, contractors, subcontractors and KML Site Representative. Key issues discussed shall be recorded and a copy sent to Company's Site Representative.
- Prepare SWMS to satisfy regulations 299-303 for specific tasks as required by KML safety requirements or as instructed by Company's Site Representative; and
- The Contractor acknowledges that it must work with other contractors that may need to access areas that the Contractor also accesses. The Contractor must conform to a traffic management plan developed and implemented by the Contractor that considers and plans for such instances, in line with the Company's requirements for traffic management, and agreed to by the Company as amended from time to time.

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4.1.4 Demobilisation

- a) The Contractor should provide a lump sum for demobilisation and de-establishment of the Contractors Yard site after completion of the Services Contract which should include:
- Completion of demobilisation plan for approval and to the satisfaction of the Company.
 - Transport and removal of all Contractor owned items used or stored on site during the Contract.
 - Demobilisation of personnel and Subcontractors.
 - Removal of Contractor's Plant and Equipment.
 - Remove all other support materials and equipment, required for the Services.
 - Decommission Contractor owned buildings and infrastructure; and
 - Cleaning the site as stipulated by the Company's environmental requirements.

4.1.5 Lighting

The Contractor shall:

- a) ensure all work carried out during the hours of darkness or poor visibility can be undertaken safely.
- b) provide adequate lighting in the following areas used exclusively or predominantly by the Contractor:
- at all main work front locations.
 - in any other working area deemed necessary by the Company.
- c) ensure that all lighting is installed and used so as not to create undue environmental or social nuisance.

4.1.6 Site Supervision and Management

- a) The Contractor shall always maintain full supervision of the works by a competent supervisor experienced in this type of work. The contractor shall appoint a site supervisor who will be accountable for the works and be the central point of contact for Company's Representative.

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- i) The Site supervisor shall be a competent professional with significant understanding of these types of works. An organization structure indicating all supervisory personnel and key personnel shall be submitted with the tender and updated in accordance with the Contractor's nomination of Key Personnel. ARO/WSO can be supplied by KML. Reasons being AMS informed that ARO/WSO shall have a period of aerodrome operational experience, not just a training certificate. The construction contractor, would normally not have such resources internally. The supervisors shall also be qualified as the Aerodrome Roster Officer (ARO) for each shift in order to maintain close communication with KML's ARO at all times.
- b) The Contractor Supervisor is required to manage the following minimum responsibilities.
 - Manage daily timesheet completion (including overtime requests).
 - Safety compliance to the Company's requirements.
 - Manage SWMS to satisfy regulations 299-303 completion and quality with the workforce.
 - Scope jobs and provide timing estimates to the Planning or Supervisor teams.
 - Ensure personnel compliance with required competencies, including Driver's License, Confined Space, Working at Heights, Rigging, Scaffolding, Elevated Work Platforms (EWP) etc. whichever applicable.
 - Ensure equipment such as Light Vehicles, Mobile plant and Trucks are maintained to an acceptable standard.
- c) The Contractor must mitigate the fatigue of workers in accordance with their own Fatigue Management Policy. The KML Fatigue Management Policy CORP-HS-POL-1031 shall be used.
- d) The Contractor shall attend safety, progress and coordination meetings facilitated by the Company's Representative.
- e) The Contractor shall provide weekly reports on safety, manpower, plant and equipment in a format approved by the Company's Representative.
- f) The Contractor shall provide monthly reports in a format approved by the Company's Representative in accordance with the Contract.

4.1.7 Method of Working Plan (MOWP)

CASA requires an MOWP to be compiled detailing the work to be carried out, if the works are carried out on an operational aerodrome. MOWP are to be developed in accordance with Section 10.10.2 of MOS 139. The MOWP must show how the works can be carried out whilst maintaining

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an operational aerodrome. The MOWP forms part of the Contract and the Contractor shall comply with all requirements at all times. All the costs of such compliance shall be allowed for in the Contract Sum.

The MOWP shall be prepared by the Contractor in consultation with the Aerodrome Manager and other airport stakeholders with signed copies of the final MOWP will be issued to the Aerodrome Manager prior to commencement of the works so that this can be lodged with CASA. The MOWP must be lodged with CASA 14 days prior to commencement of the proposed works. The Contractor may engage AMS for this purpose and shall be responsible for the cost of this service.

The MOWP is to include a procedure that deals with emergency aircraft using the aerodrome during the works, such as Royal Flying Doctor's services.

The Contractor shall execute the works subject to the MOWP. The Contractor's work program shall not vary from that described in the MOWP without approval the Aerodrome Manager, and appropriate NOTAMs issued.

4.1.8 Traffic Control

Traffic management for works on roads shall be carried out in accordance with the requirements of the Main Roads Western Australia document "Traffic Management for Works on Roads Code of Practice".

