Reference No.
File reference No.

AUCKLAND INTERNATIONAL AIRPORT LTD

METHOD OF WORK PLAN

Taxiway B6 and Taxiway Bravo Between Taxiways B6 and Juliet Pavement Works

Version: V3
Start Date: May 2nd 2024
Expected Completion Date: December 10th 2024
Date of MOWP Issue: April 26th 2024

1.0 CONTENTS

2.0 WORKS INFORMATION

2.1 INTRODUCTION

Auckland International Airport Ltd. (AIAL) wishes to implement pavement works in the area of Taxiway B6 and Taxiway Bravo Between Taxiways B6 and Juliet. The work also includes the installation of associated airfield ground lighting infrastructure.

2.2 SCOPE OF WORK

The works will be carried out by Brian Perry Civil as main contractor in association with several sub-contractors.

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

- Isolation and diversion of existing AGL services within the construction area and the closed taxiways surrounding it;
- 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;
- Installation of temporary obstruction lights to barriers to isolate construction from operational areas;
- Sawcutting and removal of existing (approximately 350 to 400mm thick) concrete slabs;
- Removal of approximately 300 to 350mm depth of basecourse;
- Removal of existing asphalt pavements to allow pavement widening;
- Installation of stormwater drainage and services infrastructure
- Excavation to pavement subgrade level
- Construction of granular subbase;
- Construction of cement stabilised basecourse;
- Trenching for airfield ground lighting (AGL) ducting;
- Installation of AGL ducting and light bases;
- Installation of AGL cabling and electrical works;
- Construction of new 500 to 600mm thick concrete slabs;
- Construction of asphalt surfacing;
- Testing and commissioning of new AGL within the work area;
- Removal of barrier lighting and AGL diversions;
- Removal of barriers and change back of site to normal operations;
- Removal of temporary paint markings and reinstatement of permanent markings;
- Change back of AGL services to normal operations;

2.2.1 Construction Traffic

Construction traffic will access the site via the main security checkpoint (Checkpoint Charlie) and the existing airside perimeter road crossing Taxiway D. If required, alternative access points including Perimeter Gate 1 (Checkpoint Bravo), may be used.

The site access routes cross live taxiways with escorting provided by 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 stages to limit operational impact.
Indicative milestone dates are:

Description	Commencement	Completion	Working Hours
Stage 1, Taxiway B6 and Taxiway Bravo between Taxiways B6 and B7	May 2nd 2024	To be advised in NOTAM	00:00 to 23:59 LT
Stage 2, Taxiway Bravo between taxiways B6 and J	To be advised in NOTAM	December 2024	00:00 to 23:59 LT

NOTAMs will be issued detailing operational restrictions not less than 48 hours 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 obstruction lighting. Barrier layout is shown on the attached drawings AF021-SKT-CV-0320 and 0321.

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 AF021-SKT-CV-0320 and 0321:

Stage	Closed Taxiways and Stands	Operational Restrictions
Stage 1, Taxiway B6 and Taxiway Bravo between Taxiways B6 and B7 (Drawing AF021-SKT-CV-0320)	▪ Taxiway B closed between Taxiways B6 and B7 ▪ Taxiway B6 closed ▪ Taxiway D2 closed between Taxiways B and D ▪ Taxiway D3 closed	▪ Taxiway D between Taxiways D2 and D4 restricted to maximum Code C size aircraft ▪ Taxiway D4 restricted to maximum Code C size aircraft ▪ Access to Stands 20, 21, 22, 24, 70, 71, 72, 73 via Taxiway D ▪ Access to Stand 24 on a temporary realigned lead-in line ▪ Pushback from Stand 24 tail north only ▪ Pushback from Stand 28 on a temporary pushback line ▪ Note TWY B7 will be available for up to Code E size aircraft accessing TWY B or TWY A with the exception of B773, A345, A346, A359 and A35K types
Stage 2, Taxiway Bravo between Taxiways B6 and J (Drawing AF021-SKT-CV-0321)	▪ Taxiway B closed between Taxiways B6 and J ▪ Taxiway B7 closed ▪ Taxiway D2 closed between Taxiways B and D ▪ Taxiway D3 closed ▪ Taxiway D4 closed	▪ Taxiway D between Taxiways D2 and D4 restricted to maximum Code C size aircraft ▪ Taxiway D1 restricted to maximum Code C size aircraft

General

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

Stage 1

Barriers across Taxiway B will be 26m from the Taxiway D4 centreline.

