BELLA COOLA AIRPORT (CYBD)
AIRFIELD PAVEMENT REHABILITATION PROJECT

Central Coast REGIONAL DISTRICT
That we may be good people together

HM AERO AVIATION CONSULTING

DRAWING LIST

SHEET NUMBER	SHEET TITLE
C001	COVER SHEET
C010	CIVIL SITE PLAN
C011	CONSTRUCTION OPERATIONS PLAN
C020	EXISTING CONDITIONS AND REMOVALS PLAN
2 C031	GRADING PLAN AND PROFILES - SHEET 1 OF 6
2 C032	GRADING PLAN AND PROFILES - SHEET 2 OF 6
2 C033	GRADING PLAN AND PROFILES - SHEET 3 OF 6
2 C034	GRADING PLAN AND PROFILES - SHEET 4 OF 6
2 C035	GRADING PLAN AND PROFILES - SHEET 5 OF 6
2 C036	GRADING PLAN AND PROFILES - SHEET 6 OF 6
2 C040	TYPICAL CROSS-SECTIONS
2 C051	LINE MARKING LAYOUT PLAN - SHEET 1 OF 6
2 C052	LINE MARKING LAYOUT PLAN - SHEET 2 OF 6
2 C053	LINE MARKING LAYOUT PLAN - SHEET 3 OF 6
2 C054	LINE MARKING LAYOUT PLAN - SHEET 4 OF 6
2 C055	LINE MARKING LAYOUT PLAN - SHEET 5 OF 6
2 C056	LINE MARKING LAYOUT PLAN - SHEET 6 OF 6
C061	TYPICAL CIVIL DETAILS - SHEET 1 OF 2
2 C062	TYPICAL CIVIL DETAILS - SHEET 2 OF 2

