

Reference No. File reference No.
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**AUCKLAND INTERNATIONAL AIRPORT LTD**

# **METHOD OF WORK PLAN**

**Taxiway Kilo and D8 Pavement Works**

**Version: V7 (Final)**

**Start Date: March 29<sup>th</sup> 2021**

**Expected Completion Date: July 2<sup>nd</sup> 2021**

**Date of MOWP Issue: March 25<sup>th</sup> 2021**

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TAXIWAY KILO AND D8 PAVEMENT WORKS**

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## 2.0 WORKS INFORMATION

### 2.1 INTRODUCTION

Auckland International Airport Ltd. (AIAL) wishes to implement pavement works in the area of Taxiway Kilo between Taxiway Bravo and Stand 7, and on Taxiway D8 between Taxiway Bravo and Taxiway Kilo. 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;
- Milling of existing asphaltic concrete pavement and basecourse in approximately 50mm to 325mm total depth;
- Pre-start testing & preparation of AGL services;
- Isolation and diversion of existing AGL services within the construction area and the closed taxiways surrounding it;
- Installation of temporary hazard lights to barriers to isolate construction from operational areas;
- Removal of existing AGL bases and ducting
- Trenching for airfield ground lighting (AGL) ducting;
- Installation of AGL ducting and light bases;
- Installation of AGL cabling and electrical works;
- Construction of new taxiway pavement with bitumen bound basecourse and asphaltic concrete pavement in approximately 50mm to 325mm total depth;
- Pavement markings;
- Testing and commissioning of new AGL within the work area;
- Change back of AGL services to normal operations.
- 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:

- Provision of Barrier lighting (for the main contractor to install)
- Coverage for maintenance issues
- Provision of independent inspection for the completed AGL works

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### 2.2.1 Construction Traffic

Construction traffic will access enter and exit the work areas from the Western Gate via existing airside roads. The site access routes cross live Taxiway Lima with a traffic light controlled crossing and Taxiway D8 with follow me traffic management provided by AIAL Airfield Safety Officers.

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.

### 2.3 PROGRAMME

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

Milestone dates are:

Description	Commencement	Completion	Working Hours
Stage 3	29 <sup>th</sup> March 2021	15 <sup>th</sup> April 2021	00:00 to 23:59 LT
Stage 2	16 <sup>th</sup> April 2021	31 <sup>st</sup> May 2021	00:00 to 23:59 LT
Stage 1	1 <sup>st</sup> June 2021	2 <sup>nd</sup> July 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

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.

Taxiway and stand closures and restrictions throughout the duration of each stage are outlined in the table below and are shown on the attached drawings AF104-BECA-DRW-CV-BZ-0105 to 0107:

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<b>Stage</b>	<b>Closed Taxiways and Stands</b>	<b>Operational Restrictions</b>	<b>Comments</b>
Stage 1 (Drawing AF104-BECA-DRW-CV-BZ-0105)	<ul style="list-style-type: none"> <li>■ Taxiway Kilo closed between Taxiway B and Stand 9</li> <li>■ Taxilane link between Taxiways J and K closed</li> <li>■ Stand 10 closed</li> <li>■ Stand 74L closed</li> </ul>	<ul style="list-style-type: none"> <li>■ Pushback from Stand 9 to Taxiway Kilo limited to southbound aircraft only.</li> </ul>	<ul style="list-style-type: none"> <li>■ Back-of-stand road behind Stand 10 realigned. The temporary alignment will be indicated by paint markings and water filled barriers.</li> </ul>
Stage 2 (Drawing AF104-BECA-DRW-CV-BZ-0106)	<ul style="list-style-type: none"> <li>■ Taxiway D8 closed between Taxiway B and Taxiway K</li> <li>■ Taxiway K closed between Stand 7 and Stand 10</li> <li>■ Stand 9 closed</li> <li>■ Stand 76 closed (available for long term storage)</li> <li>■ Stand 74L closed</li> <li>■ Stand 77 L and Stand 77C closed</li> </ul>	<ul style="list-style-type: none"> <li>■ Pushback from Stand 7 onto Stand 78</li> <li>■ Pushback from Stand 10 to Taxiway B or J.</li> <li>■ Pushback from Stand 77R on a temporary alignment for northbound aircraft only.</li> <li>■ Widebody pushback from Stand 78 limited for up to B777-200 and B787-9 only.</li> <li>■ Aircraft to be towed forward to abeam Stand 74 for engine start after push-back from Stand 75</li> </ul>	<ul style="list-style-type: none"> <li>■ The Code F wingtip clearance from the Stand 10 lead-in line will be marked on the ground and construction equipment and personnel will pull back for all Code F operations to and from Stand 10</li> <li>■ Back-of-stand road behind Stand 9 realigned. The temporary alignment will be indicated by paint markings and water filled barriers.</li> </ul>
Stage 3 (Drawing AF104-BECA-DRW-CV-BZ-0107)	<ul style="list-style-type: none"> <li>■ Taxiway Kilo closed between Stand 5 and Stand 9 and between Stand 9 and Stand 10.</li> <li>■ Taxiway D8 closed south of Taxilane E</li> <li>■ Stand 74L closed</li> </ul>	<ul style="list-style-type: none"> <li>■ Stand 7 limited to Code C aircraft</li> <li>■ Pushback from Stand 7 onto Stand 78R.</li> <li>■ Pushback from Stand 9 to Taxiway L via Taxilane E</li> <li>■ Pushback from S76 to Taxiway L via Taxilane E</li> </ul>	<ul style="list-style-type: none"> <li>■ Airside road crossing Taxiway Kilo closed.</li> </ul>

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<b>Stage</b>	<b>Closed Taxiways and Stands</b>	<b>Operational Restrictions</b>	<b>Comments</b>
	<ul style="list-style-type: none"> <li>■ Stand 77 closed</li> <li>■ Stand 78L and 78C closed</li> </ul>		

In the event of low visibility operations there will be restrictions to the low visibility taxi route on Taxiway Kilo. A follow me vehicle will be available for low visibility operations.

