Appendix A

Plans and Detailed Designs
1. Transition Length - Temporary during construction
   - Overfly Thickness 50 mm = 5000 mm long
   - Overfly Thickness 35 mm = 7500 mm long

2. All seawalls are set minimum 150 mm from rolled edges or transitions.

3. All seawalls inclined 1:4 to full depth of AC layer.

4. No vertical seawalls - No exceptions.

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NOTES:

1. Transition Length - Refer to note 1

2. AC Temporary ramp

3. Runway AC overlay

4. Inclined sawcut into existing

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NOTE:

All Sawcuts - longitudinal and transverse to have 1:4 inclined face
NOTES - General
1. All details referred to in this drawing are found on ary 8697-9834-AK-1759.

NOTES - Stormwater drainage
2. Contractor to locate stormwater outlet, clean and clear out pipe work.
3. Contractor to provide survey level data to the Engineer, Engineer to confirm design at the pipe invert level on site.

NOTES - Abandoned Fuel Supplier Systems
4. Multiple fuel line installations exist (3 gates of hydrants). All hydrants are to be removed, fuel lines excavated at the bus supply facilities and the pipelines cement grout filled.
5. Pumped hydrant pits are to be removed and the pump reinstalled with OSM backfill ready for surfacing.
1. SUMP DRAINAGE MANHOLE

2. BYPASS CHAMBER DETAIL

3. TREATMENT TO EXISTING APRON SUMP

4. STORMWATER PIPE TRENCH DETAIL

5. ACO DRAIN REINFORCEMENT DETAIL

6. OIL INTERCEPTOR PLAN

NOT FOR CONSTRUCTION

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
BONIRI INTERNATIONAL AIRPORT (TRW)
APRON CIVIL WORKS DETAILS

AS SHOWN

AECOM New Zealand Limited

Government of the Republic of Kiribati
FOR TENDER

Drawn by: 620770283-AV-1157
NOT FOR CONSTRUCTION

NOTES
1. Duct ends braided with a temporary slip-fit cap and marked at ground level with timber stake.
2. Pavement surface to be sawcut prior to cutting trench.
3. In beam areas (as per) to be removed separately and used to re-instate trench surface on completion.

Existing inert AG and fittings to be removed and replaced with C/S to underside of pavement layers

Existing inert AG and fittings to be removed and replaced with C/S to underside of pavement layers

LEGEND
- PROPOSED an 63 00 DUCT ROUTE
- PROPOSED CLASS T PRECAST CONCRETE
  ELECTRICAL PIT (CLEAR OPENING 900 x 900mm)
- PROPOSED SIT PIT
- EXISTING AG TO BE REMOVED

UNIQUE RPM PAVEMENT
Compressed AD20

4.2 mm dia PE80 cable duct
Fire sand backfill

300
100
600
200
150
50

A DUCT BANK DETAIL

DT T 10

500
300
200
100
60
30

PACIFIC AVIATION INVESTMENT PROGRAM (PAPI)
BONRNIK INTERNATIONAL AIRPORT (TWS)
RUNWAY CIVIL WORKS PLAN

1:2000

AECOM New Zealand Limited

Government of the Republic of Kiribati

FOR TENDER

602771293-AV-1158
NOTES

SETTING OUT

Prior to the beginning of the work the Contractor shall locate the position of the works by establishing and marking the proposed fence line using 1m tall fluorescent painted stakes at a nominal 5m spacing, plus staking all corners and proposed gates and pedestrian access points. Subject to public consultation inputs managed by the Employer, the Contractor is to allow for realignment of the fence following the public consultation process. Further to this realignment may also be required pending onsite services locations and the practical on site requirements with regards to fencing alongside existing road formations. The Contractor is to allow for significant adjustments to the fence alignment setting out works prior to actual construction.

SERVICES

Electrical cabling, water pipes and related are located in the vicinity of the majority of the fence alignment. The Contractor shall arrange for location of existing services with local utility providers and if so required make alterations to alignments in co-ordination with the Engineer during setting out of the works.

CLEARING FENCE LINE

Once the alignment is agreed the Contractor shall clear the site to facilitate final construction. All trees, brush, stumps, logs, and other debris which would interfere with the proper construction of the fence in the required location shall be removed a minimum width of 1m on each side of the fence centre line before starting fencing operations.

DESTRUCTION OF EXISTING

The Contractor will be required to demolish and remove sections of existing fence on site, noting the need to maintain security requirements in the vicinity of the terminal buildings. All demolition materials are to be removed from site and disposed of in an approved manner by the Contractor.

TEI INTO EXISTING FENCING

The Contractor is to allow for termination of existing fencing in the vicinity of the AMR fire station building and connect of existing fencing to the new fencing at these locations. This work is to allow for all modifications to the existing fence, cutting and re-terminating of existing wires and mesh and related at the connection positions.

NOT FOR CONSTRUCTION

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

BONPKI INTERNATIONAL AIRPORT (ITW)
PERIMETER FENCE LAYOUT PLAN
SHEET 1 OF 2

AECOM New Zealand Limited

AECOM New Zealand Limited

A1

FOR TENDER

60271003-AV-1170
NOTES:

SHEAR PLATE BASES
All uPVC fence posts shall include a shear plate base; these are to be fabricated in accordance with:
   (copy attached in Appendix 2 to the Technical specifications).

