

Reference No. File reference No.

AUCKLAND INTERNATIONAL AIRPORT LTD

METHOD OF WORK PLAN

Taxiway B4 Pavement Works

Version: V4 (Final)

Start Date: October 7th 2021

Expected Completion Date: November 4th 2021

Date of MOWP Issue: September 15th 2021

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

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METHOD OF WORK PLAN
TAXIWAY B4 PAVEMENT WORKS

2.0 WORKS INFORMATION

2.1 INTRODUCTION

Auckland International Airport Ltd. (AIAL) wishes to implement pavement renewal works in the area of Taxiway B4. The work also includes the reinstallation of associated airfield ground lighting infrastructure.

2.2 SCOPE OF WORK

The works will be carried out by Brian Perry Civil as main contractor with Airways Corporation New Zealand (Airways) undertaking some of the Airfield Ground Lighting tasks.

The works to be undertaken and covered by this MOWP are the following:

Works to be undertaken by the main contractor:

- Provision of temporary paint markings including the blacking out and removal of existing paint markings as required;
- Installation of barriers to isolate the construction site from operational areas;
- Removal of existing light fittings
- Milling of existing asphalt surfacing in approximately 125mm depth;
- Trenching for subsoils drains;
- Construction of 125mm asphalt surfacing
- Installation of AGL fittings;
- Removal of barriers and change back of site to normal operations;
- Removal of temporary paint markings and reinstatement of permanent markings;

Works to be undertaken by Airways:

- Airways works relating to site works
- Provision of AGL related material required in the work scope
- Construction monitoring and commissioning supervision of the new AGL assets

2.2.1 Construction Traffic

Construction traffic will access the site via the existing airside perimeter road from Gate 1. The perimeter road crosses active Taxiways C2, C3 and C4. Construction traffic on the airside road will give way to aircraft as per standard airside driving rules. Construction traffic from the perimeter road to site will be escorted by Airfield Safety Officers when crossing active Taxiways B and B3.

Sweepers will be provided by the Contractor and positioned at the taxiway crossing to remove any potential FOD left by crossing vehicles.

Oversize dump trucks will not be used for the works.

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

2.3 PROGRAMME

The works have been divided into multiple stages to limit operational impact.

Milestone dates are (indicative dates):

Description	Commencement	Completion	Working Hours
Stage 1 (TWY B4 South)	7 th October 2021	21 st October 2021	00:00 to 23:59 LT
Stage 2 (TWY B4 North)	21 st October 2021	4 th November 2021	00:00 to 23:59 LT

NOTAMs will be issued detailing operational restrictions not less than 3 days prior to the works commencing.

3.0 RESTRICTIONS TO AIRCRAFT OPERATIONS

3.1 OPERATIONS

The work area will be closed off to aircraft movements generally by barriers and hazard lighting. Barrier layout is shown on the attached drawings AF104-BECA-DWG-CV-BZ-0202 and 0206.

Taxiway closures and restrictions throughout the duration of each stage are outlined in the table below and are shown on the attached drawings AF104-BECA-DWG-CV-BZ-0203 and 0207:

Stage	Closed Taxiways	Operational Restrictions	Comments
Stage 1 (Drawing AF104-BECA-DWG-CV-BZ-0203)	<ul style="list-style-type: none"> ■ Taxiway A closed between A3 and A4 ■ Taxiway B4 closed 	<ul style="list-style-type: none"> ■ N/A 	<ul style="list-style-type: none"> ■ Site pullback for Code F operations on Taxiway B
Stage 2 (Drawing AF104-BECA-DWG-CV-BZ-0207)	<ul style="list-style-type: none"> ■ Taxiway B unavailable for through traffic between taxiway C5 and Stand 33 outside of daylight hours ■ Taxiway B4 closed 	<ul style="list-style-type: none"> ■ Taxiway B between B5 and B3 restricted to Code C aircraft with a temporary unlit realigned centreline between Taxiway C5 and Stand 33 ■ Access to Stands 34 to 43 from the temporary unlit realigned centreline 	<ul style="list-style-type: none"> ■ Site pullback for Code F operations on Taxiway A

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

General

All construction work will generally be undertaken within areas delineated by red and white construction barriers and marked by red hazard lights where these areas interface with the manoeuvring area.

Stage 1 (TWY B4 South)

Barriers across Taxiway A will be 51m from the Taxiway A3 C/L and 43.5m from the Taxiway A4 C/L. Barriers across Taxiway B4 will be 43.5m from the Taxiway B C/L (AF104-BECA-DWG-CV-BZ-0202). During Stage 1 the 51m Code F clearance from the Taxiway B C/L will be marked on the ground and construction equipment and personnel will pull back for all Code F operations on Taxiway B.

The Contractor will be required to withdraw personnel and equipment South of the Taxiway A Code F pullback line when the site is unattended. Refer to the attached drawing AF104-BECA-DWG-CV-BZ-0203.

Stage 2 (TWY B4 North)

Barriers across Taxiway B4 will be 47.5m from the Taxiway A C/L (AF104-BECA-DWG-CV-BZ-0206). During Stage 2 the 51m Code F clearance from the Taxiway B C/L will be marked on the ground and construction equipment and personnel will pull back for all Code F operations on Taxiway A.

The Contractor will be required to withdraw personnel and equipment North of the Taxiway A Code F pullback line when the site is unattended. Refer to the attached drawing AF104-BECA-DWG-CV-BZ-0206.

Aeronautical information pertaining to the Auckland Airport aerodrome operating status is to be published via AIP Supplements and NOTAMs by AIAL.

Any variations to that advised below will also be notified via NOTAM.

3.2 EMERGENCY & ADVERSE WEATHER

In case of an emergency, the Contractor will comply with all Airfield Safety Officer instructions for ceasing operations and removing plant and personnel from the immediate location of the works to the area west of the DHL Apron or as directed by the Airfield Safety Officer.

In extreme adverse weather the Airfield Projects and Works Manager has authority to stop the work where worker or operational safety is considered at risk. Work will resume when those conditions abate but at the discretion of the Airfield Projects and Works Manager.

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

The Apron Operations Team (AOT) will maintain constant communications with the Contractor at all times via the Airfield Safety Officer or the Works Supervisor.

3.3 NAVIGATIONAL AIDS

Instrument Approach Aids

The works will not affect the operation of Runway 05R/23L. Navigational aids available during the normal operation of this runway will be available with workers pulling back in adverse weather conditions

Visual Aids

Normal ground navigation lighting will be in operation for runway and available taxiway routes. Taxiway lighting and pavement markings within and leading to the works site will be decommissioned for the works period.