Barriers across Taxiway B6 will be 43.5m from the Taxiway A centreline. The 51m Code F wingtip clearance from the Taxiway A centreline will be marked on the ground. The Contractor will be required to withdraw personnel and

equipment clear of the Taxiway A Code F wingtip clearance line for Code F operations and when the site is unattended.

Barriers across Taxiway D3 will be 26m from the Taxiway D centreline.

300mm high barriers across Taxiways D1 and D2 will be 22m from the Stand 24 temporary lead-in line. The 24.5m Code C wingtip clearance from the Stand 24 temporary lead-in line will be marked on the ground. The Contractor will be required to withdraw personnel and equipment clear of the wingtip clearance line for Stand 24 operations and when the site is unattended.

Refer to the attached drawing AF021-SKT-CV-0320.

Stage 2

Barriers across Taxiway B will be at least 40m from the Taxiway J centreline, 43.5m from the B to B6 turn centreline, and 26m from the Taxiway D1 centreline.

Barriers across Taxiway B7 will be 51m from the Taxiway A centreline.

Barriers across Taxiways D3 and D4 will be 26m from the Taxiway D centreline

Refer to the attached drawing AF021-SKT-CV-0321.

In the event of low visibility operations (LVO) there will be restrictions to the low visibility taxi routes as per below:

Low Visibility Procedures during Stage 1:

Arrivals:
For Aircraft Stands 20-22, 24 and 70-73 (route may vary at ATC discretion based on operational requirements):
Shutdown and tow with a follow me from Controlled Stopbar H5 via TWY A, TWY B7, TWY D4 and TWY D to stand.
Alternative route: Controlled StopBar H5, TWY A to TWY J, shutdown abeam Stand 6 and tow with a follow me via TWY D2 Extension to stand (refer to drawing AF021-SKT-CV-0325)

Departures:
For Aircraft Stands 20-22, 24 and 70-73 (route may vary at ATC discretion based on operational requirements):
Follow me and tow from TWY D2 via TWY D, TWY D4, TWY B7 and TWY A to Controlled Stopbar H4.
Alternative route: Follow me and tow from TWY D2 to Intermediate Hold B5W. Note this route uses realigned taxi markings through Aircraft Stand 24. (refer to drawing AF021-SKT-CV-0326)

Low visibility procedures during Stage 2:

Arrivals:
Proceed as cleared by ATC
Note depending on worksite activities a follow me may be required.

Departures:
Proceed as cleared by ATC
Note depending on worksite activities a follow me may be required.

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 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

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.

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 text is as follows:

Stage 1:

THE FOLLOWING TAXIWAYS CLSD DUE WIP: TWY B BTN TWY B6 AND TWY B7, TWY B6, TWY D2 BTN TWY B AND TWY D, TWY D1 SOUTH OF ACFT STAND 24, TWY D3.
TWY D BTN TWY D2 AND TWY D4 RESTRICTED TO MAX CODE C SIZE ACFT.
TWY D4 RESTRICTED TO MAX CODE C SIZE ACFT.
TWY B7 AVBL MAX CODE E SIZE ACFT.
TWY B7 NOT AVBL FOR B773, A345, A346, A359 and A35K ACFT TYPES.

DURING LOW VISIBILITY OPS, DUE WIP: ACFT ARRIVING OR DEPARTING ACFT STANDS 20, 21, 22, 24, 70, 71, 72 AND 73 WILL BE PROVIDED WITH A FOLLOW ME AND TOW AS CLEARED BY ATC.

