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Environmental Management Plan - Funafuti International Airport (FUN) Terminal Addendum

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Environmental Management Plan - Funafuti International Airport (FUN) Terminal Addendum

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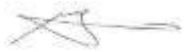
B	3-Feb-2015	Final – Updated to incorporate final detailed design and WB comments	Bill Andrew Associate Aviation Director	

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Executive Summary

The Tuvalu Aviation Investment Project (TvAIP) was established to carry out the upgrade activities as identified in the Pacific Aviation Investment Program (PAIP) funding loan from the World Bank (WB). The TvAIP project objective is to enable air transport infrastructure and operations of Funafuti International Airport (FUN) to meet International Civil Aviation Organisation (ICAO) standards, and to improve sustainability of the airport and civil aviation of Tuvalu. This Terminal Environmental Management Plan (EMP) Addendum has been prepared for the TvAIP terminal upgrade and must be read in conjunction with the FUN EMP dated November 2013 (or subsequent updates).

The Ministry of Communications and Transport (MCT) through the Civil Aviation Directorate (CAD) manage the airport operations and are responsible for compliance with national and international civil aviation requirements. The public road network is managed by the Public Works Department (PWD).

This Terminal EMP Addendum seeks to outline the potential environmental impacts and the measures needed to prevent, minimise, or mitigate adverse impacts and improve environmental performance for the terminal upgrade component of the TvAIP project.

Overall the TvAIP is a Category B project under WB environmental and social screening guidelines and requires development of the project EMP. Category B projects have potentially limited adverse social or environmental impacts that are few in number, site specific, largely reversible, and readily addressed through mitigation measures. This Terminal EMP Addendum is a dynamic document to be updated if there are changes to the project scope, detailed designs, or if further information becomes available as a result of consultation with stakeholders and the community. The objective of the Terminal EMP Addendum is to provide a framework for managing the airport terminal upgrade works in a manner that incorporates the principles of environment sustainability while minimising potential adverse effects on the local community and the environment.

The existing terminal building, completed in 1994, is undersized for the existing one way peak hour of 40 passengers (ATR 42-500). The terminal building is in poor condition and is at the end of its serviceable life.

An outcome of the site inspection findings, condition assessments of existing buildings, identification of breeches of ICAO Standards and Recommended Practices (SARPS) and direct requests by the FUN Civil Aviation Directorate (CAD, the Client) identified two additional buildings that require upgrading or relocation. At present these two additional buildings are not included in the scope of this EMP or this stage of the PAIP.

- A new relocated standalone Air Traffic Control Tower (ATCT).
- A new Airport Rescue and Fire Fighting (ARFF) building to incorporate the new relocated ATCT.

Budget constraints have meant that a staged process has been proposed in developing the terminal and meeting all the design objectives. Through a series of design workshops and an iterative design process (as detailed in the Tuvalu Final Design Report – Airport Terminal & Security (D-5), 8 August 2015) a number of options were developed with ‘Option 6’ being recommended as the final Stage 1 terminal design option.

The recommended Option 6 incorporates environmentally sustainable design elements which may be included in the Option 6 construction or later development, these include rainwater collection, retain existing trees to provide shade, and natural ventilation.

The proposed duration of the terminal upgrade is approximately 9 months.

This Terminal EMP Addendum includes information on mitigation, monitoring, capacity development and training, and implementation costs (in accordance with WB Operational Policy 4.01 Environmental Assessment). The majority of potential adverse impacts will occur during the construction phase of the TvAIP terminal upgrade. However given that this primarily involves the rehabilitation of existing infrastructure, mitigation measures should be able to alleviate or lessen any potential negative impacts. The key potential impacts that are being mitigated are:

- Solid waste generation.
- Soil erosion through vegetation clearing and excavation.
- Hazardous materials handling and storage.
- Noise and vibration disturbances from machinery and transportation of materials.

- Air pollution from dust and equipment.
- Traffic disruption during construction activities.
- Transport of equipment and materials from the port and around Fongafale.
- Disposal of waste materials.
- Safety hazards for workers and users of the facilities where upgrades are occurring.
- Water demand management for freshwater resources.
- Wastewater discharges.
- Construction camp establishment and dis-establishment.

This Terminal EMP Addendum is designed to address these issues through:

- Implementation of this Terminal EMP Addendum through the Contractor's EMP.
- Regular supervision and monitoring of the implementation of the EMP (refer EMP monitoring plan).

1.0 Introduction

1.1 Background

The Pacific Aviation Investment Program (PAIP) is funded by the World Bank (WB) and has the development objective to (i) improve the safety, security, efficiency, management and environmental sustainability of airports, and (ii) improve regional harmonization of aviation safety standards. Phase I of the Program, for which this Environmental Management Plan (EMP) is prepared, includes Kiribati, Tonga and Tuvalu. This site specific EMP has been developed for project work at Funafuti International Airport (FUN) and the road network on Fongafale islet.