Refer to the NOTAMs for further details.

3.4 Publications and NOTAMs

An AIP Supplement will be issued to promulgate operational restrictions and available taxi routes. For further details refer to the AIP SUP.

NOTAMs will be issued providing the timing and other details of the restrictions prior to the commencement of work and as required during construction.

Details of the likely NOTAMs to be published for the works are as follows. Key points about these NOTAMs include the following:

- Generally NOTAM(s) issued by AIAL will notify the physical status of the aerodrome with regard to operations.
- The forms of NOTAMs that follow are a draft of those to be issued by AIAL before and during the works.
- Dates and times for NOTAMs will be confirmed by AIAL at the time of issue, however they will be issued not less than 72 hours before commencement of works (refer section 2.3 for approximate dates).

NOTAM texts are as follows:

For Stage 1:

REFER AIP SUP 50/21 AUCKLAND AERODROME TWY B4 PAVEMENT
REHABILITATION
TWY B4 CLSD, TWY A CLSD BTN TWY A3 AND TWY A4

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For Stage 2:

REFER AIP SUP 50/21 AUCKLAND AERODROME TWY B4 PAVEMENT REHABILITATION
TWY B4 CLSD. TWY B BTN TWY B5 AND TWY B3 RESTRICTED MAX
CODE C ACFT. TWY B BTN ACFT STANDS 33 AND 43 RESTRICTED TO
DAY OPS ONLY FOR THROUGH TRAFFIC ON TEMPORARY UNLIT
REALIGNED CENTRELINE.

4.0 RESTRICTIONS OF WORK ORGANISATION

4.1 GENERAL

AIAL will provide Airfield Safety Officers who will have complete authority to direct the Contractor on Aerodrome Operational Requirements.

Any changes or additions to the scope or methodology that could have an impact on operations must be advised to AIAL.

4.1.1 The Contractor shall comply with the requirements of the Contract Documents produced for this project and this MOWP. The Contractor's site representative shall contact the Airfield Safety Officers prior to the start of each working period to ascertain the status for the proposed work with respect to the operational requirements of the aerodrome.

4.1.2 An AUTHORISATION OF WORK form shall be issued by the Apron Operations Team (AOT) Duty Team Leader for the project. This form shall include any special requirements that will apply for the period of work.

4.2 CONTRACTOR'S METHODOLOGY

The Contractor shall have a written construction methodology including, but not restricted to, the items listed in this section. The Contractor's methodology shall be accepted in writing by AIAL before the commencement of the Works.

4.2.1 FOD and Wildlife Management

The Contractor's written methodology shall include a policy and procedures to ensure that there is no FOD on active taxiways and the runway. The policy shall include measures to mitigate, control and monitor FOD and it shall be accepted in writing by AIAL.

The contractor is to avoid creating areas of standing water during excavations to mitigate against potential mosquito breeding environments and bird baths. The contractor is also to ensure construction and food waste generated airside is binned in secure bins or containers to avoid attracting wildlife to the worksite.

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AIAL will undertake additional taxiway inspections during the works to monitor FOD.

4.2.2 Emergency and Adverse Weather

In case of an emergency, the Contractor will comply with all Airfield Safety Officer instructions for ceasing operations and removing plant and personnel from the immediate location of the works to the area west of the DHL Apron or as directed by the Airfield Safety Officer.

In extreme adverse weather the Airfield Projects and Works Manager has authority to stop the work where worker or operational safety is considered at risk. Work will resume when those conditions abate but at the discretion of the Airfield Projects and Works Manager.

The Apron Operations Team (AOT) will maintain constant communications with the Contractor at all times via the Airfield Safety Officer or the Works Supervisor.

4.2.3 Site Lighting during Works outside Daylight Hours

The Contractor's written methodology shall include a policy and procedures to ensure that lighting used during works outside of daylight hours does not adversely impact flight crews. This includes vehicles lights being directed away from approaching aircraft and site lighting directed so as to not be a distraction to aircraft on approach or take off. The policy shall include measures to plan, approve and monitor site lighting.

The Contractor's proposed site lighting plan shall be accepted in writing by AA and the Contractor shall obtain approval from AA prior to any changes to the accepted site lighting arrangement.

4.2.4 Construction Height Limitations

The Contractor's written methodology shall include a policy and procedures to ensure that their staff, plant and equipment operates below the construction height limitations indicated on the drawings AF104-BECA-DWG-CV-BZ-0202 and 0206 at all times. The policy shall include appropriate measures to mark construction height limitations on site with barrier lines, ground pegs, poles or paint markings as appropriate, including the use of low height equipment or fitting of physical limit devices as applicable. In addition, when equipment with the potential to breach the OLS is in use, the contractor shall have appropriately trained staff and AIAL shall have Airfield Safety Officers continuously monitoring equipment height against the appropriate markings to ensure compliance with OLS restrictions.

The methodology shall include the process for seeking sign-off, communicating (eg NOTAM) and managing obstacles that may temporarily penetrate the OLS.

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The Contractor's proposed construction height control procedures shall be accepted in writing by AIAL and the Contractor shall obtain approval from AIAL prior to any changes to the accepted procedures.

4.2.5 Site Boundaries

The Contractor's written methodology shall include a policy and procedures to ensure that their staff, plant and equipment operate within the agreed site boundaries shown on drawings AF104-BECA-DWG-CV-BZ-0202 and 0206.

The methodology shall include a procedure to withdraw personnel and equipment to the area outside of the Code F pullback lines at the end of each working day when the site is unattended.

Procedures shall include the process for the sign-off of works outside of the site boundaries.

4.2.6 Change Management and Sign-off of Additional Works

The Contractor's written methodology shall include a policy and procedures for change management. Procedures shall include the process for the sign-off of newly identified / opportunistic work by AIAL to prevent such works from inadvertently introducing non-compliant objects or resulting in infringement.

4.3 PERSONNEL, EQUIPMENT & MATERIALS

The Contractor's access will be limited to the work areas as shown on the attached drawings AF104-BECA-DWG-CV-BZ-0202 and 0206.

General

All construction work will generally be undertaken within areas delineated by red and white construction barriers and marked by red hazard lights where these areas interface with the manoeuvring area.

The Contractor will be required to withdraw personnel and equipment from the construction area in the event of an emergency.