Prior to undertaking any work, a Traffic Management Plan shall be prepared by a person for Company's approval.

The Contractor will not construct side-tracks without the prior approval of the Company. No additional ground disturbance approvals will be issued by the Company.

4.1.9 Liaison with Construction Quality Engineer

The Contractor shall work closely with AMS's Construction Quality Engineer for:

- Periodic inspection including attending hold points inspection to the site during construction.
- Ensuring that the Contractor's Quality Plan is representative of the contract specifications, and that all ITPs are in place and approved prior to the work beginning. Once approved, to ensure the Quality Plan is implemented with unauthorised deviation.
- Ensuring that asphalt production and laying trials are carried out according to the specifications, and that all relevant information is examined and assessed before granting approval for work to begin.
- Attending to the production trial of asphalt, review asphalt production records.

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- Responding to technical queries, approving material substitution and providing technical guidance.

4.2 Work Included

This Scope of Works document is to be read in conjunction with the Drawings, specification and Karara Aerodrome Manual CORP-BS-MAN-1001.

The Company will provide the Contractor with aerodrome asphalt overlay design drawings and the specification before the commencement of mobilisation and on an ongoing basis for the duration of the work. The priorities for construction and deployment of the Contractor's resources will be established and reviewed regularly by the Company to allow the timely completion of the work.

The Contractor shall:

- Comply strictly with ground disturbance permits and other environmental requirements.
- Provide plant and equipment. The Contractor must ensure the equipment is supplied complete and operational, with all the necessary accessories and ancillary equipment. Each item of plant or equipment is required to be clean and weed free on arrival at the site.
- Provide all necessary maintenance to Contractor's supplied equipment.
- Provide qualified and experienced plant operators, general labour, supervisors and administrative personnel.
- Construct the works in accordance with the specifications and drawings.
- Develop all necessary Job Hazard Analyses, Inspection & Test Plans and other procedures required to meet the safety and quality requirements of the project.

The Contractor's scope includes, but is not limited to the following activities:

4.2.1 Mix Design

The Contractor shall be responsible for the design, manufacture, supply, place and compact of the corrector course and the asphalt surfacing on runway. The Contractor shall comply with all requirements including providing quality assurance in accordance with the Australian Asphalt Pavement Association (AAPA) Performance-based Airport Asphalt Model Specification V1 of February 2018. The design criteria can be found in Section 7 & 8 of the document L206-CI-SPC-0001. This work shall be completed well ahead of the construction stage in order to finalise the sizes and the work volume of the aggregates. The Contractor to note that the current aggregate quantity and sizes in the Pricing Schedule are estimated basing on a typical mix design of 2.45t/m³ + 5% bitumen and a 5% wastage. Subject to the Mix Design by the Contractor, the quantity may vary.

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The Contractor shall submit the asphalt production trial result to the Company for review and approval. For better quality control and inspection, the Contractor can have the production plant offsite.

4.2.2 Survey

The Contractor shall provide survey control and level control from permanent benchmarks supplied by the Company to ensure that all works are constructed in accordance with the Drawings and Specifications.

The Contractor shall be responsible for the protection, preservation and if necessary, re-establishment of all benchmarks. If the aerodrome visual aids including the cone markers and the gable markers are to be temporary removed from their original location, shall have their location surveyed prior to the removal. The markers shall be stored appropriately prior to re-use. Upon the completion of works, the Contractor shall re-install the markers to their original locations and secured to the ground using galvanized decking spikes of 150mm minimum length with a minimum of 2 spikes per cone.

4.2.3 Dust Control and Surface Water Management

The Contractor shall be responsible for dust control in accordance with document CORP-EN-PLN-1010 “Environmental plan - dust management plan”.

The likely sources of construction water for dust suppression are from the Central Turkey Nest, from the Turkey Nest TN7 or any other sources at the Mine Site as advised by the Company. See locations as follows:

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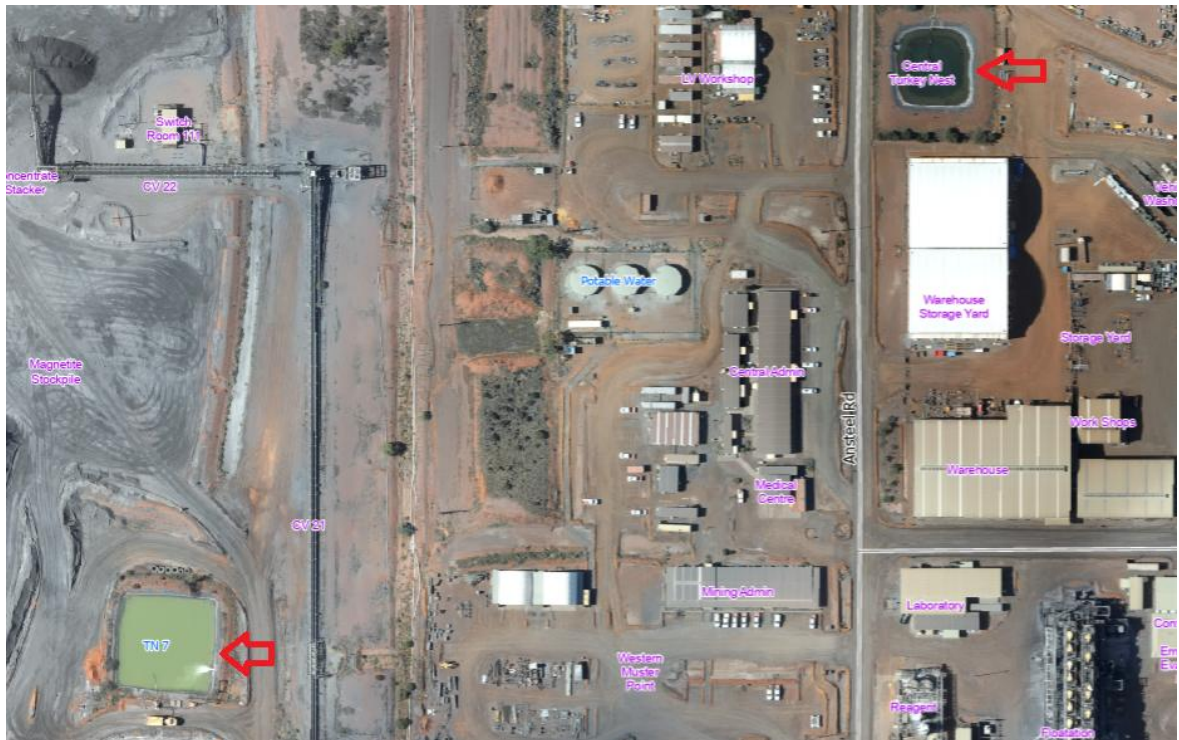


Figure 3: Construction Water Sources

The Contractor shall be responsible for surface water management during construction in accordance with document CORP-EN-PRO-1011 “Environmental Procedure – Surface Water Management”.

4.2.4 Protection to the Existing PAPI Lights

The Contractor shall locate and protect all PAPI lights during the works. Specifically:

- All PAPIs should be untouched during the construction.
- During the construction, the Contractor shall install temporary fences of minimum 1.5m high to surround the PAPI lights and PAPI's light footing. Minimum distance of the temporary fences from the PAPI's footing shall be 1.0m.
- PAPI's generator shall be untouched during the construction.
- All PAPI lights shall be temporarily covered to protect the lenses from Plant and equipment. All lights are to be uncovered and clearly visible at the end of each shift and not affected in the event of night-time aircraft operations. All cleaning, repairs or replacement shall be completed to the Company representative's satisfaction at the end of each shift. All

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cleaning, repairs or replacement of affected lenses, lights or pits shall be repaired by the Contractor at no expense to the Company.

The Contractor shall locate the PAPI's light cables prior to any excavation near them. The existing PAPI lightings is as shown below:



Figure 4: Existing PAPI lights

4.2.5 Works at Graded Runway Strips

The graded strips are found to be:

- Water erosion damage beside runway, in places exceed the maximum permissible downward slope of 2.5%.



Figure 5: Water Erosion Damage in places

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Figure 6: Graded strip next to runway exceeding permissible downward slope

The works on the graded strips is to meet the following requirements:

- Scarify, fill, compact the first 3m beyond runway to a permissible downward slope of 4% after the asphalt overlay work.
- Scarify, fill, compact the rest of the graded strip beyond runway to a permissible downward slope of 2.5% after the asphalt overlay work.

These areas are required to be graded smooth and firm and are intended to reduce the risk of damage to aircraft that runs off the runway.

The Graded Runway Strip is to be locally scarified, water, mix and compact using existing material and top-up using excavated materials where required to achieve the lines and levels as shown on the drawings. Proof rolling is to be carried out by a 20+ tonne multi-tyred roller, or loaded water cart, such that no indentations are left by one of these pieces of equipment.

The quantity of fill is to be determined by the Contractor using the survey data enclosed in section 9.6. For pricing purposes, the Contractor is to assume that these fill materials can be sourced from a borrow pit or from a current stockpile near the east of TSF2B tailing storage facility at about 15 km from the Project Area. . The CQA engineer will review the PSD of these materials in accordance with the requirements in Section 5.1 of the specification L206-CI-DRG-0001.

The contractor is to allow the haulage and stockpile near Project site for use. Access to this area is restricted and the Contractor is to update the TMP and complete all induction before entering.