Tuvalu is the fourth smallest country in the world with a land mass of only 26 km^2. The three reef islands and six atolls are only accessible by boat. FUN is the only airport within Tuvalu and is the primary access point for tourists and expatriate Tuvaluans. Tuvalu faces many challenges and constraints regarding economic development due to the remote location and limited capital resources. Transport connectivity with the Pacific region is an example of one such challenge Tuvalu faces. Improved accessibility to the country will benefit tourism related services, seasonal agriculture, seafarers' labour markets and commercial businesses.

Recognising the key role of aviation transport in the country's socio-economic growth, in 2011, the Government of Tuvalu requested support from the WB and other regional donors (New Zealand Aid Program, AusAID and Asia Development Bank) to improve the FUN facilities and services. FUN is operated by the Civil Aviation Directorate (CAD) of the Ministry of Communications and Transport (MCT). The Tuvalu Aviation Investment Project (TvAIP) was established to carry out the upgrade activities as identified in the PAIP funding grant.

In November 2011 an overarching EMP[1] was published for all components of the TvAIP. However the road surface rehabilitation component was not included in the overarching EMP as it was not initially budgeted for in the TvAIP. The overarching EMP is in compliance with WB Policy OP/BP 4.01 Environmental Assessment and Tuvalu national legislation, and provides a framework for mitigation of the projects impacts and development of a specific EMP for the detailed design, construction and operational stages. Consultation and public disclosure was undertaken during the project preparation phase with details of stakeholders and outcomes included in the overarching EMP.

A site specific EMP[2] has been developed for the proposed FUN upgrade works; this EMP is herein referred to as the FUN EMP. The FUN EMP builds on the overarching EMP, providing details on environmental impacts and mitigation measures specifically for FUN and incorporates details of the final detailed designs.

This Terminal EMP Addendum has been specifically developed for the terminal upgrade component of the TvAIP which were at draft detailed design stage when the site specific FUN EMP was completed in 2013. This Terminal EMP Addendum provides additional information on the final detailed design and specific impacts and mitigation measures related specifically to the terminal upgrade works and general impacts and mitigation measures related to the overall TvAIP. This document must be read in conjunction with the FUN EMP for background information, details of the other project components and general impacts and mitigation measures related to the overall TvAIP.

The MCT through the CAD manage the airport operations and are responsible for compliance with national and international civil aviation requirements. The public road network is managed by the Public Works Department (PWD).

1.2 TvAIP Objective

The TvAIP project objective is to enable air transport infrastructure and operations of FUN to meet International Civil Aviation Organisation (ICAO) standards, and to improve sustainability of the airport and civil aviation of Tuvalu. In addition, the project aims to rehabilitate the road surface on Funafuti to improve road safety.

[1] Civil Aviation Directorate and Ministry of Communications and Transport, 4 November 2011. *Draft Environmental Management Plan for Tuvalu Aviation Infrastructure Investment Project*.
[2] AECOM New Zealand Limited, 19 November 2013. *Pacific Aviation Investment Program (PAIP) Environmental Management Plan - Funafuti International Airport (FUN) and Road Interim Working Document.*

1.3 Environment Management Plan Development and Scope

The TvAIP is a Category B project which requires the development of a site specific EMP. The WB involuntary resettlement policy OP/BP4.12 is triggered by the components of the TvAIP particularly the road pavement rehabilitation component due to the potential temporary need for laydown areas (e.g. small stockpiles), removal of vegetation (potentially food trees) infringing on the line of sight for road users and moving of stalls or other non-permanent structures away from the road edge.

The FUN EMP was developed to meet requirements of the WB Policy and Tuvalu legislation. In order to finalise the FUN EMP for inclusion with the pavement (runway and road), and navigational aids and lighting contractor procurement bid documents for the TvAIP, the information pertaining to the terminal was left at the draft detailed design stage. This Addendum to the FUN EMP specifically addresses the final detailed design for the terminal as approved by MCT.

An EMP is a dynamic document to be updated if there are changes to the project scope, detailed designs, or if further information becomes available as a result of consultation with stakeholders and the general public. The objective of the EMP is to provide a framework for managing the airport upgrade works in a manner that incorporates the principles of environment sustainability while minimising potential adverse effects on the local community and the environment.