Only equipment, plant and materials that are required for daily activities will be located within the construction site.

All plant, equipment and materials will be secured at all times during the work so that it is not vulnerable to jet blast or be able to be wind borne. Plant and materials will be stored in such a manner that wing tip clearances of aircraft operating around the site are not compromised. No storage of materials or equipment is allowed outside the works areas and dedicated laydown areas.

Plant, equipment and materials shall not exceed the construction height restrictions shown on the attached drawings AF104-BECA-DWG-CV-BZ-0202 and 0206.

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Marker poles or other agreed markers will be used to mark construction height restrictions in accordance with the Contractor's accepted methodology (refer to Section 4.2.4 for details).

Stage 1 (TWY B4 South)

Barriers across Taxiway A will be 51m from the Taxiway A3 C/L and 43.5m from the Taxiway A4 C/L. Barriers across Taxiway B4 will be 43.5m from the Taxiway B C/L (AF104-BECA-DWG-CV-BZ-0202). During Stage 1 the Contractor will mark the 51m Code F clearance from the Taxiway B C/L on the ground and construction equipment and personnel will pull back for all Code F operations on Taxiway B.

The Contractor will be required to withdraw personnel and equipment South of the Taxiway A Code F pullback line when the site is unattended. No storage of materials is allowed between the pullback line and the barrier line. Refer to the attached drawing AF104-BECA-DWG-CV-BZ-0203.

Stage 2 (TWY B4 North)

Barriers across Taxiway B4 will be 47.5m from the Taxiway A C/L (AF104-BECA-DWG-CV-BZ-0206). During Stage 2 the Contractor will mark the 51m Code F clearance from the Taxiway B C/L on the ground and construction equipment and personnel will pull back for all Code F operations on Taxiway A.

The Contractor will be required to withdraw personnel and equipment North of the Taxiway A Code F pullback line when the site is unattended. No storage of materials is allowed between the pullback line and the barrier line. Refer to the attached drawing AF104-BECA-DWG-CV-BZ-0206.

4.4 HEALTH AND SAFETY

4.4.1 General

The PCBU in control of the works under the Health & Safety at Work Act (2015) is the Contractor. The Contractor will prepare a Site Health and Safety Plan prior to the commencement of the work.

Only personnel who have attended the Contractor's site induction meeting will be allowed on site. This will be held prior to commencing the Works. The site induction meeting is to be attended by contractor personnel, AIAL, Beca and Airways personnel. The names of all personnel attending are to be recorded. The Contractor will hold daily toolbox meetings for all staff working on site prior to the commencement of each day's work.

The Principal, the Engineer and the Contractor will review risks and agree on mitigation measures at regular risk management meetings.

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In case of adverse weather (e.g. fog) being forecast the Principal may decide to deny the Contractor access to site. A decision is expected prior to the commencement of each shift.

4.4.2 Jet Blast and Propeller Wash

Propeller wash may impact the site from aircraft entering Stands 35 to 42. The simulated velocity contours are shown on drawing AF056-BECA-SKT-CV-BZ-104. These velocities will be validated at the commencement of the project via field measurements.

The Contractor shall consider the effect of propeller wash to their operations, protect their staff and secure plant, equipment and materials during the works so that it is not vulnerable to propeller wash or be able to be wind borne. Refer to the project risk register for mitigation measures.

No storage of materials or equipment is allowed within the 60 km/h propeller wash contours. Modelling shows part of the work area within the 56km/hr jet velocity contour for the most critical aircraft types. Although this is not considered unsafe, workers should still remain vigilant and aware of propeller wash, ensuring that tools and equipment are secured at all times and that PPE including eye protection is worn.

The Airfield Safety Officers will monitor aircraft movements. If aircraft are turning to Stands 35 to 42, the Airfield Safety Officer may direct construction personnel to pull back further from the aircraft.

Details on recommended maximum jet blast velocities can be found AC139-6 Section 5.2.100

4.5 SITE ACCESS

Entry to the works “airside” shall only be by those accredited with airside security passes issued by the CAA Aviation Security Service (AVSEC). Those people driving vehicles or equipment airside must be holders of an AIAL “Airside Drivers Permit” or under escort by a permit holder authorised to undertake escort duties.

Vehicles that travel to and from the Airside works must have an Airside Vehicle Permit (AVP), or they will require an escort on each trip.

Construction traffic will access the site via the existing airside perimeter road from Gate 1. The perimeter road crosses active Taxiways C2, C3 and C4. Construction traffic on the airside road will give way to aircraft as per standard airside driving rules. Construction traffic from the perimeter road to site will be escorted by Airfield Safety Officers when crossing active Taxiways B and B3.

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Sweepers will be provided by the Contractor and positioned at the taxiway crossing to remove any potential FOD left by crossing vehicles.

Oversize dump trucks will not be used for the works. Any occasional oversize or overload traffic not suitable for the airside road is to use taxiways to access the work area with follow me traffic management provided by AIAL Airfield Safety Officers. This may require the controlled use of Taxiways.

4.6 AERODROME MARKERS, MARKINGS & LIGHTS

The work areas that directly interface with the manoeuvring area shall be barricaded off with red and white plastic water filled barriers set out on site by the Contractor. These shall be marked at night with continuous red coloured lighting.

4.7 PROTECTION OF ELECTRICAL & COMMUNICATION SERVICES

As part of the contract works existing electrical and communication cabling may be affected. Standard AIAL procedures will be applied requiring a Ground Penetration Certificate (GPC) before excavation can commence.

Once a GPC has been issued, any essential services will be field-marked prior to work starting and an authorised representative of the affected services management group will attend site to liaise with the Contractor and attend to any requirements necessary to facilitate the works.

In addition to the requirement for the Contractor to become familiar with the location of all services and obtain GPC, as appropriate, pilot holes will be excavated by hydro-excavation to safeguard vital services. Any excavation in the proximity of critical services will be monitored by an appropriate stand over person.

Consultation with AIRWAYS and AIAL staff will be maintained throughout the project.

5.0 ADMINISTRATION

5.1 AIAL REPRESENTATIVES

The PROJECT MANAGER is Mr. Geraint Francis, Infrastructure Project Manager, who can be contacted via the following numbers:

- **Mobile: +64 27 273 0160**

The AIRFIELD PROJECTS AND WORKS MANAGER, Mr. Ross Cameron, can be contacted via the following numbers:

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

- **Mobile: +64 27 886 4658**

He shall be responsible for the operational safety aspects of the project. His representative will be the Airfield Safety Officer who will communicate with the Contract Supervisor on matters necessary for ensuring the safe progress of the work. All communications with the Airways Corporation Control Tower shall be through the Airfield Safety Officer.