The prepared surface should be left smooth, uniform and shall appear homogenous with no evidence of cracking, layering or disintegration. Fill Layers shall be maintained in a prepared state

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until construction of overlying layers has commenced and shall be appropriately protected from construction traffic. It shall be watered as necessary to ensure there is no cracking, dusting or loosening of the surface. Finished surfaces of the graded runway strip including tolerances and allowable surface level tolerances are provided in Section 6.6 of the specification L206-CI-SPC-0001.

All stockpiles shall be located and have a top of embankment level so not to infringe the Obstacle Limitation Surface of the aerodrome or the transitional surface of the unsealed runway.

If the aerodrome visual aids including the cone markers and the gable markers are to be temporary removed from their original location, shall have their location surveyed prior to the removal. The markers shall be stored appropriately prior to re-use. Upon the completion of works, the Contractor shall re-install the markers to their original locations and secured to the ground using galvanized decking spikes of 150mm minimum length with a minimum of 2 spikes per cone.

4.2.6 Bitumen Seal at Taxiway, Apron, Windstock and Signal Circle

The works at the taxiway way, apron, windstock and the signal area are:

- Supply & spray prime coat;
- Supply and spray First Coat Seal C320 Bitumen, Supply, Cover and Roll 10mm Aggregate;
- Supply and spray Second Coat Seal C320 Bitumen, Supply Cover and Roll 7mm Aggregate;
- Supply and install Fuel Resistant Surfacing to Two Aircraft Parking Bays including reinstatement of Line marking.

The Contractor is responsible for the supply of the aggregate, mix, lay and roll the product onto taxiway, apron, windstock and signal circle area.

4.2.7 Asphalt Overlay at Runway

The asphalt supply and install component is design and construct, in accordance with the Australian Flexible Pavement Association (AFPA) Specification. The minimum depth of the asphalt overlay on the runway, taxiway and apron is to be 60mm, in addition to an asphalt corrector course 40mm. The new asphalt on the runway will require to be grooved after an appropriate allowance of curing time following construction completion. The works at the runway including the turnpad areas are:

- Supply and lay corrector course of min 40mm DG14 Modified Asphalt per AAPA Airport Asphalt Spec including all tack coat, plant, labour, crushed rock materials and testing;

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- Supply and lay final surface asphalt of min 60mm DG14 Modified Asphalt per AAPA Airport Asphalt Spec including all tack coat, plant, labour, crushed rock materials and testing;
- Grooving (runways and turnpad up to 3m from the edge of seal). The Contractor is to refer to Section 9 of document L206-CI-SPC-0001 for more details.

The Contractor is responsible for the supply of the aggregate, mix, lay and roll the product onto the runway and the turnpad area.

The works shall also include the annual inspection and the preparation of report with unlimited amount of crack sealing as required to meet the requirements of the Performance Period Warranty.

Any damage by the Contractor's plant or vehicle movement for the works to the existing infrastructure within or outside of the designated works area, shall be repaired to its original condition to the Company representative's satisfaction.

4.2.8 Fuel Resistant Sealing

The Contractor is to supply and install Fuel Resistant Surfacing (FRS) to 2 aircraft parking bays. The FRS is a proprietary tar or bitumen-based product that is designed to penetrate the surface it is applied to. The Contractor is to refer to Section 11 of the document L206-CI-SPC-0001 for more details.

4.2.9 Line Marking

The permanent line marking is to the requirements as shown in drawings and it shall include temporary marking if deemed necessary. The Contractor is to refer to section 12 of document L206-CI-SPC-0001 for more details.

4.2.10 Manufacturer's Data Report

The Manufacturer's Data Report (MDR) contents shall be logically organized and presented. The Contractor shall submit the proposed MDR index to the Company Representative prior to commencement of work activities on site. The Company Representative shall review the index and agree the content prior to submission of the MDR.

The Contractor shall provide documented certification for tests and verification of conformance to requirements.

The MDR shall comply with the requirements of the MDR procedure and Supplier Documentation Requirements (SDR).

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The MDR shall be compiled progressively throughout the installation period of the Works. The Contractor shall supply as-built drawings on completion of the works. The MDR shall be submitted to the Company Representative within 30 days of completion of the Works.

4.2.11 Power Supply

The Contractor shall be responsible for providing its own power supply (diesel generators) to satisfy all construction activities required.