LOCATION MAP

BENCHMARK INFORMATION

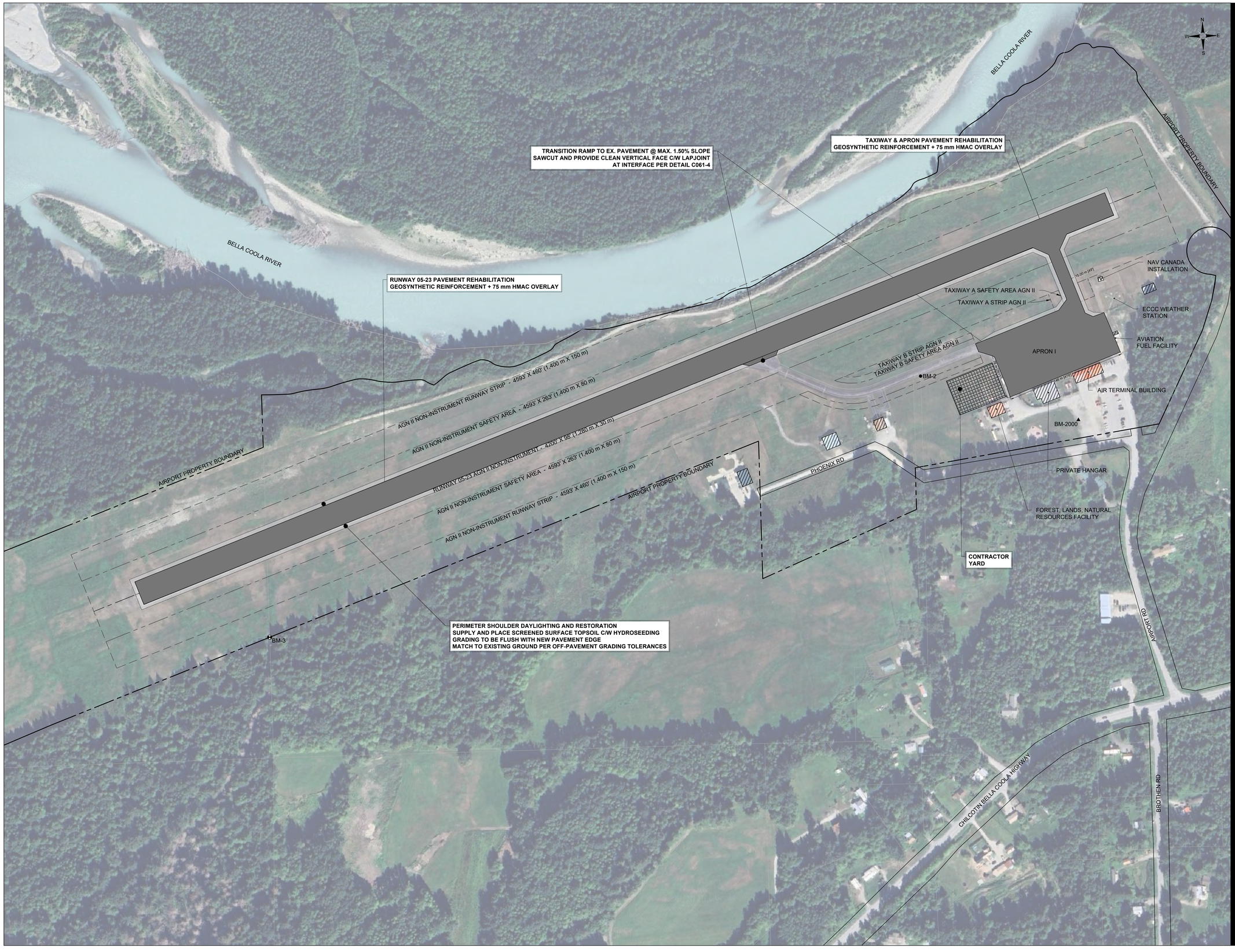
UTM NAD83 (CSRS) ZONE 9, EPOCH 2002.0

BM-2	N 5806895.124 E 663971.804 Z=35.003
BM-3	N 5806574.707 E 663173.720 Z=32.163
BM-2000	N 5806841.358 E 664165.283 Z=35.662

2 DENOTES DRAWING TO FOLLOW IN ADDENDUM 1 // AUGUST 14, 2026

ISSUED FOR TENDER

AUGUST 06, 2026



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NOTES

1. ALL UNITS ARE IN METRES UNLESS OTHERWISE NOTED.
2. ALL COORDINATES ARE IN NAD83 (CSRS) UTM 29 UNLESS OTHERWISE NOTED.
3. TOPOGRAPHICAL INFORMATION BY EXTON AND DODGE LAND SURVEYING INC. DATED JULY 2026.
4. GEOTECHNICAL INVESTIGATION BY SOILTECH INC. DATED JULY 2026.

GEOSYNTHETIC REINFORCEMENT LAYER - TEST STRIP:

1. CONDUCT TEST STRIP OF GEOSYNTHETIC REINFORCEMENT LAYER (TENSAR GLASGRID 8511 TF) OVER EXISTING PAVEMENT SURFACE.
2. ANY PROPOSED ALTERNATIVE TO TENSAR GLASGRID 8511 TF SHALL BE SUBJECT TO APPROVAL BY THE GEOTECHNICAL ENGINEER.
3. COMPLETE INSTALLATION PER TENSAR - MANUFACTURER RECOMMENDATIONS, INCLUDING PULL TEST.
4. APPLY TACK COAT, AS REQUIRED BY GEOTECHNICAL ENGINEER, TO EXISTING PAVEMENT SURFACE, UNTIL ADHERENCE OF GEOSYNTHETIC REINFORCEMENT LAYER IS DEEMED SATISFACTORY.
5. APPLY THIN (+ 15 mm) HMAC LEVELLING COURSE (BC - CLASS 1 MEDIUM HOT MIX ASPHALT), AS REQUIRED BY GEOTECHNICAL ENGINEER, FOR GEOSYNTHETIC REINFORCEMENT LAYER TO ADHERE TO A SMOOTH SURFACE.

SITE PREPARATION:

2. APPLY GEOSYNTHETIC REINFORCEMENT LAYER OVER REHABILITATION AREA PER APPROVED TEST STRIP RESULTS ABOVE.
3. PAVEMENT MAT / LANE WIDTHS TO BE ADJUSTED AS NECESSARY TO PROVIDE MINIMUM 250 mm OFFSET / OVERLAP FROM EXISTING LONGITUDINAL CRACKS (FROM EXISTING MAT / LANE JOINTS).

PAVEMENT OVERLAY:

1. PLACE HMAC SURFACE COURSE (BC - CLASS 1 MEDIUM HOT MIX ASPHALT) IN LIFTS NO GREATER THAN 65 mm, COMPACTED TO MINIMUM AVERAGE OF 98% IN-SITU DENSITY PER 75 BLOW MARSHALL BRIQUETTE DENSITY FOR THE MIX, WITH NO SINGLE MEASURED LOCATION LESS THAN 95%.
2. FINAL GRADE (COMBINED HMAC OVERLAY THICKNESS) SHALL BE 75 mm ABOVE ORIGINAL GRADE.
3. JOIN TO EXISTING PAVEMENT SURFACES FROM EXTENT OF PAVEMENT OVERLAY, WITH TRANSITION RAMP OF MAX 1.50% SLOPE.
4. SELECTIVE MILLING MAY BE REQUIRED TO MATCH INTO POINT OF FIXED ELEVATION. MILLING TO CONSIST OF REMOVING A SMALL WEDGE OF EXISTING ASPHALT.
5. FINISHED PAVEMENT SURFACES SHALL BE FLUSH WITH ADJOINING PAVEMENT, WITH NO VERTICAL EDGES OR LIPS EXCEEDING 50 mm (2").
6. SURFACE CRACKING ON FINISHED PAVEMENT SURFACE SHALL BE RECTIFIED AS APPROVED BY THE GEOTECHNICAL ENGINEER.