5.2 CONTRACTORS REPRESENTATIVES

There will be one Principal Contractor working on this project.

The Principal Contractor's representative is Jamie Porter, who can be contacted via the following numbers;

- **Mobile: +64 274 340 078**

The contact for Airways Corporation New Zealand Limited is Ms Andria Huang. She can be contacted via the following number:

- **Mobile: +64 27 478 1258**

5.3 CONSULTANT REPRESENTATIVES

The technical advisor to AIAL for this project is Beca Ltd.

Their principal representative and PROJECT MANAGER of the consultant is Mr. Tamas Andrell who can be contacted via the following number:

- **Work: +64 9 300 9173**
- **Mobile: +64 21 059 6049**

The ENGINEER'S REPRESENTATIVE is Mr. Chris Blind who can be contacted via the following numbers:

- **Mobile: +64 21 277 5115**

6.0 AUTHORITY

All works will be carried out in accordance with this MOWP.

Approved: *R H Cameron*

Ross Cameron – Airfield Projects and Works Manager

METHOD OF WORK PLAN
TAXIWAY B4 PAVEMENT WORKS

7.0 DRAWINGS

Title	Drawing No.
METHOD OF WORKS PLAN LEGEND	AF104-BECA-DWG-CV-AZ-0002
SITE ACCESS PLAN AND CONSTRUCTION PLANT HEIGHT RESTRICTIONS, TAXIWAY B4 SOUTH	AF104-BECA-DWG-CV-BZ-0202
AIRCRAFT TAXIING ROUTES, TAXIWAY B4 SOUTH	AF104-BECA-DWG-CV-BZ-0203
SITE ACCESS PLAN AND CONSTRUCTION PLANT HEIGHT RESTRICTIONS, TAXIWAY B4 NORTH	AF104-BECA-DWG-CV-BZ-0206
AIRCRAFT TAXIING ROUTES, TAXIWAY B4 NORTH	AF104-BECA-DWG-CV-BZ-0207
DOMESTIC AIRCRAFT TRACKING & PROPELLER WASH	AF056-BECA-SKT-CV-BZ-104

METHOD OF WORK PLAN
TAXIWAY B4 PAVEMENT WORKS

8.0 DISTRIBUTION LIST

Distribution of this document shall be to the following:

- GM AIAL Operations
- GM AIAL Infrastructure
- Head of Airport Operations
- Head of Airport Assets and Commercial
- Aeronautical Planning Manager
- Corporate Affairs Manager
- Infrastructure Programme Director
- Project Manager
- Airfield Projects & Works Manager
- CAA
- AVSEC
- Airways Corporation New Zealand
- Airlines (operating at Auckland Airport)
- Contractor
- Consultant (Beca)
- Engineer's Representative
- BARNZ
- Airport Emergency Services
- Refuellers

METHOD OF WORK PLAN TAXIWAY B4 PAVEMENT WORKS

9.0 GLOSSARY OF TERMS

- **AA** ⇒ Auckland Airport
- **AC** ⇒ Advisory Circular (Issued by CAANZ)
- **AIAL** ⇒ Auckland International Airport Limited
- **AIP** ⇒ Aeronautical Information Publication
- **AIRAC** ⇒ Aeronautical Information Publication NZ update cycle
- **Airside** ⇒ The operational/movement areas of the airport, adjacent terrain and buildings or portions thereof, access to which is controlled.
- **AGL** ⇒ Airfield Ground Lighting
- **AOT** ⇒ Apron Operations Team
- **ASDA** ⇒ Accelerate Stop Distance Available
- **ATC** ⇒ Air Traffic Control
- **AVSEC** ⇒ Aviation Security Service
- **CAANZ** ⇒ Civil Aviation Authority of New Zealand
- **FOD** ⇒ Foreign Object Damage
- **GPC** ⇒ Ground Penetration Certificate
- **ICAO** ⇒ International Civil Aviation Organization
- **ITB** ⇒ International Terminal Building
- **LDA** ⇒ Landing Distance Available
- **MAGS** ⇒ Movement Area Guidance Sign
- **MOWP** ⇒ Method of Work Plan
- **NOTAM** ⇒ Notice to Airmen/Airwomen
- **OLS** ⇒ Obstacle Limitation Surface
- **REIL** ⇒ Runway End Indicator Lights
- **RESA** ⇒ Runway End Safety Area
- **RETS** ⇒ Rapid Exit Taxiways
- **RWY** ⇒ Runway
- **TORA** ⇒ Take Off Run Available
- **TODA** ⇒ Take Off Distance Available

GENERAL

SLAB REPLACEMENT AREA

EXTENT OF DESIGN

EXISTING CONTOURS

NEW CONTOURS

MAIN ACCESS ROUTE

SECONDARY ACCESS ROUTE

CONTRACTORS COMPOUND

LAYDOWN AREA

600mm WATERFILLED BARRIERS (LIT AT NIGHT)

5

OLS FAN - TAKE- OFF FAN CONTOURS

5

OLS FAN - APPROACH FAN CONTOURS

5

TRANSITIONAL SURFACE

TAXIING ROUTE

NOTES

0	ISSUED FOR TENDER	TA	GMB	22.01.21
A	ISSUED FOR DETAILED DESIGN	TA	GMB	21.12.20
REV	DESCRIPTION	CHK	APPD	DATE

Design	KWN	20.11.20
Drawn	KWN	20.11.20
Dsg Verifier	GMB	14.12.20
DWG Check	TA	14.12.20
Approved for Construction		
COPYRIGHT © BECA LTD DO NOT SCALE OFF THIS DRAWING. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK.		

CONSULTANT



CLIENT

Auckland
Airport

4 LEONARD ISITT DRIVE,
MANUKAU 2150, NEW ZEALAND

PROJECT NAME & SITE

FY21 - FY23
AIRFIELD PAVEMENT REHABILITATION WORKS

PROJECT TYPE
NEW CONSTRUCTION

PROJECT PHASE
DETAILED DESIGN

CAPEX NO.

AIAL PROJECT ID
AF.104

PROJECT NO.
3235157

DRAWING TITLE

METHOD OF WORKS LEGEND

DRAWING NO.