Stage 2:

THE FOLLOWING TAXIWAYS CLSD DUE WIP: TWY B BTN TWY B6 AND TWY J, TWY B7, TWY D2 BTN TWY B AND TWY D, TWY D3, TWY D4.
TWY D BTN TWY D2 AND TWY D4 RESTRICTED TO MAX CODE C SIZE ACFT.
TWY D1 RESTRICTED TO MAX CODE C SIZE ACFT

Active NOTAMs may vary during the course of this project.

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 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 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 the drawings.

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

General

The Contractor's access will be limited to the work area as shown on the attached drawings AF021-SKT-CV-0320 and 0321.

All construction work will generally be undertaken within areas delineated by red and white construction barriers and marked by red obstruction 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 drawings.

Stage 1

Barriers across Taxiway B will be 26m from the Taxiway D4 centreline.

Barriers across Taxiway B6 will be 43.5m from the Taxiway A centreline. The 51m Code F wingtip clearance from the Taxiway A centreline will be marked on the ground. The Contractor will be required to withdraw personnel and equipment clear of the Taxiway A Code F wingtip clearance line for Code F operations and when the site is unattended.

Barriers across Taxiway D3 will be 26m from the Taxiway D centreline.

300mm high barriers across Taxiways D1 and D2 will be 22m from the Stand 24 temporary lead-in line. The 24.5m Code C wingtip clearance from the Stand 24 temporary lead-in line will be marked on the ground. The Contractor will be required to withdraw personnel and equipment clear of the wingtip clearance line for Stand 24 operations and when the site is unattended.

Refer to the attached drawing AF021-SKT-CV-0320.

Stage 2

Barriers across Taxiway B will be at least 40m from the Taxiway J centreline, 43.5m from the B to B6 turn centreline, and 26m from the Taxiway D1 centreline.

Barriers across Taxiway B7 will be 51m from the Taxiway A centreline.

Barriers across Taxiways D3 and D4 will be 26m from the Taxiway D centreline

Refer to the attached drawing AF021-SKT-CV-0321.

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 and Beca 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.

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

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.

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.

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 Airport Identity Cards 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.

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

Contractor’s plant, materials and staff will access the site via the main security checkpoint (Checkpoint Charlie) and the existing airside perimeter road crossing Taxiway D. If required, alternative access points, including Perimeter Gate 1 (Checkpoint Bravo) may be used.

The site access route crosses active taxiways. Construction traffic will cross live taxiways with vehicles giving way to aircraft in accordance with the Auckland Airport airside driving rules.

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 obstruction 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. Janek Czastka, Infrastructure Project Manager, who can be contacted via the following numbers:

- **Mobile: +64 22 011 3100**

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.

The AIRFIELD POWER AND LIGHTING ENGINEER, Mr. Neil Fan can be contacted via the following number:

- **Mobile: +64 21 275 5660**

5.2 CONTRACTOR REPRESENTATIVES

There will be one Principal Contractor, Brian Perry Civil, working on this project.

The Principal Contractor's representative is Mr. Sam Temple, who can be contacted via the following number:

- **Mobile: +64 27 532 0571**

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. Andrew Ward who can be contacted via the following number:

- **Mobile: +64 21 919 679**

6.0 AUTHORITY

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

Approved: R H Cameron 26/04/2024

Ross Cameron – Airfield Projects and Works Manager

7.0 DRAWINGS

Title	Drawing No.
STAGE 1 - AREA 2 AND 3 STAGING PLAN	AF021-SKT-CV-0320
STAGE 2 - AREA 1 AND 2 STAGING PLAN	AF021-SKT-CV-0321
CODE C LVO ROUTE INBOUND TO STANDS 20 - 22	AF021-SKT-CV-0325
CODE C LVO ROUTE OUTBOUND FROM STANDS 20 - 22	AF021-SKT-CV-0326
CONSTRUCTION PLANT HEIGHT RESTRICTIONS	AF104-BECA-DWG-CV-BZ-0802