OFF-PAVEMENT GRADING TOLERANCES:

1. RUNWAY STRIP END AREA LONGITUDINAL SLOPE -2.0% TO 0.0%
2. RUNWAY SAFETY AREA TRANSVERSE SLOPE -3.0% TO 0.0% // MAX -5.0 IN FIRST 3.0 m F/ EDGE
3. TAXIWAY & APRON SAFETY AREA TRANSVERSE SLOPE -5.0% TO 0.0%
4. PAVEMENT EDGES, DRAINAGE STRUCTURES, AND ELECTRICAL FIXTURES SHALL BE FLUSH WITH DAYLIGHTING OF SCREENED SURFACE TOPSOIL AND RESISTANT TO FUTURE EROSION. NO VERTICAL EDGES OR LIPS EXCEEDING 50 mm (2") ARE PERMITTED.
5. SCREENED SURFACE TOPSOIL IN GRADED AREAS SHALL BE FREE OF DELETERIOUS MATERIAL (I.E. ROCKS, STONES, BRANCHES, ROOTS, ETC.) EXCEEDING 25 mm (1") IN DIAMETER.
6. NO STANDING WATER PERMITTED IN ALL GRADED AREAS.
7. THE RE-USE OF OTHER MATERIALS AS SUBSTITUTE FOR SCREENED SURFACE TOPSOIL IS PERMITTED IN GRADED AREAS, PROVIDED THE ABOVE-SPECIFIED SURFACE REQUIREMENTS ARE ACHIEVED.

SITE CLEANING:

1. THE CONTRACTOR SHALL MAINTAIN SUFFICIENT LABOURERS AND MINIMUM ONE (1) FUNCTIONAL SWEEPER(S) FOR CLEANING ONSITE.
2. THE CONTRACTOR SHALL ENSURE ALL PAVEMENT SURFACES ARE CLEAR OF DEBRIS.
3. PAVEMENT SURFACE CLEANING SHALL BE COMPLETED DAILY, IMMEDIATELY PRIOR TO PAVEMENT PAINT MARKING APPLICATIONS, IMMEDIATELY PRIOR TO FULL DEMOBILIZATION, AND AS REQUIRED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL ENSURE ALL OFF-PAVEMENT GRADED SURFACES ARE FREE OF LOOSE DEBRIS, AND ANY MATERIAL EXCEEDING 25 mm (1") IN DIAMETER.
5. OFF-PAVEMENT GRADED SURFACE CLEANING SHALL BE COMPLETED REGULARLY, IMMEDIATELY PRIOR TO DEMOBILIZATION, AND AS REQUIRED BY THE RESIDENT ENGINEER.