AF104-BECA-DWG-CV-AZ-0002

CIVIL

REVISION

0

SCALE @A1: -

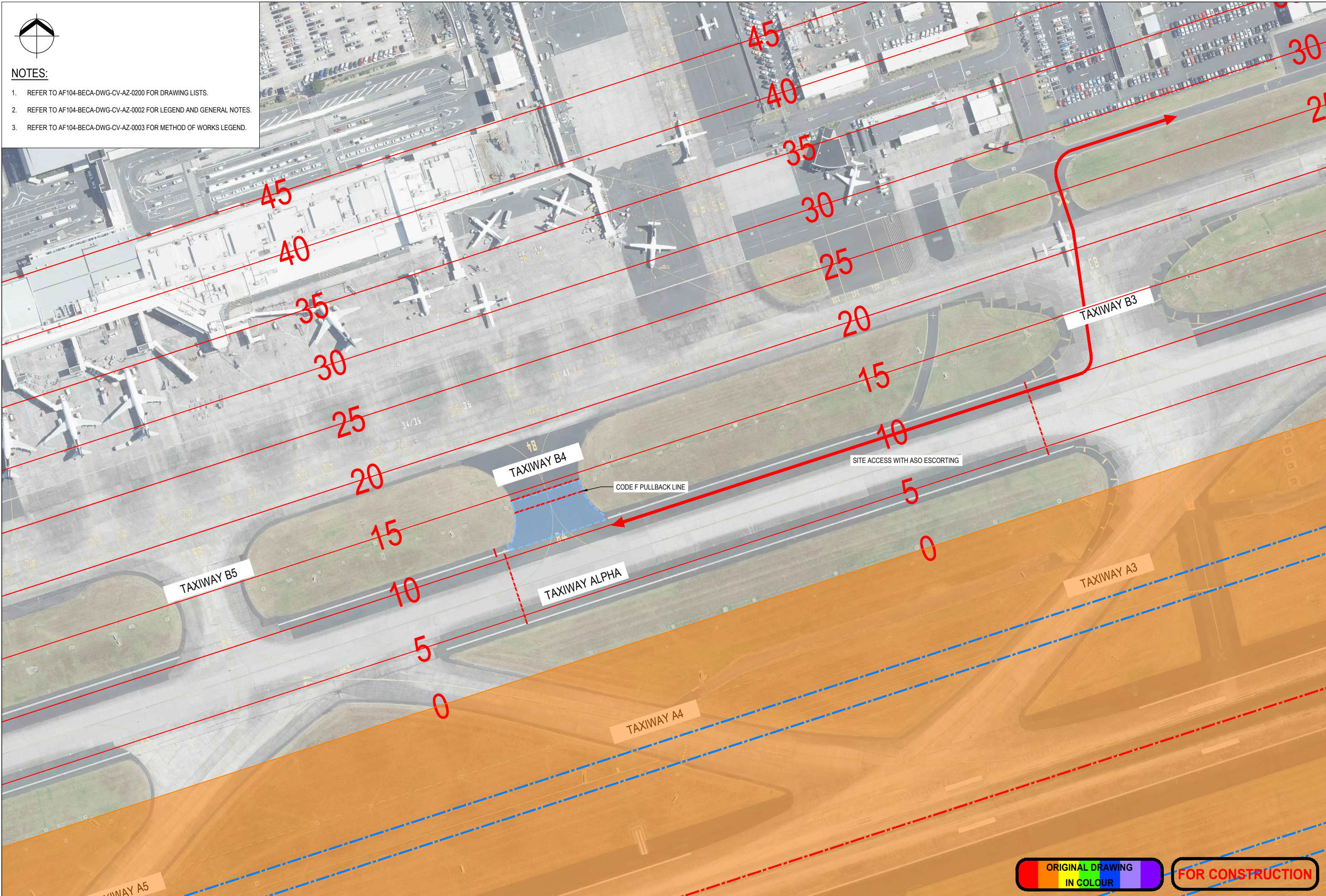
HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946





NOTES:

1. REFER TO AF104-BECA-DWG-CV-AZ-0200 FOR DRAWING LISTS.
2. REFER TO AF104-BECA-DWG-CV-AZ-0002 FOR LEGEND AND GENERAL NOTES.
3. REFER TO AF104-BECA-DWG-CV-AZ-0003 FOR METHOD OF WORKS LEGEND.



NOTES

REV	DESCRIPTION	CHK	APPD	DATE
1	TA	GMB	23.02.21	
0	ISSUED FOR TENDER	TA	GMB	22.01.21
A	ISSUED FOR DETAILED DESIGN	TA	GMB	21.12.20

Design	KWN	20.11.20
Drawn	KWN	20.11.20
Disg Verifier	GMB	14.12.20
DWG Check	TA	14.12.20
Approved for Construction	T ANDRELL	23.02.21
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CONSULTANT



