Appendix A

Plans and Detailed Designs
TYPICAL APRON STRUCTURAL AND SHAPE CORRECTION OVERLAY

4

1:200

- 0.0% structural surface level
- 0.0% finished apron surface level
- 0.0% 50 - 100mm structural surfacing layer (depths vary)
- 0.0% 50 - 100mm structural surfacing layer (depths vary)

WTRig to achieve minimum 50 mm AC paving depth on apron, refer to spec 60277003-AV-1148 for details

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
BONIRI INTERNATIONAL AIRPORT (TRW)
TYPICAL CROSS SECTIONS
APRON

AECOM New Zealand Limited
Government of the Republic of Kiribati

FOR TENDER 60277003-AV-1106
NOTES:
1. Transition Length, Temporary during construction
   - Overlay Thickness 50 mm = 5000 mm long
   - Overlay Thickness 75 mm = 7500 mm long
2. All seawalls rear 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.

1. TYPICAL TEMPORARY TRANSITION RAMP
   1:10 W

2. INCLINED SAWCUT DETAIL
   1:5 W

NOTE:
All Sawcuts – longitudinal and transverse to have 1:4 inclined face
NOTES:

1. All details referred to in this drawing are found on ary 6067/7982/AV-1155.

2. Contractor to locate stormwater outlets, clear and clean out pipe work.

3. Contractor to provide survey level data to the Engineer, Engineer to confirm design of the pipe invert levels on site.

NOTES - Abandoned Fuel Tank 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 cemented and filled.

5. Pavement hydrant pits are to be removed and the pavement reinstated with CSJM base ready for surfacing.

PROPOSED的新排水

existing drain point, to
confirm outline, see detail 1

Existing fuel pipe line to be located by the contractor. To be injected with gravel and the pipe ends sealed.

Contractor to survey and confirm existing drainage outfall.

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

BONRIKI INTERNATIONAL AIRPORT (TRW)
APRON CIVIL WORKS PLAN

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FOR TENDER

Schematic No. 6027193-AV-1155
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

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

SETTING OUT

Prior to the beginning of the work, the Contractor shall locate the position of the work by establishing and marking the proposed fence line using a total station datum at a point on site. The Contractor shall mark all corners and any proposed gates and pedestrian access points. Subject to public consultation inputs may be required for significant adjustments to the fence alignment set out prior to actual construction.

SERVICES

Electrical conduits, 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 allow for the alignment in co-ordination with the Employer during setting out of the works.

CLEARING FENCE LINE

Once the location is agreed the Contractor shall clear the site to facilitate final construction. All trees, brush, stumps, logs, and other objects which would interfere with the proposed construction of the fence in the required location shall be removed a minimum of 0.1m. on each side of the fence centre line before starting trenching 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 building area. All demolition materials are to be removed from site and disposed of in accordance with the Employer.

TEK INTO EXISTING TRENCHING

The Contractor is to allow for termination of existing fencing in the vicinity of the AMF 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 related at the connection positions.

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

BONIKI INTERNATIONAL AIRPORT (TGW)

PERIMETER FENCE LAY OUT PLAN

AS SHOWN

AECOM

682377003-AV-170

FOR TENDER
**Galvanised Pedestrian Gate Typical Detail**

Concrete footing. 17 MPa compressive strength at 28 days.

- 10 gauge galvanised chain mesh, 50mm aperture, reinforced with 3 strands of 8 gauge high tensile galvanised wire.
- Concrete footing.
- Galvanised steel post
- Steel stop plate 750 x 75 x 10mm
- 100x100 x 3.2mm thick medium gauge galvanised pipe.
- Bracing stage 65NB x 3.2mm thick medium gauge galvanised pipe.
- Gate vender to confirm Guardian 105 H with Engineer for approval.
- 1.5m high tolerance galvanised wire.
- Discharge hole 8mm dia prior to galvanising all parts.

**Galvanised Vehicle Gate Typical Detail**

Concrete footing. 17 MPa compressive strength at 28 days.

- 10 gauge galvanised chain mesh, 50mm aperture, reinforced with 3 strands of 8 gauge high tensile galvanised wire.
- Concrete footing.
- Galvanised steel post
- Steel stop plate 750 x 75 x 10mm
- 100x100 x 3.2mm thick medium gauge galvanised pipe.
- Bracing stage 65NB x 3.2mm thick medium gauge galvanised pipe.
- Gate vender to confirm Guardian 105 H with Engineer for approval.
- 1.5m high tolerance galvanised wire.
- Discharge hole 8mm dia prior to galvanising all parts.

**Galvanised Fence Typical Detail**

- End and corner post 65NB x 3.2mm thick medium gauge galvanised pipe, with post caps.
- Intermediage post 50NB x 3.2mm thick medium gauge galvanised pipe, with post caps
- Bracing stage 65NB x 3.2mm thick medium gauge galvanised pipe.
- Concrete footing.
- 5 strands of 10 gauge heavy duty galvanised barbed wire (spaced @ 150mm).
- Ground pegs to half length of standard 1.5m length and embedded in ground to achieve required ground clearance.
- Concrete footing 17 MPa compressive strength @ 28 days.
- Galvanised steel caps
- Airside
- Arrange

**Note:**

- All joints to be welded flush prior to galvanising.
- All work to be implemented prior to any construction.

**Design Wind Speed**

- All fencing structures and related fixings shall be designed and detailed to withstand wind speeds of 40 metres per second.

**Calvanising Minimum Coating Grade**

- For all posts and metal components the minimum coating grade is 100 (from AS/NZ A 123)

**Concrete**

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

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**Not for Construction**

**Pacific Aviation Investment Program (PAIP)**

**Bonriki International Airport (ITRW)**

**Perimeter Fence Details**

**Sheet 1 of 2**

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FOR TENDER