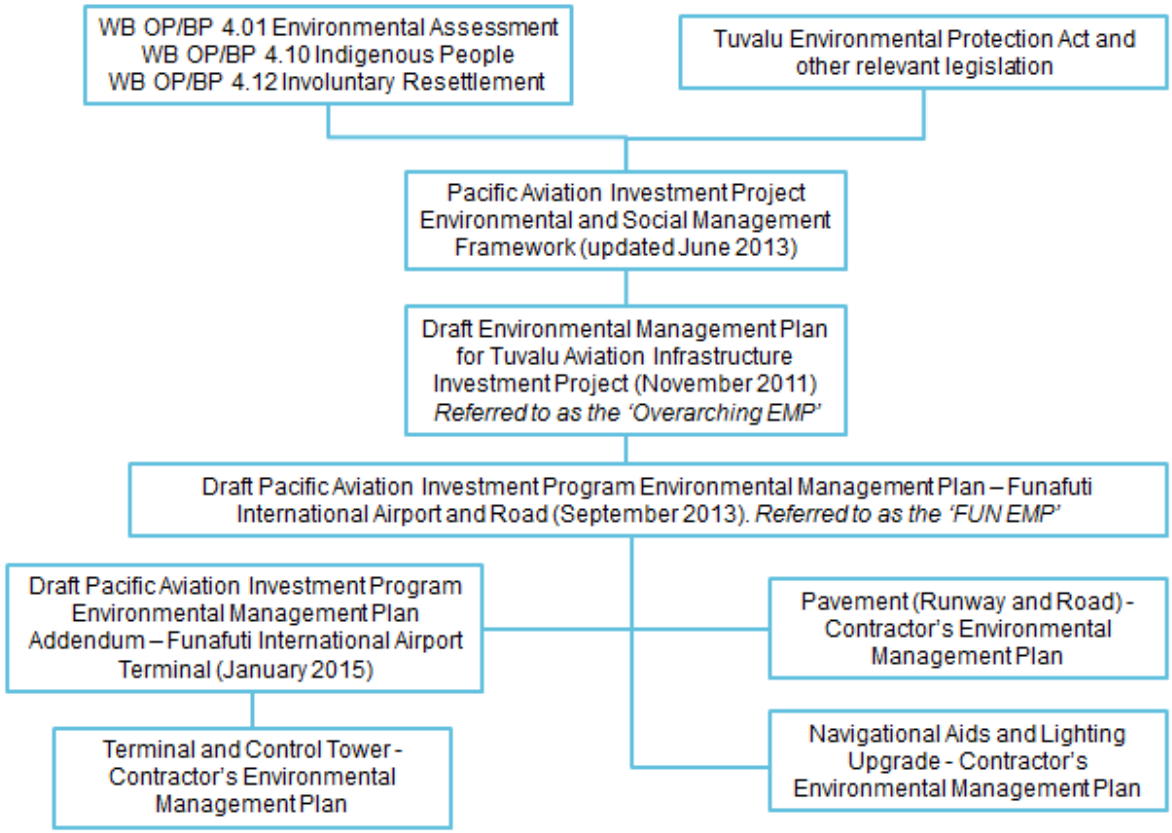
To achieve this objective, the FUN EMP and Terminal EMP Addendum outlines the mitigation measures required for avoiding or minimising the potential impacts of the works and provides a monitoring program to confirm effectiveness of the required mitigation measures. Roles and responsibilities are clearly defined for all stages of the project works and execution of project works. The EMP also provides the details of how the community and stakeholders are to be engaged and the mechanisms for ongoing consultation and communication.

This Terminal EMP Addendum is limited to the scope of works as described in Section 2 of this document and addresses impacts and mitigation measures identified at each stage of the terminal upgrade works execution, namely detailed design, construction and operation. This Terminal EMP Addendum builds on the impacts and mitigation measures as identified in the overarching EMP and FUN EMP which included outcomes of the consultation undertaken to date. This Terminal EMP Addendum and the FUN EMP will both be included in the bidding documents for construction contractors and form the basis of the Contractor's EMP for the terminal upgrade work. The mitigation measures identified in this EMP form the minimum requirement for reducing impacts on the environment as a result of works associated with the project.

1.3.1 Environmental Safeguards Document Hierarchy and Development

A full description of the development of the environmental safeguards documentation and hierarchy of documents for the PAIP and specifically the TvAIP, are detailed in Section 1.3.1 of the FUN EMP. Figure 1 presents an updated schematic showing the environmental safeguard document hierarchy which includes this Terminal EMP Addendum.

Figure 1 Environmental Safeguard Document Hierarchy



1.4 Terminal EMP Addendum Methodology

The methodology of this Terminal EMP Addendum is developed from the terminal component of the TvAIP. It comprised a review of the final detailed design drawings, contract specifications and final detailed design report for the terminal upgrade works. This process identified specific impacts associated with the agreed terminal upgrade works and the required mitigation measures for the terminal upgrade impacts.

The construction and operational impacts and mitigation measures applicable to the overall TvAIP project works and to the entire FUN site are detailed in the approved FUN EMP. This Terminal EMP Addendum must be read in conjunction with the FUN EMP. The terminal works Contractor(s) are responsible for implementing this Terminal EMP Addendum and where relevant, the FUN EMP.

The terminal related documentation that has been reviewed in preparing this Terminal EMP Addendum is as follows:

- Pacific Aviation Investment Program (PAIP), Airport Terminal Concept Design Report – Tuvalu (D2), 8 March 2013.
- Pacific Aviation Investment Program (PAIP), Tuvalu Draft Final Design Report – Airport Terminal & Security (D-5), 8 August 2013.
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Architectural Drawings (For Tender), November 2014. (Beginning with Drawing 60277008-AR-5300).
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Architectural Drawings (For Tender), November 2014. (Beginning with Drawing 60277008-AR-5339).
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Building Upgrade / Extension – Electrical Services Drawings (For Tender), October 2014.

- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Building Upgrade / Extension – Fire Services Drawings (For Tender), October 2014.
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Building Upgrade / Extension – Hydraulic Services Drawings (For Tender), October 2014.
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Building Upgrade / Extension – Mechanical Services Drawings (For Tender), October 2014.
- Pacific Aviation Investment Program (PAIP), Funafuti International Airport Terminal Building Upgrade / Extension – Structural Services Drawings (For Tender), October 2014.
- Pacific Aviation Investment Program (PAIP), Tuvalu. Final Design Report – Funafuti International Airport (FUN) Terminal (D-11), 26 August 2015.

1.4.1 FUN EMP References

As previously stated, this Terminal EMP Addendum specifically addresses the terminal upgrade scope of work, potential impacts and mitigation measures. Background information and overall project related information is documented in the FUN EMP. The terminal Contractor is responsible for ensuring the FUN EMP is reviewed and implemented along with the specific requirements of this Terminal EMP Addendum. Specific references in the FUN EMP that will also apply to the terminal upgrade works and this Terminal EMP Addendum are as follows:

- **Section 2.0 FUN Upgrade Description of Works**
  This section of the FUN EMP provides the scope of work and proposed construction methodology for each component of the TvAIP (runway pavements, road rehabilitation, terminal (updated in Section 2.0 of this Terminal EMP Addendum), and runway lighting and navigational aids). It also documents alternatives, aggregate sources, construction laydown areas and the duration and timing of works which are relevant to all TvAIP components.
- **Section 3.0 Policy, Legal and Administration Framework**
  This section of the FUN EMP is applicable to all TvAIP components including the terminal upgrades and documents the Tuvalu regulatory framework and WB policy to which this project must comply.
- **Section 4.0 Environmental and Social Environment**
  This section of the FUN EMP provides the baseline of the current physical (e.g. climate, geology, water resources, surrounding land uses), biological (e.g. marine, terrestrial and rare or endangered species) and socio-economic (e.g. demographics, livelihoods, land tenure) environment in which FUN exists and operates. It also documents the projected climate changes and potential impacts that could influence design (e.g. increased rainfall and sea level rise).
- **Section 5.0 Consultation and Stakeholder Engagement**
  This section of the FUN EMP documents the approach to consultation and application of the WB safeguards policies. Consultation and stakeholder engagement that had been undertaken to date (then September 2011 and October 2012) was documented in this section. An EMP is a dynamic document which should be updated according to outcomes of consultation and / or changes in scope or design.
- **Section 8.0 Roles and Responsibilities**
  This section of the FUN EMP identifies the hierarchy of responsibilities and roles of the primary stakeholders (e.g. MCT, Department of Environment [DOE]) and the institutional capacity requirements for implementing and monitoring the EMP. The complaints and incident reporting procedure is documented in this section.
- **Section 9.0 Compliance and Monitoring Plan**
  This Terminal EMP Addendum provides specific monitoring requirements however the overall approach and requirements for reporting are documented in the FUN EMP.
- **Section 10.0 Contingency Plan**
  This section of the FUN EMP requires all contractors to develop a Contingency Plan for dealing with adverse weather conditions to reduce environmental risks.
- **Appendix A Plans and Detailed Designs**
  Appendix A in this document includes the specific terminal designs only. The FUN EMP includes detailed designs for the pavement, navigation and lighting upgrades.

- **Appendix C Monitoring Plan**
  Appendix C identifies the environmental monitoring requirements to ensure that all the mitigation measures identified in FUN EMP are implemented effectively.

2.0 Terminal Upgrade Description of Works

THIS SECTION IS UPDATED BASED ON THE APPROVED FINAL DETAILED DESIGNS AND REPLACES SECTION 2.1.3 OF THE FUN EMP

2.1 Background

The existing terminal building, completed in 1994, is undersized for the existing one way peak hour of 40 passengers (ATR 42-500). The terminal building is in poor condition and is at the end of its serviceable life. A detailed review of the existing Terminal passenger processing functions and the condition of the existing terminal is provided in the Inception Report.

The runway, taxiway and aprons are at a low elevation relative to sea level. The outer areas of the runway strip reportedly flood during the annual high-tide season from January to April. The terminal and apron are located adjacent to the main street in the centre of Vaiaku, directly opposite the Government building. The availability of airport land area for terminal and apron redevelopment is constrained. The existing terminal building stands in the way of apron expansion required to cater for future planned ATR 72-500/600 operations.

An outcome of the site inspection findings, condition assessments of existing buildings, identification of breeches of ICAO Standards and Recommended Practices (SARPS) and direct requests by the FUN CAD and MCT identified two additional buildings that require upgrading or relocation. At present these two additional buildings are not included in the scope of this EMP or this stage of the PAIP.