SITE PLAN LEGEND

- NEW PAVEMENT SURFACE - ASPHALT
- SHOULDER DAYLIGHTING & RESTORATION
- PAVEMENT INTERFACE LAP JOINT

EXISTING FEATURES

- AIRPORT PROPERTY BOUNDARY
- GRADED SAFETY AREA
- RUNWAY / TAXIWAY STRIP
- EXISTING FENCELINE

PROFESSIONAL SEALS

No.	DATE	DESCRIPTION	DRN	CHK	APP
1	2026/08/06	ISSUED FOR TENDER	SLG	DSW	EDH
0	2026/07/27	90% DESIGN	SLG	DSW	EDH

REVISION / ISSUE

PROJECT

BELLA COOLA
AIRFIELD PAVEMENT REHABILITATION

TITLE

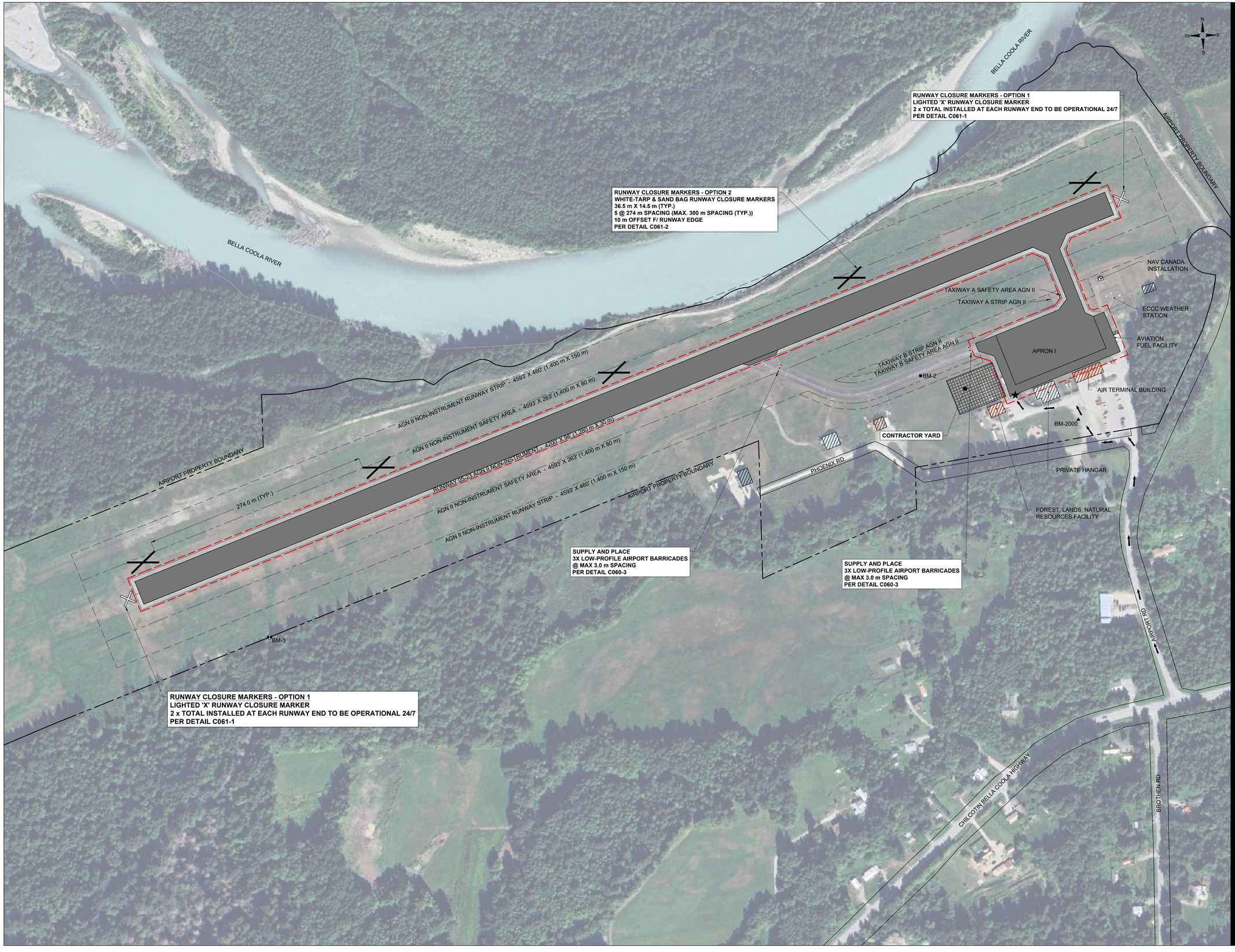
CIVIL SITE PLAN

SCALE

1:2000

25 0 10 25 50 100 150 METRES
100 0 50 100 200 500 FEET

Review	DSW	Project No.	26-298
Design	SLG	Drawing No.	**C010**



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4. GEOTECHNICAL INVESTIGATION BY SOILTECH INC. DATED JULY 2026.