8.0 DISTRIBUTION LIST

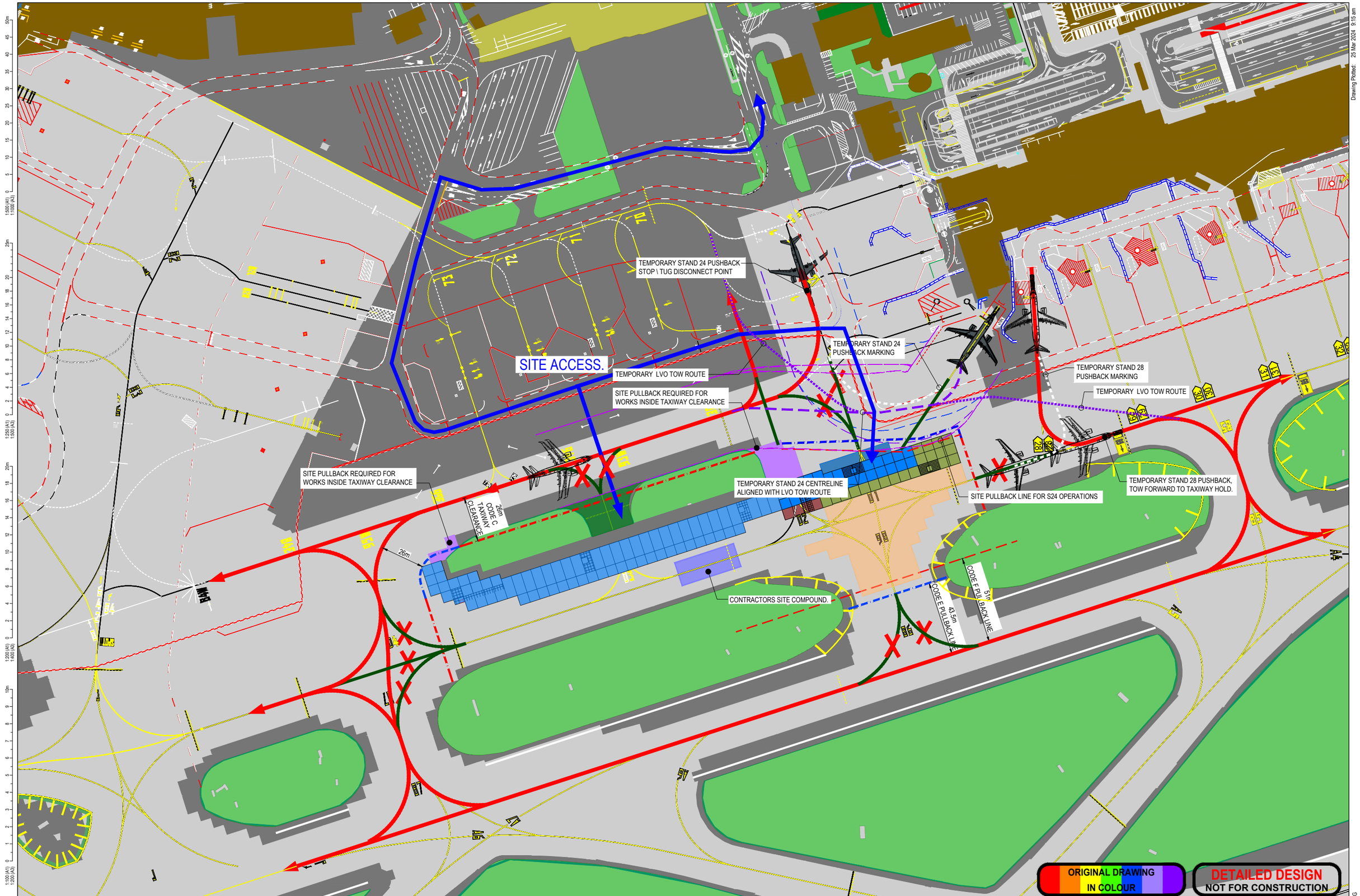
Distribution of this document shall be to the following:

- Chief Operations Officer
- Chief Infrastructure Officer
- Head of Airfield Operations
- Head of Airport Operations
- Head of Capital Planning
- Head of Aeronautical Infrastructure Planning
- Airfield 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

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



Drawing Plotted: 25 Mar 2024 9:15 am

REV	DESCRIPTION	CHK	APPD	DATE
B	ISSUED FOR CLIENT REVIEW	TA	TA	20.03.24
A	ISSUED FOR CLIENT REVIEW			

Designed	KWN	04.03.24
Drawn	KWN	04.03.24
Design Verifier		
DWG Check		
Approved for Construction		

CONSULTANT
Beca
21 PITT STREET, AUCKLAND
+64 9 300 9000
WWW.BECA.COM

CLIENT
Auckland Airport
4 LEONARD ISITT DRIVE, MANGERE
AUCKLAND 2022, NEW ZEALAND

PROJECT NAME & SITE
TAXIWAY BRAVO REALIGNMENT

PROJECT TYPE: NEW CONSTRUCTION
PROJECT PHASE: DETAILED DESIGN
CAPEX NO.: -----
AIAL PROJECT ID: AF021
CONSULTANT PROJECT NO.: 3236943

DRAWING TITLE
STAGE 1 - AREA 2 AND 3
STAGING PLAN

DRAWING NO.: AF021-SKT-CV-0320
REVISION: B
CIVIL
SCALE @ A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946

File No. AF021-SKT-CV-0320.DWG

SITE ACCESS.

TEMPORARY STAND 24 PUSHBACK STOP \ TUG DISCONNECT POINT

TEMPORARY LVO TOW ROUTE

SITE PULLBACK REQUIRED FOR WORKS INSIDE TAXIWAY CLEARANCE

TEMPORARY STAND 24 PUSHBACK MARKING

TEMPORARY LVO TOW ROUTE

TEMPORARY STAND 24 CENTRELINE ALIGNED WITH LVO TOW ROUTE

SITE PULLBACK REQUIRED FOR WORKS INSIDE TAXIWAY CLEARANCE

25m CODE C TAXIWAY CLEARANCE

43.5m CODE E TAXIWAY CLEARANCE

CODE E PULLBACK LINE

51m

CONTRACTORS SITE COMPOUND.

42.4m

31.4m

47.1m

ORIGINAL DRAWING IN COLOUR

DETAILED DESIGN NOT FOR CONSTRUCTION

REV	DESCRIPTION	CHK	APPD	DATE
B	ISSUED FOR CLIENT REVIEW	TA	TA	20.03.24
A	ISSUED FOR CLIENT REVIEW			

Designed	KWN	04.03.24
Drawn	KWN	04.03.24
Design Verifier		
DWG Check		
Approved for Construction		

CONSULTANT
Beca
21 PITT STREET, AUCKLAND
+64 9 300 9000
WWW.BECA.COM

CLIENT
Auckland Airport
4 LEONARD ISITT DRIVE, MANGERE
AUCKLAND 2022, NEW ZEALAND

PROJECT NAME & SITE
TAXIWAY BRAVO REALIGNMENT

PROJECT TYPE
NEW CONSTRUCTION

PROJECT PHASE
DETAILED DESIGN

CAPEX NO.

AIAL PROJECT ID
AF021

CONSULTANT PROJECT NO.
3236943

DRAWING TITLE
STAGE 2 - AREA 1 AND 2
STAGING PLAN

DRAWING NO.
AF021-SKT-CV-0321

REVISION
B

CIVIL

SCALE @ A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946

Drawing Plotted: 25 Mar 2024 9:17 am

File No. AF021-SKT-CV-0321.DWG

LEGEND:

APRON \ TAXILANE WINGTIP CLEARANCE

AIRCRAFT STOP, TUG AND TOWBAR CONNECT POINT FOR TOW TO STANDS 20 - 22

ORIGINAL DRAWING IN COLOUR

FOR INFORMATION
NOT FOR CONSTRUCTION

Drawing Plotted: 12 Apr 2024 8:14 am

REV	DESCRIPTION	CHK	APPD	DATE
A	ISSUED FOR CLIENT REVIEW	TA	TA	12.03.24

Designed	KWN	04.03.24
Drawn	KWN	04.03.24
Design Verifier	TA	12.03.24
DWG Check	TA	12.03.24
Approved for Construction		