- A new relocated standalone Air Traffic Control Tower (ATCT).
- A new Airport Rescue and Fire Fighting (ARFF) building to incorporate the new relocated ATCT.

Budget constraints have meant that a staged process has been proposed in developing the terminal and meeting all the design objectives. Through a series of design workshops and an iterative design process (as detailed in the Tuvalu Final Design Report – Airport Terminal & Security (D-5), 8 August 2015) a number of options were developed with ‘Option 6’being recommended as the final Stage 1 terminal design option. The Option 6 Final Stage 1 Terminal Design is based on the providing for the International Air Transportation Association (IATA) LOS C space standards for a Peak Hour of forty (40) arriving and forty (40) departing passengers to cater for ATR 42-500 or similar fifty (50) seat aircraft at an average 80% Load Factor. Manual bag search for the Hold Bag Screening (HBS) and Passenger and Bag Security Screening functions are provided and access to the Check-in Hall is limited to ticketed passengers in order to reduce the check-in hall area requirement and cater for HBS manual bag search.

2.2 Terminal Design

Proposed terminal site layout plans are shown in Appendix A. The existing terminal building along with the offices on the landside of the terminal will be demolished and a new terminal building constructed. The Falekaupule will be retained.

The recommended Option 6 incorporates environmentally sustainable design elements as outlined below which may be included in the Option 6 construction or later development:

Rainwater collection – collected from the roof catchment area and stored in an underground water storage tank with an estimated total of 600,000 litres (L) storage capacity has been included. The water tank will be located beneath the terminal building footprint.

Retain existing trees to provide shade – siting of the proposed terminal has been done so that most of the existing trees on the airport site can be retained.

Natural ventilation – designed to maximise natural ventilation by providing permeable external and internal walls including the use of operable glass louvers and perforated security screens; a long narrow terminal plan, orientated to take advantage of the prevailing easterly winds; roof ventilation at the highest point of the roof to encourage the stack effect, where hot air rises and increases air movement within the building; and ceiling fans.

Terminal Construction

The proposed construction method, for the FUN terminal project, is to prefabricate the buildings using a 'flat-pack' methodology. The prefabricated terminal will be shipped by sea freight to site in 20 foot sea containers and assembled on site by the Contractor. As such, all elements of the building shall be sized to fit inside 20 foot containers.

Sanitary System

The new terminal building will have a new sewerage system comprising two fibreglass underground storage tanks with capacities of 3,000 L and 13,000 L.

2.2.1 Final Design Report

During the options development phase, Option 6 was recommended as the Final Stage 1 Design. After the delivery of the D-5 report, AECOM worked with the Client to further refine and finalise the design by incorporating the following amendments:

- Area of below ground water tank has been increased – to extend from girds GL2 to GL9
- Depth of below ground water tank and maintenance access points finalised
- 'Live export and produce counter' added at the north wall of the check-in hall
- Plant room area increased to include hydraulic plant and water tank access point – area of Post Room reduced
- Layout of landside toilet block at GL1 and GLC updated
- Pre-cast reinforced concrete column size finalised – 400 x 600 mm

In order to achieve cost savings by reducing terminal area (m^2), the design is based on the following:

- Only ticketed passengers, crew and airport staff are permitted in the Check-in Hall.
- The reduced area Stage 1 Terminal Design provides outdoor covered areas for the public but no public access to the Terminal interior

2.3 Construction

The finalised construction methodology will include and not be limited to the above mentioned scope; to be agreed by the Contractor. Selected detailed design plans and concept views are included in Appendix A for information.

2.3.1 Site Works and Site Preparation

Prior to delivery and construction of the prefabricated parts of the terminal, site work will be undertaken including: staged demolition of existing buildings; foundations; waterproof tanking; water cistern; raft slab; retaining walls; suspended floor slab; shear walls; block walls; plumbing and drainage services; and electrical and communications services.

The excavation required for the water tank (cistern) will be approximately 686 m^3 based on a maximum depth of 1.5 m. The volume required for backfilling will be approximately 83 m^3. No dewatering is anticipated so it has not been allowed for. Excavations will remain above the water table. If necessary, the dimensions of the tank will be reduced to ensure dewatering (whether for construction or operation) is not required.

2.3.2 Duration and Timing of Construction Activities

The proposed duration of the terminal upgrade is approximately 9 months. Normal working hours are Monday to Friday, 7 am to 6 pm. It is likely the terminal upgrade works will need to be carried out after hours in addition to the normal working hours in order to work around flight schedules to ensure safe processing of incoming and outgoing passengers. Works outside of these hours will require permission from MCT and notice to affected parties and the public at least 24 hours prior to work commencing. Working on a Sunday is not recommended and would likely only be approved if urgently required for safety purposes.

The footprint of the existing terminal is outside of the new terminal construction area and so the existing terminal will be able to continue to be used during the construction period. Safe access and egress of people past the

construction site to the existing terminal building will be provided by the Contractor and detailed in their site safety management plan.