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5. WORK EXCLUDED

The following work and services are excluded from this scope:

- Provision of flights and accommodation at Karara Minesite.
- New feature survey of aerodrome.
- New geotechnical investigation work.
- All drains within and beyond the fencing boundary as described in specification L206-CI-SPC-0001 section 10. This work has been completed by KML as the Stage 1 Aerodrome Drainage Upgrade Project.
- Bulk earthwork including subgrade preparation, supply & lay 300mm thick base course layer at the apron & taxiway; as described in specification L206-CI-SPC-0001 section 5 under subject “Apron, Taxiway and Jet Blast Areas”. This work of adding 300mm thick base course layer at the apron and taxiway is now excluded from the scope.
- Scarify and re-seal at Jet Blast Areas. This work has been completed by KML as the Stage 1 Aerodrome Drainage Upgrade Project.
- Provision of diesel fuel (only – no petrol) for use on the Karara Minesite in accordance with KML’s procedures. (The Contractor shall provide own refuelling facilities/mobile tanker/pumps etc).
- ARO/WSO will be supplied by KML.

6. DOCUMENT CONTROL

The Contractor shall utilise a document control system that fulfils the following functions:

- Manage document flow through the Company Document Control System.
- Acknowledges the receipt of all documents from the Company.
- Tracks the revisions of all the Company supplied documents.
- Ensures that the work is done from the latest revision of Company's supplied documents.
- Tracks the completion of all deliverables to the Company.
- Supply as-builts drawings after completion of works.

7. COST BREAKDOWN AND OPTIONS OF COST PROPOSAL

7.1 Cost Proposal Options

The Contractor shall submit a cost proposal with cost breakdown for each activity as per the Pricing Schedule on lump sum pricing. Bill of quantities will be provided to the Contractor as a guide to assist Contractor for the pricing purposes. The Contractor is to conduct their own diligence to verify quantities for pricing.

The Contractor shall submit two proposals basing on the following scenarios:

Option 1: Uninterruptible construction

This scenario is assuming airport is shut to give uninterrupted construction. In this case, the MWOP is not required. In order to minimize the shut down time of the airport; the Contractor will be required to work on day shift and night shift on weekdays and over weekends. The cost proposal and detailed construction program are to be submitted.

Option 2: Airport in operation during construction

This scenario is assuming the airport remains operational with construction works on and off mode. In this case, the contractor is responsible for the submission of the MOWP and to fully adhere to the MOWP's requirements to ensure safe operation of airport. Cost proposal and detailed construction program are to be submitted.

The Contractor shall take below constraints and conditions into consideration for execution of this scope of works and allow for necessary stoppages and coordination of works to ensure aerodrome remains operational during the duration of this work:

- Be aware that the existing Aerodrome will remain normally operational for the duration of the Works. On an average there are about 24 scheduled flights at Karara Aerodrome every week from Monday to Friday. There are no scheduled flights on the weekends unless there is an emergency or unscheduled Royal Flying Doctors (RFDS) flight (Karara Aerodrome is open 24/7 for RFDS flights).

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Check in Times	Monday	Tuesday	Wednesday	Thursday	Friday
	PER-KAR-PER	PER-KAR-PER	PER-KAR-PER	PER-KAR-PER	PER-KAR-PER
PER- Open 6:00 Close 7:00	Dep PER. 07:30 Arr KAR. 08:30	Dep PER. 07:30 Arr KAR. 08:30	Dep PER. 07:30 Arr KAR. 08:30	Dep PER. 07:30 Arr KAR. 08:30	Dep PER. 07:30 Arr KAR. 08:30
KAR-Open 6:45 Close 7:45	Dep KAR. 09:00 Arr PER. 10:00	Dep KAR. 09:00 Arr PER. 10:00	Dep KAR. 09:00 Arr PER. 10:00	Dep KAR. 09:00 Arr PER. 10:00	Dep KAR. 09:00 Arr PER. 10:00
PER – Open 06:45 Close 7:45			Dep PER. 08:15 Arr KAR. 09:15		
KAR- Open 08:00 Close 08:45			Dep KAR. 09:45 Arr PER. 10:45		
PER- Open 13.20 Close 14.20	Dep PER. 14:55 Arr KAR. 15:55	Dep PER. 14:55 Arr KAR. 15:55	Dep PER. 14:55 Arr KAR. 15:55	Dep PER. 14:55 Arr KAR. 15:55	Dep PER. 14:55 Arr KAR. 15:55
KAR-Open 14:45 Close 15.30	Dep KAR. 16:25 Arr PER. 17:25	Dep KAR. 16:25 Arr PER. 17:25	Dep KAR. 16:25 Arr PER. 17:25	Dep KAR. 16:25 Arr PER. 17:25	Dep KAR. 16:25 Arr PER. 17:25