CONSULTANT
beca
21 PITT STREET, AUCKLAND
+64 9 300 9000
WWW.BECA.COM

CLIENT
Auckland Airport
4 LEONARD ISITT DRIVE, MANGERE
AUCKLAND 2022, NEW ZEALAND

PROJECT NAME & SITE
TAXIWAY BRAVO REALIGNMENT

PROJECT TYPE: NEW CONSTRUCTION
PROJECT PHASE: DETAILED DESIGN
CAPEX NO.: -----
AIAL PROJECT ID: AF021
CONSULTANT PROJECT NO.: 3236943

DRAWING TITLE
CODE C LVO ROUTE
INBOUND TO STANDS 20 - 22

DRAWING NO.: AF021-SKT-CV-0325
REVISION: A
CIVIL
SCALE @ A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946

File No. AF021-SKT-CV-0325.DWG

LEGEND:

APRON \ TAXILANE WINGTIP CLEARANCE

S22 MAX A320

ORIGINAL DRAWING IN COLOUR

FOR INFORMATION
NOT FOR CONSTRUCTION

REV	DESCRIPTION	CHK	APPD	DATE
A	ISSUED FOR CLIENT REVIEW	TA	TA	12.03.24

Designed	KWN	04.03.24
Drawn	KWN	04.03.24
Design Verifier	TA	12.03.24
DWG Check	TA	12.03.24
Approved for Construction		

CONSULTANT

beca
21 PITT STREET, AUCKLAND
+64 9 300 9000
WWW.BECA.COM

CLIENT

Auckland Airport
4 LEONARD ISITT DRIVE, MANGERE
AUCKLAND 2022, NEW ZEALAND

PROJECT NAME & SITE
TAXIWAY BRAVO REALIGNMENT

PROJECT TYPE
NEW CONSTRUCTION

PROJECT PHASE
DETAILED DESIGN

CAPEX NO.