GENERAL CONSTRUCTION OPERATION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A FIELD OFFICE, AND SHALL COORDINATE ELECTRICAL ACCESS AND SUPPLY WITH THE AIRPORT MANAGER.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING SUFFICIENT EQUIPMENT, OPERATORS, AND FIELD AND OFFICE STAFF ARE AVAILABLE TO COMPLETE THE WORK.
3. THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION ACCESS IS LIMITED TO THE LOCATIONS AS SHOWN UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER / AIRPORT MANAGER.
4. THE CONTRACTOR SHALL FOLLOW AIRFIELD ENTRY, EXIT, SCREENING, AND ACCESS CONTROL PROTOCOLS AT THE DESIGNATED SECURITY CHECKPOINT AS REQUIRED BY THE AIRPORT MANAGER.
5. ALL APPLICABLE MUNICIPAL AND PROVINCIAL ROAD RESTRICTIONS APPLY TO HAUL ROUTES OFF AIRPORT PROPERTY.
6. PUBLIC ROADS, HAUL ROADS, AND LOCAL ROADWAYS USED BY CONSTRUCTION EQUIPMENT SHALL BE KEPT FREE OF CONSTRUCTION MATERIALS AND DEBRIS AT ALL TIMES.
7. THE CONTRACTOR SHALL STAGE EQUIPMENT AND STOCKPILE MATERIALS WITHIN DEFINED LAYDOWN & STOCKPILE AREA, TO MAXIMUM HEIGHT 6.0 m ABOVE GROUND.
8. PAVED AIRSIDE AND GROUNDSIDE SURFACES MUST BE SWEPT ON A REGULAR BASIS AND UPON REQUEST BY THE RESIDENT ENGINEER / AIRPORT MANAGER.
9. THE CONTRACTOR IS REQUIRED TO ENSURE ALL ACTIVE AIRFIELD MANEUVERING SURFACES ARE KEPT FREE OF CONSTRUCTION MATERIALS AND DEBRIS (FOREIGN OBJECT DEBRIS) FOR ALL WORK PHASES.
10. THE CONTRACTOR SHALL MAINTAIN AND CONTROL DUST THROUGH WATER APPLICATION AS DIRECTED BY THE RESIDENT ENGINEER / AIRPORT MANAGER.
11. CONTRACTOR SHALL YIELD TO ALL MANEUVERING AIRCRAFT AND AIRPORT EMERGENCY VEHICLES AT ALL TIMES. ALL CONTRACTOR STAFF ARE REQUIRED TO ATTEND A SAFETY BRIEFING PRIOR TO RECEIVING AUTHORIZATION TO ACCESS THE WORKSITE.
12. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING AND INSTALLING THE TEMPORARY BARRICADES.
13. PRIOR TO THE INSTALLATION OF ANY TEMPORARY BARRICADES OR MARKINGS, THE CONTRACTOR SHALL CLEARLY IDENTIFY THE LIMITS OF EACH PHASE IN THE FIELD WITH THE RESIDENT ENGINEER / AIRPORT MANAGER.
14. ABSOLUTELY NO SMOKING OR OPEN FLAME IS PERMITTED ON ANY PORTION OF THE AIRFIELD AT ANY TIME. THERE IS ZERO TOLERANCE FOR ANY INFRACTIONS TO THIS RULE AND ANY OPERATOR, FIELD STAFF, OR ALIKE FOUND TO BE IN VIOLATION OF THIS RULE WILL IMMEDIATELY LOSE AUTHORIZATION FOR AIRSIDE ACCESS. IF OPEN FLAMES ARE REQUIRED FOR CONSTRUCTION WORKS, THE CONTRACTOR MUST OBTAIN ADVANCED APPROVAL FROM THE RESIDENT ENGINEER / AIRPORT MANAGER.
15. FOR ACTIVE AIRFIELD SURFACES, THE CONTRACTOR SHALL ENSURE THAT NO VERTICAL EDGES, LIPS OR DEBRIS EXCEEDING 50 mm (2") ARE PRESENT WITHIN THE DEFINED ACTIVE RUNWAY OR TAXIWAY STRIP.
16. AIRPORT MANAGER AND/OR RESIDENT ENGINEER TO NOTIFY AIRPORT TENANTS OF CONSTRUCTION PROGRESS, CLOSURES, AND OPERATIONAL IMPACTS.

SCHEDULE

1. WORK HOURS AS PERMITTED BY CENTRAL COAST REGIONAL DISTRICT.

AIRPORT OPERATIONAL IMPACTS

1. RUNWAY 05-23, TAXIWAY A, AND APRON I CLOSED TO ALL FIXED-WING AND ROTARY-WING AIRCRAFT OPERATIONS FOR THE DURATION OF CONSTRUCTION.
2. REGULAR OPERATIONS TO TAKE PLACE ON TAXIWAY B.

LEGEND

- WORK AREA
- CONSTRUCTION ACCESS ROUTE
- CONSTRUCTION ACCESS GATE
- LAYDOWN & STOCKPILE AREA
- OPT 1 - LIGHTED CLOSURE MARKER
- OPT 2 - WHITE-TARP CLOSURE MARKER
- LOW-PROFILE AIRPORT BARRICADE