Figure 7: Flight Schedule effective 6 July 2026

- The Contractor shall clear the airside area (machinery lowered & set against the fence or if still too high then trammed outside the gate) preferably at least 20 mins prior to aircraft landing (this can vary according to aircraft delays or early getaways out of Perth).
- Pay particular attention to cleanliness of vehicles, keeping clods of earth, rocks, equipment refuse, rubbish (personal & work related) under control to be quickly removed off airside as required. All areas around the runway, known as the Runway Strip, Clearway & RESA need to be kept clear of all debris as stated.
- Contractor shall stay away from NO GO areas for example all surveyed white cones & pegs & around sensitive PAPI lights & PAPI genset sheds. The contractor shall take care not to disturb other areas of significance, the signal circle, windsock, airport reference point (ARP) & survey pegs dotted around inside the fence line.
- Machinery can access/egress airside through the double utility gates #2 on the south-eastern side of the terminal building. If machinery requires access between RWY 30 & 12 on the northern side they may pass over the culvert of the taxiway, that is, across the Taxiway.
- Contractor shall keep the AD Manager informed of all activities during project execution and liaise closely with WSO & ARO's to ensure airstrip serviceability is meeting all requirements for aircraft movements each day.

These submissions will be used for business case analysis by KML relevant stakeholders before an informed decision is made on merit whether to shut the aerodrome entirely during the construction.

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7.2 Provisional Sum

Mine wastes are abundant on site. KML may conduct screening of these aggregates to the required sizes of the design mix at the Waste Dump area. KML may free-issue all these graded aggregates of the design mix to the Contractor. The Contractor shall price the lump sum cost basing on the assumption that all these materials will be free-issued to the Contractor for use. For pricing purposes, the stockpile area of these aggregates is about 15km away from the Project area. The Contractor is responsible for the haulage of these aggregates to their asphalt production unit.

The Schedule 3 of the Pricing Schedule outlines this Provisional Sum if the Contractor is required source these materials externally and transported to the Project Area for use.

7.3 Contract Pricing

The Contractor shall submit a Fixed Lump Sum Price for completing the whole SoW.

There is a Pricing Schedule provided in this tender package. It shall be noted that the Pricing Schedule provided is for reference only. The pricing schedules are tools facilitating the formation of the Fixed Lump Sum Price. The Company does not guarantee the completeness and accuracy of the information in the Pricing Schedules provided. The Contractor is responsible for validating the accuracy and completeness of the information in the Pricing Schedules based on the Project Drawings and Documents, and the information in this SoW.

The Fixed Lump Sum Price shall include provisions for minor modifications, reworks and associated costs arising from design errors in IFC drawings and other design document. The Contract is responsible for reviewing design drawings and documents in advance of commencement of construction works. If there are any issues identified during the reviewing, the Contract shall notify the Company of such issues. The Company will resolve the issues with the designer promptly upon receiving such notifications to minimise any re-works.

The Contractor is to itemise and present this item in the Pricing Schedule.

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8. INSTALLATION MILESTONE DATES

The major milestones dates/duration are as tabulated below as an estimate. The Contractor shall submit a construction schedule at tender submission to include the key milestone dates/duration.

Table 6: Milestone Dates

Milestone	Date/Duration
Target Award	TBC
Mobilisation & site establishment starts	One month
Asphalt Overlay works & line marking complete	One month
All other earthworks complete	Two months

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9. DRAWINGS, STANDARDS AND SPECIFICATIONS

9.1 General

All work covered by this Scope of Work shall comply with the applicable statutory requirements of Federal, State and Local Authorities of Australia, and shall comply with the nominated Codes, Standards and referenced standards within these.

All work to be furnished by the Contractor shall conform to the requirements of the following documents and they shall form part of the Contract.

The Contractor shall note that if there is any doubt, the hierarchy of the documents are indicated below:

- a. All Statutory Authorities having jurisdiction over the works including the Civil Aviation Safety Authority Manual of Standards Part 139 – Aerodromes;
- b. This Scope of Work document.
- c. The latest editions of relevant Company / Company's Standards and Specifications.
- d. Standard Association of Australian Standards; and
- e. All other relevant publications and regulations.

Where Standards applicable to the work are not published by the Standards Association of Australia, then relevant International Standards shall apply subject to the written approval of the Company.

9.2 Statutory Requirements

All Works performed and materials furnished shall comply with the applicable Acts and Regulations of the Commonwealth of Australia, the State of Western Australia and the requirements of the Local Government Authority, including but not limited to the latest revision of the:

- a. Civil Aviation Act 1988 (Cth);
- b. Civil Aviation Safety Regulations and Orders (Cth);
- c. Civil Aviation Safety Authority Part 139 (Aerodromes) Manual of Standards 2020;
- d. Work Health and Safety Act 2020 (WA);
- e. Work Health and Safety (Mines) Regulations 2022 (WA);
- f. Western Australian Conservation and Land Management Act 1984 (WA);
- g. Environment Protection and Biodiversity Conservation Act 1999 (Cth);
- h. Environmental Protection Act 1986 (Federal);

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- i. Environmental Protection Act 1986 (Western Australia);
- j. Wildlife Conservation Act 1950 (Western Australia);
- k. Contaminated Sites Act 2003 (WA);
- l. Electricity Act 1945 (WA);
- m. Electricity Regulations 1947 (WA);
- n. Western Australian Electricity (Licensing) Regulations 1991 (WA);
- o. Dangerous Goods Safety Act 2004;
- p. Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007 (WA)
- q. Aboriginal Heritage Act 1972;
- r. Rights in Water and Irrigation Act 1914;
- s. Local Government by-laws and regulations as applicable; and
- t. Worksafe WA.