All flight and construction scheduling must be coordinated with air operators as documented in the Method of Works Plan (MOWP).

3.0 Environmental and Social Impacts

3.1 Overview of Impacts

The TvAIP scope includes upgrading the existing terminal. New land acquisition is not required and the project is unlikely to cause any major negative environmental or social impacts as the work is improving existing infrastructure. The social outcomes of the TvAIP are expected to be positive by improving safety, accessibility and mobility of island communities. As no land acquisition is required, no physical resettlement will be necessary.

The majority of negative impacts related to the airport terminal upgrade are expected to be confined to the construction phase. Public notices and consultation with affected people will continue throughout the project. Where appropriate warning notices and project bulletins will be posted informing the community when particular stages are to be completed and opportunities for involvement, whether through employment, collection and reuse of demolition materials and how to make complaints. With timely and proper implementation of this EMP and application of appropriate mitigation measures, most if not all the potential negative impacts can be prevented or minimized.

This EMP is a dynamic document and any changes in design or construction methodology may result in a reduction of impacts or additional impacts that will require mitigation. Figure 2 shows the location of the existing terminal in relation to surrounding land uses and proximity to the coast.

Figure 2 Existing terminal location and surrounding land uses and features (Source: Google Earth Pro)

3.2 Environmental Impacts

3.2.1 Solid Waste

Demolition of old the terminal will lead to the generation of debris and solid waste. Funafuti has recognised waste management as a significant problem which the community and Government are struggling to overcome. Implementing reuse and recycling opportunities are paramount as are the removal off island of any unusable waste (including hazardous waste) at the end of the project. The island does not have the capacity to dispose of non-reusable waste generated from the demolition and construction activities.

The export of waste to another territory transfers the potential solid waste impacts (e.g. air, land and water pollution) therefore careful due diligence of the receiving waste facility is required to ensure the facility is a licensed operation (under the receiving country's legislation) and that it is managed according to best operational

management practices. The trans-boundary movement of waste can also cause pollution at sea if the waste is not stored and transported in a secure manner which avoids discharges from the collected waste.

Some inert solid material from the demolition and excavation works (e.g. crushed concrete, sand, soil) can either be used to backfill areas where old equipment or infrastructure has been removed or as a resource for general use by the PWD and the community.

The re-use of solid material on the island is the preferred management option.

3.2.2 Water Resources

Freshwater will be required for workers and some construction activities (e.g. dust suppression, and also concrete and asphalt production). The impact on current water supply could be significant if not properly mitigated through good resource planning. Rainwater will have to be collected and water efficiency and conservation practices will be adopted during the construction phase.

The demand of the terminal infrastructure on the islet's water supply has been addressed through the design of an underground water storage tank.

No impacts to groundwater are anticipated. Groundwater will not be used to provide drinking water and no abstraction is anticipated for dewatering requirements as construction, including excavation activities are occurring above the water table.

3.2.3 Biological Resources

The airport is located within an area of Fongafale which is densely populated and developed. Anthropogenic changes have already occurred. The land surrounding the terminal consists of roads, commercial and government office buildings and residential homes. The habitats surrounding the whole airport location are primarily open grass, salt marsh ponds (north eastern side of runway) and pig farming in the area.

It is not anticipated that there will be any loss of habitat due to the terminal upgrade except for a small area of open grass which will be lost to accommodate the new terminal and the loss of five trees. These trees will be transplanted or replaced to a more suitable location within the terminal site. There will be short term disturbance to fauna due to construction and associated activities.

There is the possibility that in the process of construction works fauna (e.g. nesting birds) could be impacted or the removal of vegetation (e.g. for trenching) could impact on potential habitats. Mitigation measures will include liaison with the DOE should any fauna (reptile, avian, or mammal) are encountered that affect construction activities (e.g. nesting bird).

3.2.4 Hazardous Materials

Any potential soil and water contamination from construction run-off with fuel and lubricants are expected to be temporary and minor. Work practices and mitigation measures for spills will be implemented, including spill response plan and bunded areas for storage (during construction and operation phase).

There is also potential that hazardous materials may be in the building materials used in existing structures that are to be demolished (e.g. asbestos containing material in the terminal).

3.2.5 Noise and Vibration

Noise and vibration disturbances are particularly likely during construction as a result of the transportation of construction materials from the port and operation of construction equipment. These impacts will be short-term and affect different people at different times.

Impacts include noise and vibration caused by operation of heavy machinery and increased traffic in some sections of roads. Due to the land constraints on Funafuti residential houses and businesses are located adjacent to the airport and road network. In some areas of the road network there is little distance from the road edge and a house or building. Therefore noise and vibration is likely to be an ongoing issue throughout the construction stage.

The increased shipping requirements for materials and equipment will increase the noise and vibrations caused by cargo unloading and loading and movement of materials and equipment to storage areas.