AIAL PROJECT ID
AF021

CONSULTANT PROJECT NO.
3236943

DRAWING TITLE
CODE C LVO ROUTE
OUTBOUND FROM STANDS 20 - 22

DRAWING NO.
AF021-SKT-CV-0326

REVISION
A

CIVIL

SCALE @ A1: 1:1000

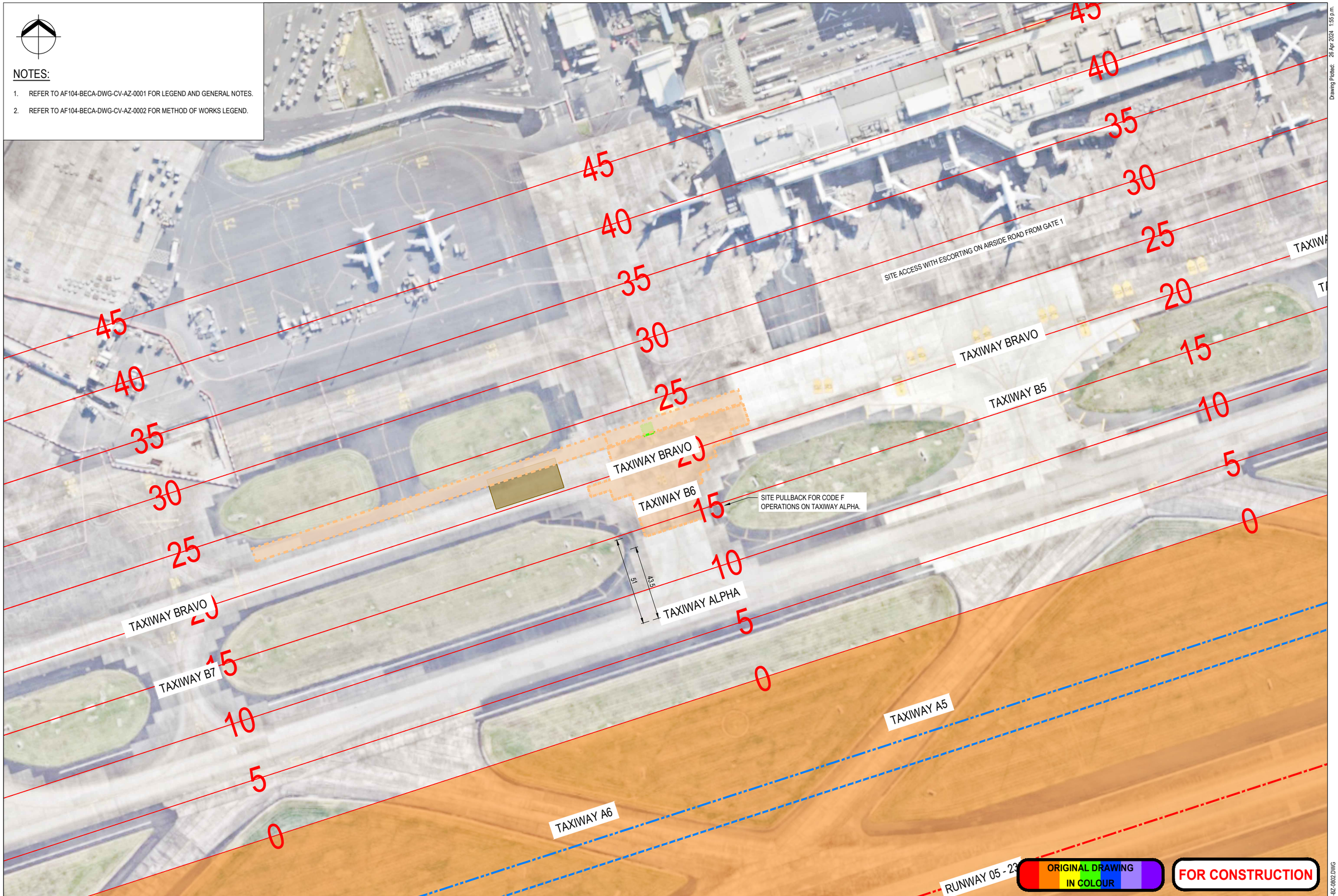
HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946

Drawing Plotted: 12 Apr 2024 8:15 am

File No. AF021-SKT-CV-0326.DWG

NOTES:

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



REV	DESCRIPTION	CHK	APPD	DATE
2	REISSUED FOR CONSTRUCTION	TA	GMB	21.12.21
1	ISSUED FOR CONSTRUCTION	TA	GMB	25.08.21
0	ISSUED FOR TENDER	TA	GMB	16.04.21
A	ISSUED FOR DETAILED DESIGN	TA	GMB	16.03.21

Design	KWN	24.02.21
Drawn	KWN	24.02.21
Dsg Verifier	GMB	12.03.21
DWG Check	TA	12.03.21
Approved for Construction	GMB	16.08.21

NOTES

CONSULTANT
beca
21 PITT STREET, AUCKLAND
+64 9 300 9000
WWW.BECA.COM

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: CONSTRUCTION
CAPEX NO.: -
AIAL PROJECT ID: AF.104
PROJECT NO.: 3235157

DRAWING TITLE
SITE ACCESS PLAN AND CONSTRUCTION PLANT HEIGHT RESTRICTIONS, TAXIWAY B6 NORTH

DRAWING NO.: AF104-BECA-DWG-CV-BZ-0802
REVISION: 2
CIVIL
SCALE @A1: 1:1000

HORIZONTAL DATUM: NZTM 2000 VERTICAL DATUM: AUCKLAND 1946

Drawing Plotted: 26 Apr 2024 1:55 p.m.

File No. AF104-BECA-DWG-CV-BZ-0802.DWG