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 North of Stand 75 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.

### **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**

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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 no less than 48 hours before commencement of works (refer section 2.3 for approximate dates).

Indicative NOTAM texts are as follows:

Stage 3:

2103281800 TO 2104150600  
REFER NZAIP SUP 29/21 TAXIWAY K ASPHALT REHABILITATION  
TWY K CLSD BTN ACFT STANDS 5 AND 9 AND ACFT STANDS 9 AND 10.  
TWY D8 CLSD SOUTH OF TWY E.

Stage 2:

2104151900 TO 2105310600  
REFER NZAIP SUP 29/21 TAXIWAY K ASPHALT REHABILITATION  
TWY D8 CLSD. TWY K CLSD BTN ACFT STANDS 7 AND 10.

Stage 1:

2105311900 TO 2107020600  
REFER NZAIP SUP 29/21 TAXIWAY K ASPHALT REHABILITATION  
TWY K CLSD BTN TWY B AND ACFT STAND 9.



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## **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.

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 North of Stand 75 or as directed by the Airfield Safety Officer.

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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 drawing AF104-BECA-DRW-CV-BZ-0103 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.

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-DRW-CV-BZ-0105 to 0107.

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During Stage 2 the Code F wingtip clearance from the Stand 10 lead-in line will be marked on the ground and construction equipment and personnel will pull back for all Code F operations to and from Stand 10

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 area as shown on the attached drawings AF104-BECA-DRW-CV-BZ-0105 to 0107 for each stage.

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 drawing AF104-BECA-DRW-CV-BZ-0103.

### **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.

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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.

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

Jet blast during aircraft taxiing on Taxilane Echo, D8 and Taxiway Kilo may impact the site. The simulated jet blast velocity contours are shown on drawings AF104-BECA-DRW-CV-BZ-0121 to 0122. These velocities will be validated at the commencement of the project via field measurements.

The Contractor shall consider the effect of jet blast to their operations, protect their staff and secure plant, equipment and materials during the works so that it is not vulnerable to jet blast 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 jet blast contours. Modelling shows part of the work area within the 56km/hr jet blast contour for the most critical aircraft types. Although this is not considered unsafe, workers should still remain vigilant and aware of jet blast, 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 adjacent stands, 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.

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

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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.

### **4.5.1 Site Access – All stages**

Contractor's plant, materials and staff will access airside and the construction site via the existing manual security gate (Western Gate) and existing airside roads across Taxiway L. The gate will be operated by security personnel provided by Auckland Airport. Construction traffic will cross live Taxiway L with traffic lights controlled by AIAL Airfield Safety Officers.

### **4.5.2 Site Access – Stage 1**

The site access route east of Taxiway L crosses active Taxiway E and Taxiway D8. Construction traffic will cross live taxiways with follow me traffic management provided by AIAL Airfield Safety Officers.

### **4.5.3 Site Access – Stage 2**

The site access route east of Taxiway L is via airside roads and closed Stand 77L.

### **4.5.4 Site Access – Stage 3**

The site access route east of Taxiway L is via the airside roads North of Stands 74, 75 and 77.

## **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-excitation to safeguard vital services. Any excavation in

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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:

- **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 Mr Alex Taefu, who can be contacted via the following numbers;

- **Mobile: +64 27 532 0497**

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**

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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*

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Ross Cameron – Airfield Projects and Works Manager

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## 7.0 DRAWINGS

Title	Drawing No.
METHOD OF WORKS PLAN LEGEND	AF104-BECA-DRW-CV-AZ-0002
LOCALITY PLAN	AF104-BECA-DRW-CV-BZ-0101
GENERAL LAYOUT AND SITE ACCESS	AF104-BECA-DRW-CV-BZ-0102
CONSTRUCTION HEIGHT RESTRICTIONS	AF104-BECA-DRW-CV-BZ-0103
TAXIWAY KILO - STAGE 1, AIRCRAFT TAXIING ROUTES	AF104-BECA-DRW-CV-BZ-0105
TAXIWAY KILO - STAGE 2, AIRCRAFT TAXIING ROUTES	AF104-BECA-DRW-CV-BZ-0106
TAXIWAY KILO - STAGE 3, AIRCRAFT TAXIING ROUTES	AF104-BECA-DRW-CV-BZ-0107
CONSTRUCTION STAGING PLAN, SHEET 1 - STAGE 1	AF104-BECA-DRW-CV-BZ-0115
CONSTRUCTION STAGING PLAN, SHEET 2 - STAGE 2	AF104-BECA-DRW-CV-BZ-0116
CONSTRUCTION STAGING PLAN, SHEET 3 - STAGE 3	AF104-BECA-DRW-CV-BZ-0117
AIRCRAFT JETBLAST CONTOURS - TAXIWAY KILO (SOUTH)	AF104-BECA-DRW-CV-BZ-0121
AIRCRAFT JETBLAST CONTOURS - TAXIWAY KILO (NORTH)	AF104-BECA-DRW-CV-BZ-0122

## 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 (Brian Perry Civil)
- Consultant (Beca)
- Engineer's Representative (Enable Consulting)
- BARNZ
- Airport Emergency Services



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## **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