During the operational phase of the project local residents have expressed concern regarding noise and fumes from aircraft, particularly if the frequency and number of flights were to increase. The scope of work for the TvAIP is general maintenance and improvement with a view to ensuring the continued operation of the airport, not

increasing capacity and frequency of flights or vehicle traffic. So there will be no increase in noise or vibration levels during operation and only potentially small decreases due to improved pavement surfaces.

3.2.6 Erosion and Sediment Control

Some soil erosion may occur as a result of the terminal upgrade works. The impacts on vegetative cover will be short-term and reversible through natural regeneration and new landscaped areas. The unsealed areas comprise a thin surficial topsoil layer and surface runoff can filter through to shallow groundwater easily. Where topsoil is required to be removed, it will be set aside for re-use during the restoration of disturbed areas.

Sediment has the potential to be generated during any excavation work.

3.2.7 Air Emissions

Air pollution can arise due to improper maintenance of equipment, dust generation and the bitumen smoke / fumes arising from application of pavement seal in the car park adjacent to the new terminal. Impacts are expected to be localised and short term with only minor negative impact on the ambient air quality in the vicinity of the construction areas. No ongoing impact to air quality is expected As stated in Section 3.2.3 Fongafale is densely populated, while air quality impacts are likely to be short term they will affect more people due to the central location of the terminal. Dust and fumes are likely to be the primary sources of air pollution.

Air quality also has the potential to be impacted as a result of the increased shipping of materials and equipment to the port for the project. Ships exhaust can emit harmful and odorous gasses which can be both a nuisance and be detrimental to human health if prolonged and concentrated exposure is experienced.

3.2.8 Traffic and Airport Operations

Impacts will occur during the transport of equipment and materials from the port. These impacts will mostly be short-term and through good mitigation and traffic management the impacts should be low. The Contractor is responsible for developing and implementing a Traffic Management Plan (TMP). The TMP will need to consider pedestrian traffic as well as vehicle traffic management, and particular attention will need to be given to management of pedestrian traffic at peak times (e.g. before and after school).The MOWP will specify safety measures required for the operation of the airport when construction work is underway. The MOWP includes instruction on airfield operational distances, foreign object debris (FOD protection, airfield security, and responsibility hierarchy and communication methods.

3.2.9 Wastewater Discharges

Uncontrolled wastewater (e.g. sewage and grey water from sanitary facilities, and wash water from plant or machinery) discharges have the potential to contaminate soil, water and spread disease.

During construction, temporary sanitary facilities for workers will be provided to prevent lagoons or other areas being used. During operation, wastewater from the terminal will drain by gravity flow to one of two holding tanks. These tanks of 3,000L and 13,000L capacity are located below ground at 2 different locations (refer site plan drawing 60277008-AR-5302). The three toilet/bathroom areas will only be used during flight times. The wastewater from these tanks will need to be cleaned out periodically (dependent on level of use). As the capacity of the terminal is not being increased, the volume of wastewater from the new sanitary facilities in the terminal is expected to be similar to the current situation. Specification of sanitary facilities and the discharge of the wastewater will be at the advice of the Solid Waste Authority of Tuvalu (SWAT) and PWD.

Wash water from equipment can be contaminated with hydrocarbons (e.g. oil and fuel) which have a detrimental effect on aquatic life, water quality and soil quality. There are also human health impacts regarding hydrocarbon exposure which vary in severity depending on type and length of exposure.

Concrete is required for construction of the terminal. Wash water from concrete processing and cutting is highly alkaline and can burn vegetation, result in fish kills and also cause burns to the skin. Sediment loads in wash water if allowed to discharge to either marine or freshwater systems can also adversely impact aquatic life and water quality. While the potential impacts of uncontrolled discharges of wastewater can adversely affect the receiving environment, they can be easily mitigated through planning and implementation of mitigation measures.

The increase in ships to the harbour could also cause an increase in marine water pollution as a result of discharges of bilge and ballast water, vessel sewage, and oily wastewater. These discharges can adversely affect benthic communities, fish, and general water quality. Ballast water also has the potential to introduce new potentially invasive species which can displace and compete with local marine species.

3.2.10 Quarry and Aggregate Supply

All aggregate material will need to be imported as there are very limited natural resources available on Tuvalu.

3.2.11 Biosecurity

As mentioned in Section 3.2.10, all aggregate material and equipment will need to be imported as there are very limited natural resources available on Tuvalu. Imported aggregate and equipment can harbour plant and animal species which may pose a threat to Tuvalu's biodiversity and ecosystems. The aggregate can also be a source of contamination from pesticides and other harmful substances which can pose short and long term environmental and public health risks.

As stated in Section 3.2.9 ballast water also has the potential to introduce new potentially invasive species which can displace and compete with local marine species for food and habitat.

3.2.12 Coastal and Marine Environment

A number of activities have the potential to adversely affect the marine and coastal environment, including uncontrolled discharges (e.g. stormwater, wastewater, spills), and increased shipping. Impacts range from disturbance to reduced or contaminated water quality and loss of aquatic life due to pollution.