PROFESSIONAL SEALS

No.	DATE	DESCRIPTION	DRN	CHK	APP
1	2026/08/06	ISSUED FOR TENDER	SLG	DSW	EDH
0	2026/07/27	90% DESIGN	SLG	DSW	EDH

REVISION / ISSUE

PROJECT

BELLA COOLA
AIRFIELD PAVEMENT REHABILITATION

TITLE

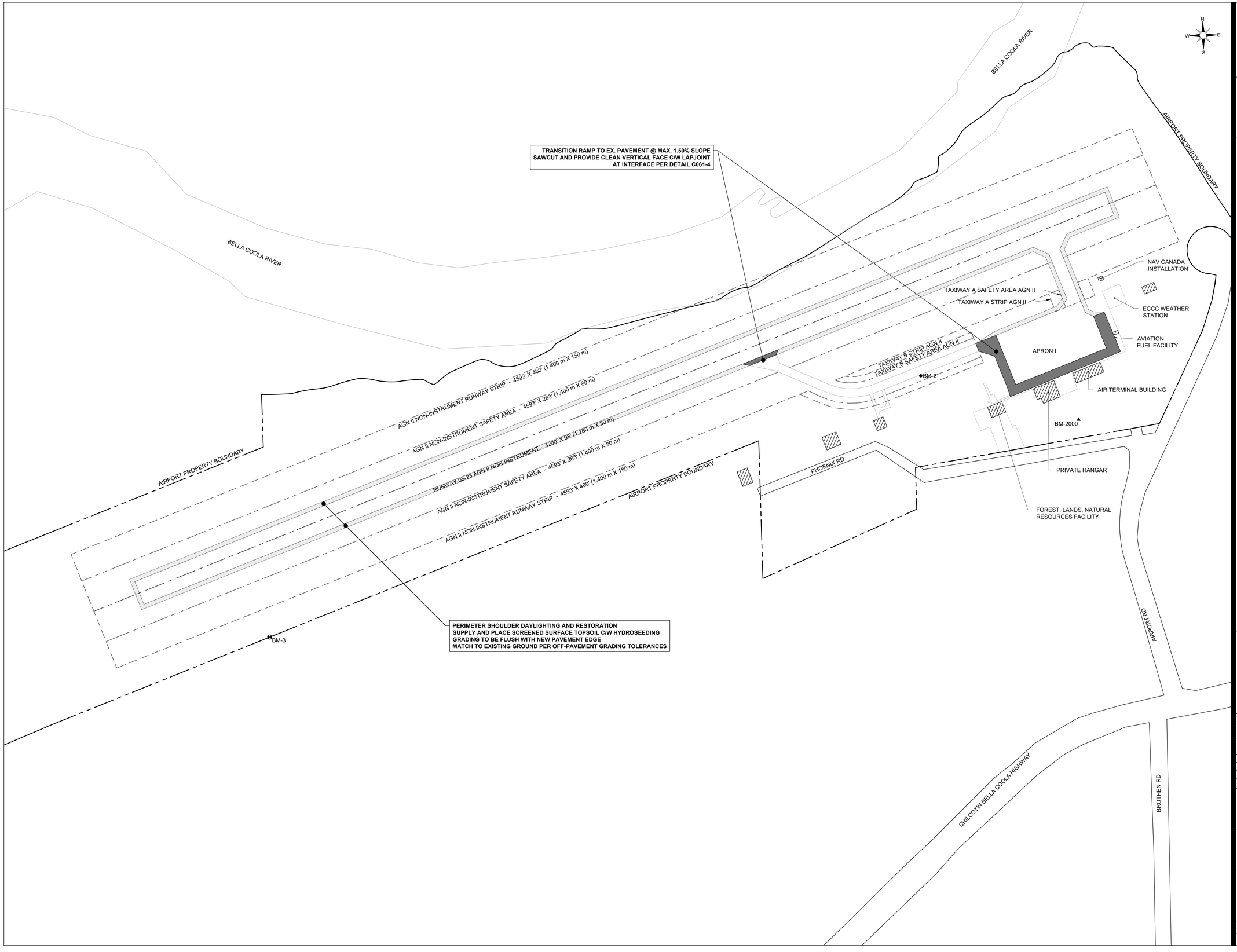
CONSTRUCTION OPERATIONS PLAN

SCALE

1:2000

25 0 10 25 50 100 150 METRES
100 0 50 100 200 500 FEET

Review	DSW	Project No.	26-298
Design	SLG	Drawing No.	C011



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4. GEOTECHNICAL INVESTIGATION BY SOILTECH INC. DATED JULY 2026.