9.3 Project Drawings

The following drawings are referenced in this SoW and are applicable to this work. This will be issued electronically to the Contractor separately under transmittal via Document Control.

<u>Document Number</u>	<u>Document Title</u>
L206-CI-DRG-1000	Location Map & Drawing index
L206-CI-DRG-1010	General Arrangement
L206-CI-DRG-1012	Typical Cross Section Sheets (sht 1 of 2)
L206-CI-DRG-1013	Typical Cross Section Sheets (sht 2 of 2)
L206-CI-DRG-1020	Sealing & Pavement Types Plan
L206-CI-DRG-1030	Grooving Plan
L206-CI-DRG-1101	Runway Plan & Long. Section (sheet 1 of 3)
L206-CI-DRG-1102	Runway Plan & Long. Section (sheet 2 of 3)
L206-CI-DRG-1103	Runway Plan & Long. Section (sheet 3 of 3)
L206-CI-DRG-1111	Runway Cross Section (sheet 1 of 20)
L206-CI-DRG-1112	Runway Cross Section (sheet 2 of 20)

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L206-CI-DRG-1113	Runway Cross Section (sheet 3 of 20)
L206-CI-DRG-1114	Runway Cross Section (sheet 4 of 20)
L206-CI-DRG-1115	Runway Cross Section (sheet 5 of 20)
L206-CI-DRG-1116	Runway Cross Section (sheet 6 of 20)
L206-CI-DRG-1117	Runway Cross Section (sheet 7 of 20)
L206-CI-DRG-1118	Runway Cross Section (sheet 8 of 20)
L206-CI-DRG-1119	Runway Cross Section (sheet 9 of 20)
L206-CI-DRG-1120	Runway Cross Section (sheet 10 of 20)
L206-CI-DRG-1121	Runway Cross Section (sheet 11 of 20)
L206-CI-DRG-1122	Runway Cross Section (sheet 12 of 20)
L206-CI-DRG-1123	Runway Cross Section (sheet 13 of 20)
L206-CI-DRG-1124	Runway Cross Section (sheet 14 of 20)
L206-CI-DRG-1125	Runway Cross Section (sheet 15 of 20)
L206-CI-DRG-1126	Runway Cross Section (sheet 16 of 20)
L206-CI-DRG-1127	Runway Cross Section (sheet 17 of 20)
L206-CI-DRG-1128	Runway Cross Section (sheet 18 of 20)
L206-CI-DRG-1129	Runway Cross Section (sheet 19 of 20)
L206-CI-DRG-1130	Runway Cross Section (sheet 20 of 20)
L206-CI-DRG-1200	Taxiway/Apron Plan & long. Section
L206-CI-DRG-1210	Taxiway & apron Cross Sections (sheet 1 of 4)
L206-CI-DRG-1211	Taxiway & apron Cross Sections (sheet 2 of 4)
L206-CI-DRG-1212	Taxiway & apron Cross Sections (sheet 3 of 4)

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L206-CI-DRG-1213	Taxiway & apron Cross Sections (sheet 4 of 4)
L206-CI-DRG-1300	Runway Line Marking Plan & Details
L206-CI-DRG-1310	Taxi/Turnpad Marking Layout & Details
L206-CI-DRG-1320	Apron Line Marking Plan & Details
L206-CI-DRG-1330	Aerodrome Marker General Arrangement

Document

<u>Number</u>	<u>Document Title</u>
L206-CI-SPC-0001	YKAR-224-SPEC - Rev 0 - Karara Aerodrome Upgrade - SOW and Specification

9.4 Corporate Standard Specifications

The following standard specifications are applicable to this work. These specifications will be issued electronically to the Contractor separately under transmittal via Document Control:

<u>Document Number</u>	<u>Document Title</u>
CORP-AD-SPC-1001	Supplier Data Instruction Specification
CORP-QA-SPC-1001	Supplier Quality Requirements Specification
CORP-QA-SPC-1002	Requirement for Compilation of Manufacturer's Data Report (MDR) by Contractors
CORP-QA-SPC-1003	Contractor quality requirements specification
CORP-GE-BOD-1001	Basis of Design
CORP-BS-MAN-1001	Aerodrome Manual