CLIENT



PROJECT NAME & SITE
FY21 - FY23
AIRFIELD PAVEMENT REHABILITATION WORKS

PROJECT TYPE
NEW CONSTRUCTION

PROJECT PHASE
CONSTRUCTION

CAPEX NO. AIAL PROJECT ID PROJECT NO.
AF.104 3235157

DRAWING TITLE
SITE ACCESS PLAN AND CONSTRUCTION PLANT
HEIGHT RESTRICTIONS, TAXIWAY BRAVO 4 SOUTH

DRAWING NO. REVISION
AF104-BECA-DWG-CV-BZ-0202 1

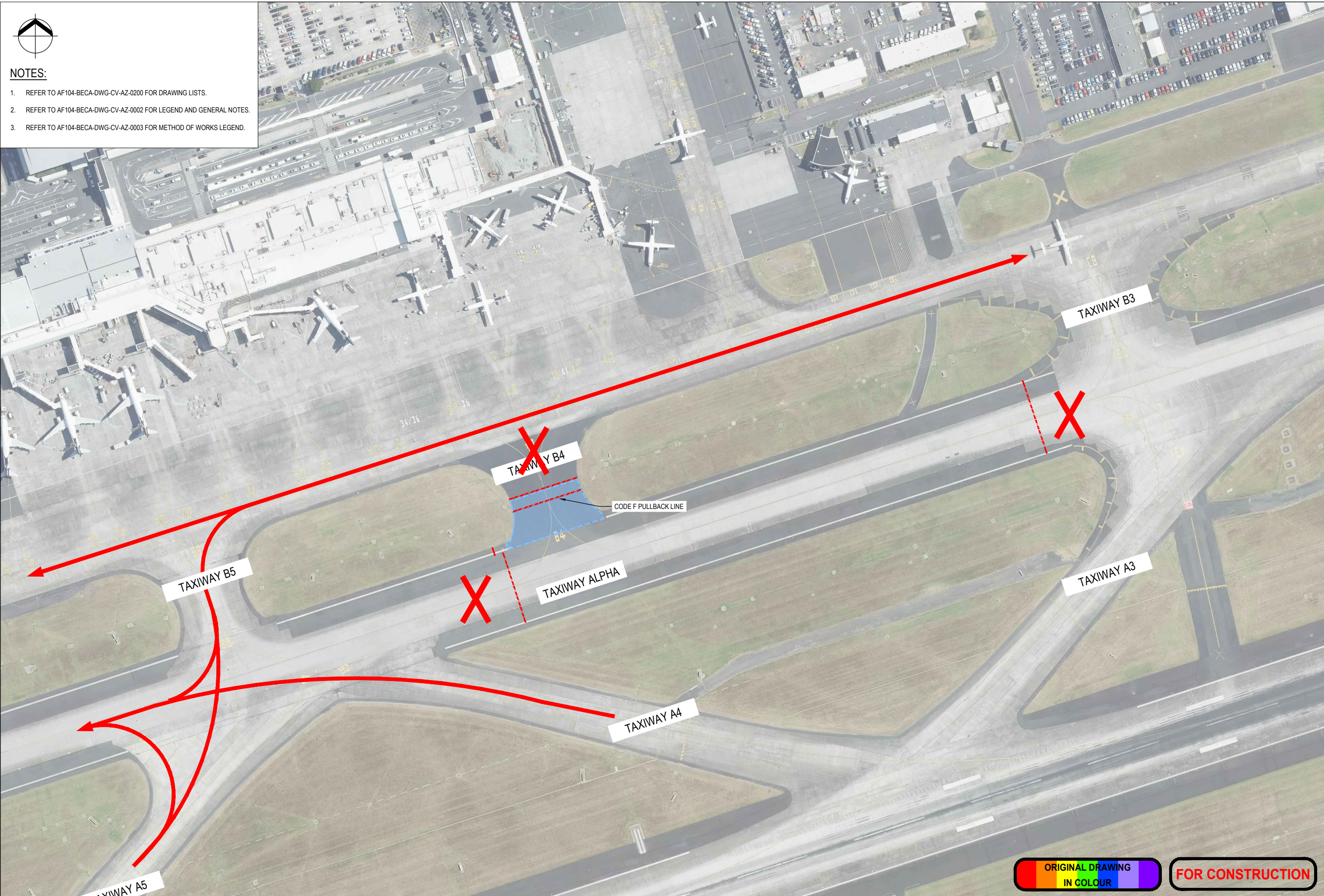
CIVIL SCALE @A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946



NOTES:

- 1. REFER TO AF104-BECA-DWG-CV-AZ-0200 FOR DRAWING LISTS.
- 2. REFER TO AF104-BECA-DWG-CV-AZ-0002 FOR LEGEND AND GENERAL NOTES.
- 3. REFER TO AF104-BECA-DWG-CV-AZ-0003 FOR METHOD OF WORKS LEGEND.

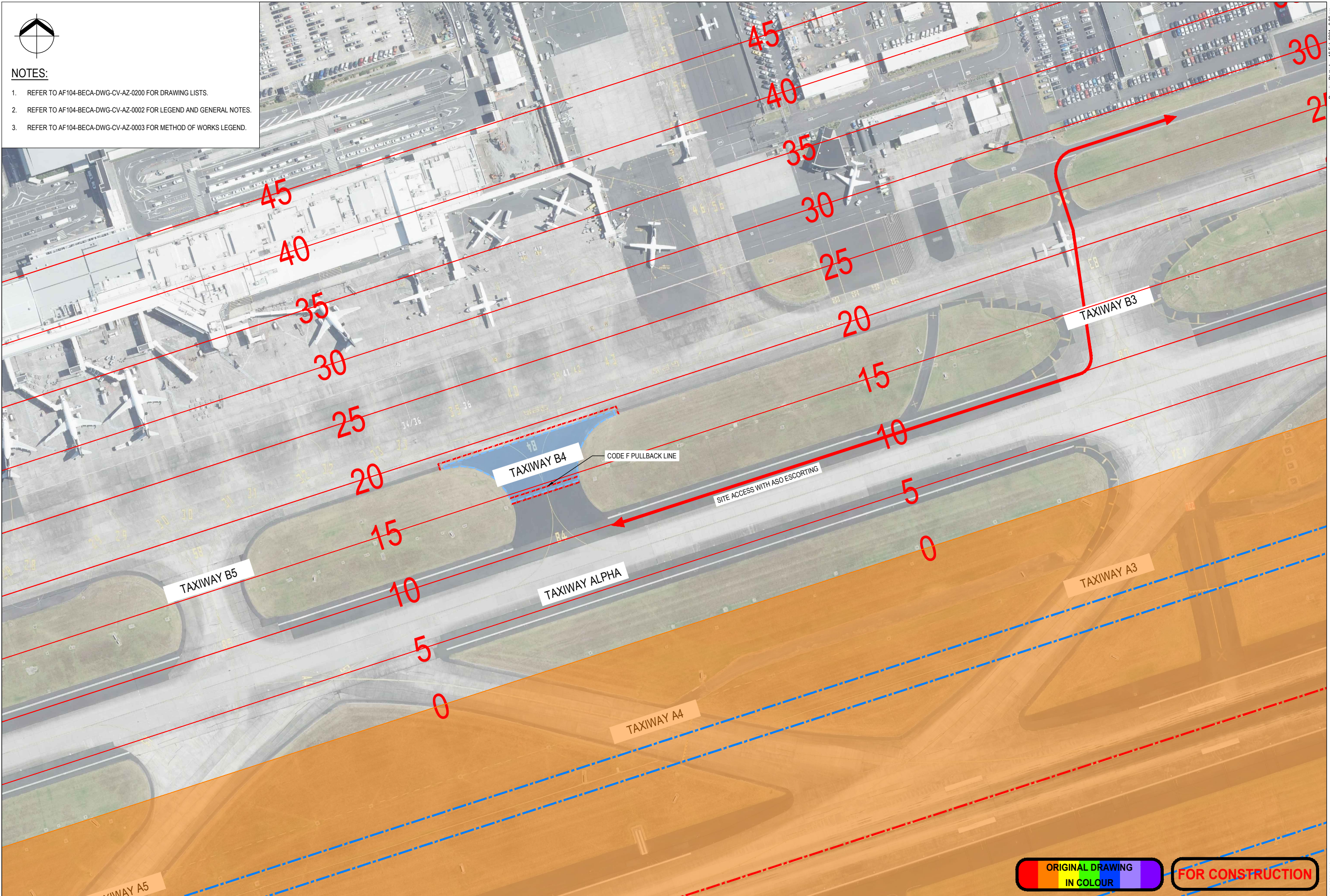


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NOTES:

1. REFER TO AF104-BECA-DWG-CV-AZ-0200 FOR DRAWING LISTS.
2. REFER TO AF104-BECA-DWG-CV-AZ-0002 FOR LEGEND AND GENERAL NOTES.
3. REFER TO AF104-BECA-DWG-CV-AZ-0003 FOR METHOD OF WORKS LEGEND.



NOTES

REV	DESCRIPTION	CHK	APPD	DATE
1	ISSUED FOR CONSTRUCTION	TA	GMB	23.02.21
0	ISSUED FOR TENDER	TA	GMB	22.01.21
A	ISSUED FOR DETAILED DESIGN	TA	GMB	21.12.20

Design	KWN	20.11.20
Drawn	KWN	20.11.20
Disg Verifier	GMB	14.12.20
DWG Check	TA	14.12.20
Approved for Construction	T ANDRELL	23.02.21
COPYRIGHT © BECA LTD DO NOT SCALE OFF THIS DRAWING. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK.		

CONSULTANT



CLIENT



PROJECT NAME & SITE
FY21 - FY23
AIRFIELD PAVEMENT REHABILITATION WORKS

PROJECT TYPE
NEW CONSTRUCTION

PROJECT PHASE
CONSTRUCTION

CAPEX NO.

AIAL PROJECT ID
AF.104

PROJECT NO.
3235157

DRAWING TITLE
SITE ACCESS PLAN AND CONSTRUCTION PLANT
HEIGHT RESTRICTIONS, TAXIWAY BRAVO 4 NORTH

DRAWING NO.
AF104-BECA-DWG-CV-BZ-0206

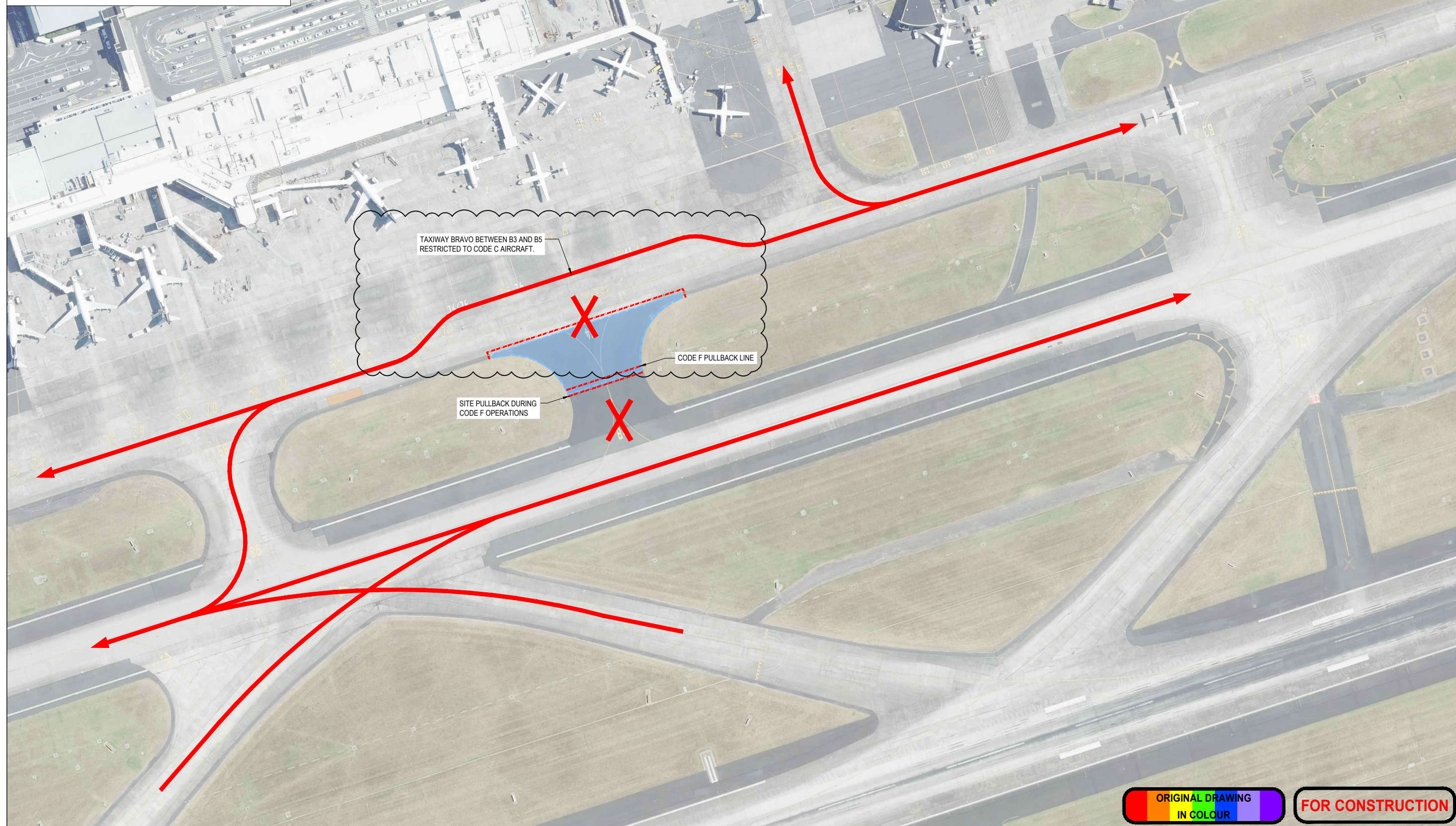
CIVIL

SCALE @A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946



1. REFER TO AF104-BECA-DWG-CV-AZ-0200 FOR DRAWING LISTS.
2. REFER TO AF104-BECA-DWG-CV-AZ-0001 FOR LEGEND AND GENERAL NOTES.
3. REFER TO AF104-BECA-DWG-CV-AZ-0002 FOR METHOD OF WORKS LEGEND.