DESIGN WIND SPEED
All flying structures and related fences shall be designed and detailed to with wind speeds of 40 meters per second, refer section B1.2 of the Airports National Building Code, design wind speed for structures is 40m/s (=144km/hr). This is the 50 year return period 1 second gust speed.

CONCRETE
Concrete shall be of a commercial grade with a minimum 28-day compressive strength of 17 MPa.

MILDEW DETERRENT
All fence units are to include a mildew deterrent ground cover material, refer specification for additional details.

INSTALLING MILDEW DETERRENT FABRIC
Extrude ground to the depth required for proper installation of the fabric. Obtain engineer’s approval of depth of excavation before placing the wire fabric. Place the fabric, and top splice it at existing fabric ends or tension the bottom roll and tie with wire ties of 300mm. spacing. Cut wire fabric around hinge post locking to allow proper placement.
NOTES:
1. ALL ELECTRICAL EQUIPMENT (ADS-B, NDAB, AMS PROCESSOR) TO BE SET UP IN DIS-USED SECOND LOBBY OFFICE IN THE ACIT.
2. EQUIPMENT DISPLAYS AND CONTROLS TO BE RETOGECIFIED INTO EXISTING ACIT CONSOL, F/C ANZ.
3. RADIOS TO BE SET UP IN ACIT C/Q, AERIALS TO BE ROOF MOUNTED.
4. ADS-B AERIALS TO BE MAINTAINED ON ACIT ROOF.

SYMBOL LEGEND:
- [Symbol] PRECISION APPROACH PATH INDICATOR (PAPI RED/WHT)
- [Symbol] WIND DIRECTION INDICATOR "WD"
- [Symbol] SIT RPT
- [Symbol] HEAVY DUTY LIFT TYPE "B" - 900 x 900 x 300
- [Symbol] AUTOMATED WEATHER STATION (AWS)
- [Symbol] NEW PRIMARY DUCT AND CABLE
- [Symbol] NEW DUCT AND CABLE UNDER PAVEMENT
- [Symbol] APPROXIMATE RUNWAY STEP (150m) EXTENTS

REFER TO DRAWING 02277003-AV-1403 FOR DETAILS

NEW DIESEL GENERATOR SET IN 20' SHIPPING CONTAINER CONNECT TO EXISTING POWER BOARD
SERVICES ENTRY INTO ACIT

NEW WASTES

TO INCLINE 60° 80° 10° RADIUS SEGMENT TO
cables UP INTO EXISTING SERVICES ENTRY INTO ACIT

1 x Ø33 MM CONDUIT

1 x Ø33 MM CONDUIT
PAPI INSTALLATION NOTES:
1. DESIGN AIRCRAFT FOR THE PAPI'S WILL BE THE BOEING 737-800/900.
2. THE CONTRACTOR IS RESPONSIBLE FOR PAPI LOCATION DESIGN.
3. ALL PAPI DIMENSIONS SUBJECT TO CONFIRMATION.
4. STANDARDS AND REGULATIONS THAT ARE CONSIDERED RELEVANT FOR THE PARTICULAR DESIGN ARE:
   - INTERNATIONAL CIVIL AVIATION ORGANISATION ANNEX 14, AERODROMES PART 1 (ICAO ANNEX 14)
   - FAA AC 150/5300-28B, PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEMS.
   - FAA AC 150/5340-30, INSTALLATION DETAILS FOR AIRPORT VISION AIDS.
   - AS/NZS 1179.2 STRUCTURAL DESIGN ACTIONS - WIND ACTIONS.
5. PAPI EQUIPMENT SHALL BE:
   - L-880 - SYSTEM CONSISTING OF 4 LIGHT UNITS.
   - STYLE B - 8.6A CURRENT SYSTEM.
   - CLASS 3 - SYSTEM THAT OPERATE FROM -35 DEGREES CONTINUOUS TO 55 DEGREES C.
   - MULT IRIS 3 LAMP UNITS PER PAPI BOX.
   - IN FULL COMPLIANCE WITH THE REQUIREMENTS OF FAA ADVISORY CIRCULAR AC FAA
   - AC 150/5300-28B, PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEMS.
6. EACH PAPI FOUNDATION TO COM普A 2.2 METRE SQUARE, 300 MM THICK, CONCRETE PROTECTION SLAB
   WITH CABLE CONDUIT CENTRED BENEATH THE LIGHT BOX AND EXTENDING 100 MM ABOVE SLAB LEVEL.

SET OUT INFORMATION:
RUnWAY 27 END PA (T27)
53713.95 M, 17983.7/285 m
2777.67 m, 15293.9/250 m

SYMBOL LEGEND:

PAPI & SIT PIT LAYOUT DETAIL

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PACIFIC AVIATION INVESTMENT PROGRAM (PAP)
BONIRKI INTERNATIONAL AIRPORT (TRW)
AirCRAFT NAvIGATIONAL AIDs
LAYOUT SHEET 3

1:1000 [A1]
AWOS SENSORS FOUNDATION PAD - TYPICAL LAYOUT

VISIBILITY PAD

LIGHTNING SENSOR PAD

CEILOMETER PAD

CABLE TRENCH

AWOS SENSORS FOUNDATION PAD DETAIL

VISIBILITY SENSOR FOUNDATION PAD DETAIL

LIGHTNING SENSOR FOUNDATION PAD DETAIL

CEILOMETER FOUNDATION PAD DETAIL

NOT FOR CONSTRUCTION