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9.5 Corporate HSE Document

The following KML Corporate and HSE documents are applicable to this work. These specifications will be issued electronically to the Contractor separately under transmittal via Document Control:

Document Number	Document Title
1000-CO-SPC-1001	Completions Process specification
1000-CO-PRO-1002	Construction Verification Process procedure
CORP-EN-PLN-1001	Construction Environmental Management Plan
CORP-HS-FRM-1011	(CRAW) Critical Risk Assessment Workshop
1000-HS-PLN-1001	Project Health & Safety Management Plan
1000-PC-SPC-1002	Contractor progress reporting and planning
CORP-AD-FRM-1050	KML personnel compliance verification
CORP-EN-FRM-1009	Vehicle and mobile equipment weed inspection form
CORP-EN-PLN-1008	Environmental plan - fauna management
CORP-EN-PLN-1010	Environmental plan - dust management plan
CORP-EN-PLN-1011	Flora and vegetation management plan
CORP-EN-PLN-1013	Environmental waste management plan
CORP-EN-PLN-1020	Environmental management plan
CORP-EN-PRO-1009	Environmental Procedure – Flora, Weeds & Plant Pathogens
CORP-EN-PRO-1010	Environmental Procedure – Terrestrial Fauna Management Procedure
CORP-HS-FRM-1053	Mobile plant, equipment & light vehicle access request, inspection & risk assessment form
CORP-HS-FRM-1062	Job Hazard Analysis
CORP-HS-FRM-1067	Leader Fatigue Checklist
CORP-HS-FRM-1068	Personal Fatigue Checklist
CORP-HS-FRM-1071	Confined space entry permit
CORP-HS-FRM-1075	Critical Lift calculation form – Dual Crane Lift
CORP-HS-FRM-1085	HSE contractor pre-qualification questionnaire
CORP-HS-FRM-1093	Confined space rescue plan
CORP-HS-FRM-1105	Lifting Study – crane lift
CORP-HS-FRM-1106	Critical Lift calculation form – Single Crane Lift
CORP-HS-FRM-1122	Lifting Equipment Register template
CORP-HS-FRM-1160	Critical procedure audit (CPA) confined space entry
CORP-HS-PLN-1001	Health & Safety Management Plan
CORP-HS-PLN-1003	Emergency Response plan

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CORP-HS-PLN-1011	Health, Safety & Training Pre-Mobilisation Requirements
CORP-HS-POL-1001	Karara Health & Safety policy
CORP-HS-POL-1031	Fatigue Management policy
CORP-HS-PRO-1003	General Electrical Safety procedure
CORP-HS-PRO-1004	Working at Height procedure
CORP-HS-PRO-1005	Confined Space Entry procedure
CORP-HS-PRO-1006	Isolation & Tagging procedure
CORP-HS-PRO-1007	Crane Management procedure
CORP-HS-PRO-1008	Mobile Plant, Equipment & Light Vehicle procedure
CORP-HS-PRO-1012	Classified Plant Management Procedure
CORP-HS-PRO-1015	Excavation and Penetration Procedure
CORP-HS-PRO-1020	Job Hazard Analysis (JHA) procedure
CORP-HS-PRO-1022	Site Entry and Security procedure
CORP-HS-PRO-1027	Fitness For Work Procedure
CORP-HS-STD-1049	Risk Management
CORP-HS-PRO-1046	Incident Management Procedure
CORP-HS-PRO-1052	Alcohol and other Drug Policy procedure
CORP-HS-PRO-1063	Respirator Protection Procedure
CORP-HS-PRO-2151	Fatigue Management Procedure
CORP-HS-STD-1020	Barricades & Barriers standard
CORP-HS-STD-1021	Confined Space Entry standard
CORP-HS-STD-1033	Lifting Equipment & Operations standard
CORP-HS-STD-1041	Scaffolding, Ladders, Stairs & Walkways standard
CORP-HS-STD-1042	Storage & Use of Hazardous Substances standard
CORP-HS-STD-1046	Lifting & Rigging Equipment standard
CORP-TR-PRO-1001	Training and Competency Procedure

9.6 Survey Data

Detailed survey has been done at the aerodrome. These will be provided via Document Control:

<u>Document Number</u>	<u>Document Title</u>
L206-CI-REP-0001	Aerodrome Aerial Survey 9 th to 15 th December 2022. Metadata Report
Contours_1m - 2021	Aerodrome_2021_1mContours.dgn
Contours_1m - 2022	Aerodrome_1m_Contours.cpg,dbf,prj,sbn,sbx,sbh,shx files

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Contours_20cm - 2021	Aerodrome_2021_20cmContours.dgn
Contours_20cm - 2022	Aerodrome_20cm_Contours.cpg,dbf,prj,sbn,sbx,sbh,shx files
Contours_50cm - 2009	22254601_Karara_1km_tile_layout.DXF