ORIGINAL DRAWING
IN COLOUR

FOR CONSTRUCTION

NOTES

[illegible]

CONSULTANT



: CLIENT



4 LEONARD ISITT DRIVE,
MANUKAU 2150, NEW ZEALAND

PROJECT NAME & SITE
FY21 - FY23
AIRFIELD PAVEMENT REHABILITATION WORKS

PROJECT TYPE
NEW CONSTRUCTION

CAPEX NO.

PROJECT PHASE
CONSTRUCTION

AIAL PROJECT ID
AF.104

PROJECT NO.
3235157

DRAWING TITLE
AIRCRAFT TAXIING ROUTES
TAXIWAY BRAVO 4 NORTH

DRAWING NO.

DRAWING NO.
AF104-BECA-DWG-CV-BZ-0207

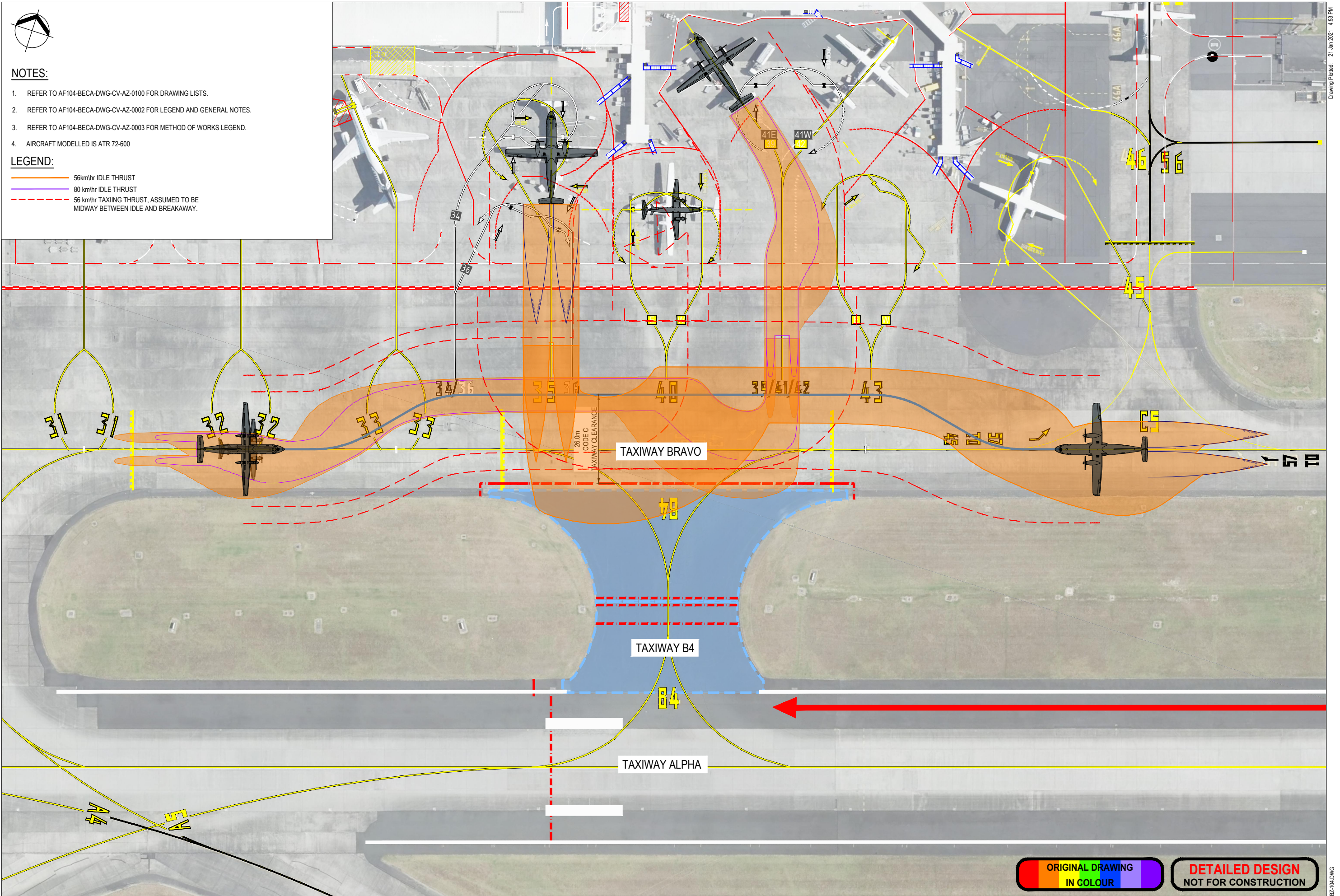
CIVIL

REVISION
2

2

SCALE @A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946



- NOTES:**
- REFER TO AF104-BECA-DWG-CV-AZ-0100 FOR DRAWING LISTS.
 - REFER TO AF104-BECA-DWG-CV-AZ-0002 FOR LEGEND AND GENERAL NOTES.
 - REFER TO AF104-BECA-DWG-CV-AZ-0003 FOR METHOD OF WORKS LEGEND.
 - AIRCRAFT MODELLED IS ATR 72-600
- LEGEND:**
- 56km/hr IDLE THRUST
 - 80 km/hr IDLE THRUST
 - 56 km/hr TAXIING THRUST, ASSUMED TO BE MIDWAY BETWEEN IDLE AND BREAKAWAY.

NOTES				Design				CONSULTANT				CLIENT				PROJECT NAME & SITE				DRAWING TITLE			
				Drawn				 Beca				 Auckland Airport				FY21 - FY23				DOMESTIC AIRCRAFT TRACKING & PROPELLER WASH, B4 WORKS AREA			
				Dsg Verifier				21 PITT STREET, AUCKLAND				4 LEONARD ISITT DRIVE,				PROJECT TYPE				PROJECT PHASE			
				DWG Check				+64 9 300 9000				MANUKAU 2150, NEW ZEALAND				NEW CONSTRUCTION				NEW CONSTRUCTION			
								WWW.BECA.COM								CAPEX NO.				AIAL PROJECT ID			
																-				AF.056			
																				PROJECT NO.			
																				3235157			
																				DRAWING NO.			
																				AF056-BECA-SKT-CV-BZ-104			
																				REVISION			
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																				SCALE @ A1: 1:500			
																				CIVIL			