GENERAL CIVIL REMOVAL NOTES:

1. PROTECT ALL EXISTING AIRFIELD SIGNAGE, INSTALLATIONS, AND FIXTURES, UNLESS DIRECTED OTHERWISE.
2. ALL EXISTING AND FUTURE PAVEMENT INTERFACES TO BE SAWCUT FOR CLEAN VERTICAL FACE AND COMPLETED WITH LAP JOINT (TYP.).
3. SELECTIVE MILLING MAY BE REQUIRED TO MATCH INTO POINT OF FIXED ELEVATION. MILLING TO CONSIST OF REMOVING A SMALL WEDGE OF EXISTING ASPHALT.
4. FINISHED PAVEMENT SURFACES SHALL BE FLUSH WITH ADJOINING PAVEMENT, WITH NO VERTICAL EDGES OR LIPS EXCEEDING 50 mm (2").
5. SURFACE CRACKING ON FINISHED PAVEMENT SURFACE SHALL BE RECTIFIED AS APPROVED BY THE GEOTECHNICAL ENGINEER.

OFF-PAVEMENT GRADING TOLERANCES:

1. RUNWAY STRIP END AREA LONGITUDINAL SLOPE -2.0% TO 0.0%
2. RUNWAY SAFETY AREA TRANSVERSE SLOPE -3.0% TO 0.0% // MAX -5.0 IN FIRST 3.0 m F/ EDGE
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SITE CLEANING:

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REMOVALS LEGEND

- SHOULDER DAYLIGHTING & RESTORATION
- PAVEMENT INTERFACE LAP JOINT

EXISTING FEATURES

- AIRPORT PROPERTY BOUNDARY
- GRADED SAFETY AREA
- RUNWAY / TAXIWAY STRIP
- EXISTING FENCELINE

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BELLA COOLA
AIRFIELD PAVEMENT REHABILITATION

TITLE

EXISTING CONDITIONS AND REMOVALS PLAN

SCALE

1:2000

25 0 10 25 50 100 150 METRES
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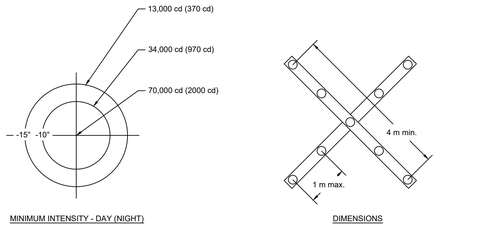
Review	DSW	Project No.	26-298
Design	SLG	Drawing No.	**C020**

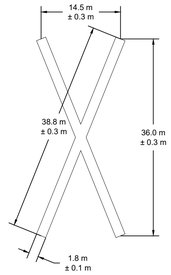


MINIMUM INTENSITY - DAY (NIGHT) DIMENSIONS

NOTES:

1. LAMPS TO FLASH SIMULTANEOUSLY WITH A CYCLE OF 2.5 SECONDS ON AND 2.5 SECONDS OFF (+/- 20%)
2. PROVIDE MEANS FOR PHOTOCELL SECTION OF DAY AND NIGHT INTENSITY
3. PROVIDE LAMPS WITH PHOTOMETRIC DISTRIBUTIONS AS INDICATED ABOVE
4. THE LIGHT SOURCES ARE ARRANGED AND ARMS CROSSED AT AN APPROPRIATE ANGLE TO MAKE THE "X" READILY DISCERNABLE
5. THE MINIMUM INTENSITY FOR EACH LIGHT SOURCE IS DETERMINED BY DIVIDING THE SPECIFIED MINIMUM INTENSITY BY THE NUMBER OF LIGHT SOURCES
6. SET ANGLE OF INCLINATION AT 3 DEGREES OFF VERTICAL
7. INSTALL ON MOBILE TRAILER

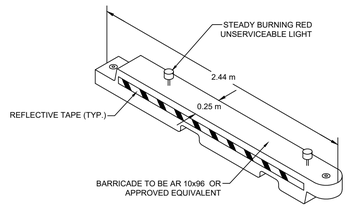
1 / C061 DETAIL - STANDING LIGHTED 'X' CLOSED AREA MARKER
NTS



NOTES:

1. WHITE COLOURED TARP
2. PLACED AT EACH END OF RUNWAY
3. ADDITIONAL MARKINGS PLACEWD SUCH THAT MAXIMUM INTERVAL BETWEEN MARKINGS DOES NOT EXCEED 300 m

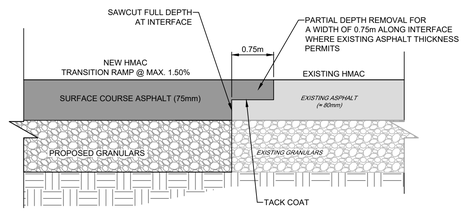
2 / C061 DETAIL - CLOSED RUNWAY MARKING
NTS



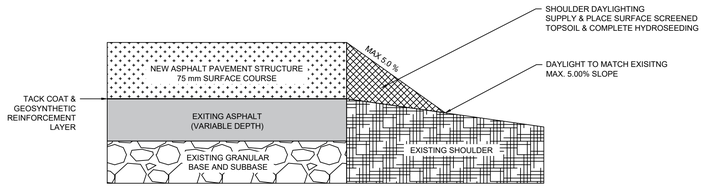
NOTES:

1. BARRICADES SHALL BE MULTI-BARRIER SAFETY BARRICADES (MODEL AR-10X96 - OR APPROVED EQUIVALENT)
2. MAX SPACING BETWEEN BARRICADES: 3.0M FOR RUNWAYS AND TAXIWAYS, 6.0M FOR APRONS
3. BARRICADES SHALL BE BALLASTED WITH WATER TO WITHSTAND HIGH WINDS OR JET BLAST
4. CONTRACTOR SHALL INSPECT BARRICADES REGULARLY

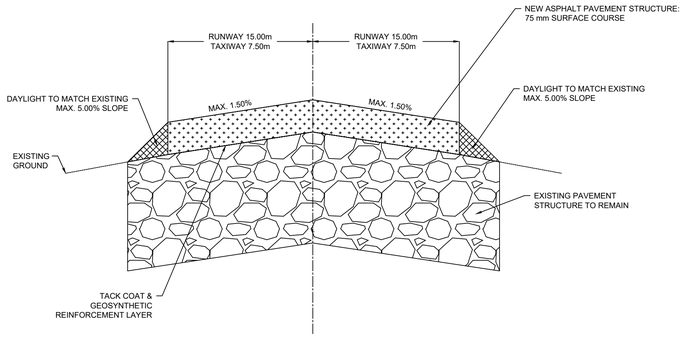
3 / C061 DETAIL - LOW-PROFILE AIRPORT SAFETY BARRIER
NTS



4 / C061 DETAIL - NEW / EXISTING ASPHALT INTERFACE LAP JOINT
NTS



5 / C061 DETAIL - PAVEMENT EDGE AND SHOULDER INTERFACE
NTS



6 / C061 DETAIL - TYPICAL RUNWAY & TAXIWAY CROSS SECTION
NTS

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SITE PREPARATION:

2. APPLY GEOSYNTHETIC REINFORCEMENT LAYER OVER REHABILITATION AREA PER APPROVED TEST STRIP RESULTS ABOVE.
3. PAVEMENT MAT / LANE WIDTHS TO BE ADJUSTED AS NECESSARY TO PROVIDE MINIMUM 250 mm OFFSET / OVERLAP FROM EXISTING LONGITUDINAL CRACKS (FROM EXISTING MAT / LANE JOINTS).

PAVEMENT OVERLAY:

1. PLACE HMAC SURFACE COURSE (BC - CLASS 1 MEDIUM HOT MIX ASPHALT) IN LIFTS NO GREATER THAN 65 mm, COMPACTED TO MINIMUM AVERAGE OF 98% IN-SITU DENSITY PER 75 BLOW MARSHALL BRIQUETTE DENSITY FOR THE MIX, WITH NO SINGLE MEASURED LOCATION LESS THAN 95%.
2. FINAL GRADE (COMBINED HMAC OVERLAY THICKNESS) SHALL BE 75 mm ABOVE ORIGINAL GRADE.
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2. THE CONTRACTOR SHALL ENSURE ALL PAVEMENT SURFACES ARE CLEAR OF DEBRIS.
3. PAVEMENT SURFACE CLEANING SHALL BE COMPLETED DAILY, IMMEDIATELY PRIOR TO PAVEMENT PAINT MARKING APPLICATIONS, IMMEDIATELY PRIOR TO FULL DEMOBILIZATION, AND AS REQUIRED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL ENSURE ALL OFF-PAVEMENT GRADED SURFACES ARE FREE OF LOOSE DEBRIS, AND ANY MATERIAL EXCEEDING 25 mm (1") IN DIAMETER.
5. OFF-PAVEMENT GRADED SURFACE CLEANING SHALL BE COMPLETED REGULARLY, IMMEDIATELY PRIOR TO DEMOBILIZATION, AND AS REQUIRED BY THE RESIDENT ENGINEER.

PROFESSIONAL SEALS

No.	DATE	DESCRIPTION	DRN	CHK	APP
1	2026/08/06	ISSUED FOR TENDER	SLG	DSW	EDH
0	2026/07/27	90% DESIGN	SLG	DSW	EDH

REVISION / ISSUE

PROJECT

BELLA COOLA
AIRFIELD PAVEMENT REHABILITATION

TITLE

TYPICAL CIVIL DETAILS
SHEET 1 OF 2

SCALE

NOT TO SCALE

Review	DSW	Project No.	26-298
Design	SLG	Drawing No.	**C061**