3.2.13 Secondary and Cumulative Impacts

Secondary and cumulative impacts tend to be triggered by impacts to environmental resources that function as integral parts of a larger system over time and space, and can initially be 'invisible' to the normal present time impact assessment. Secondary impacts can include land use changes due to improved accessibility which in turn can impact habitats and pressure on existing resources and utilities (e.g. water supply). Secondary and cumulative impacts also often cannot be managed solely by the project executors (MCT). Town planning (e.g. restricting development and clearing of land) and conservation are two examples of external influences which can assist in reducing secondary and cumulative impacts.

Secondary and cumulative impacts are not always negative, positive impacts include increased business and supply chain opportunities due to improved infrastructure and accessibility, improved access to health and education facilities and employment (beyond the scope of the project).

The terminal and office block are existing infrastructure which has existing impacts (e.g. water and energy consumption, wastewater generation). In most cases the TvAIP will not be able to remedy these impacts however the designs can lessen and in some cases mitigate some of the impacts. For example the new terminal design has increased water storage so that this water may be used off-site (i.e. for non-airport uses).

3.3 Social Impacts

3.3.1 Health and Safety

During construction and operation phases, health and safety is to be managed through a site specific Safety Management Plan (to be developed by the Contractors for the terminal upgrade); this document should include international environmental, health and safety (EHS) standards (WB/International Finance Corporation (IFC) EHS Guidelines).

The primary hazards that have been identified are:

- Working with electricity
- Heights
- Working in extreme ambient temperatures

Trenches for drainage and / or cabling may be required however these are not expected to exceed 1.2 m in depth; however slope battering or shoring may be required to stabilise the sides of the trenches. Exposed trenches pose a risk to the community and airport operations therefore trenches will be progressively filled as the drainage or cabling is laid. At any one time, the maximum length of exposed trench shall be no more than 30 m. Exposed trenches shall be secured at night to prevent access by non-authorised personnel.

The excavation required for the terminal foundations and underground water storage tank will not exceed 1.5 metres depth.

3.3.2 Social impacts

The building adjacent to the existing terminal area is used by the Tuvalu National Council of Women (TNCW) although they have no formal lease (personal communication, V.Isoefa dated 18 January 2016). Within this building, the TNCW make crafts to sell and operate a café. The new terminal building has facilities for one café/concession and it is intended to offer the TNCW this space, it will be less than they currently are using.

The space in front of the existing terminal building is used by the community outside of flight times. The useable public space after the construction of the new terminal will differ. The area between the old terminal and road will no longer be available, however:

- There will be some open space behind the new terminal where the existing terminal is located. While new security fencing will reduce the accessibility to this area, the public will still have access to it outside of flight times.
- There will be external paved areas around the south and west and north sides of the building. The roof of the Terminal covers part of the western and northern side, providing some shade for the public, irrespective of whether the terminal is in use.
- The Falekaupule located to the south of the existing terminal building (refer Figure 2) will remain a public, community asset.
- A new recreational area is proposed through the Waterfront Recreational Area Project (WRAP), however the detail, scale and approval to proceed has not been confirmed.

The new terminal will have a number of improved accessibility features such as ramps, accessible toilet and shower design, maximum level change door thresholds and pavement slopes.

There is likely to be increased employment opportunities during construction. While some skilled imported labour will be required, the majority of manual labour will be sourced locally. In addition the foreign contract and project staff will utilise existing local accommodation providing an economic benefit to the community during the construction period. However the importation of foreign labour could have negative health impacts through introduction and spread of diseases or disruption to local life from being accommodated within existing facilities.

4.0 Mitigation Measures

There are a number of mitigation measures that will be applied to the proposed terminal upgrade activities which are applicable to all aspects of the project and those applicable just to the terminal upgrade components. Sensitive receptors and environmental values have been identified in the vicinity of the airport site; these will require specific mitigation measures for safety and environmental protection. The mitigation measures are summarised in appended mitigation tables which detail the impact or issue, the mitigation required, where this is to occur, when this mitigation is to be applied, estimated costs, implementation responsibility, and supervision responsibility (refer Appendix B).

This Terminal EMP Addendum should be included in all bidding documents and form the basis of the Contractor's EMP which will detail the implementation of the mitigation measures. EMPs are dynamic documents which should be updated to include any variation from the current scope or addition of newly identified impacts and mitigation measures that may arise through the bidding and contracting process (if not addressed in the Contractor's EMP) or consultation. Mitigation measures associated with the impacts identified in Section 3 are detailed below.

4.1 Aggregate and Quarrying

All imported materials and equipment must be fumigated and official certificates issued prior to arrival on Fongafale to ensure no plant or animal pests are accidently introduced. The aggregate and any other fill type material will need to be completely inert and free of contaminants. Verification of source and or results from laboratory testing must be provided for importation. Importation permits and quarantine certification shall be obtained from the PWD and Quarantine Department before applying for export permits from the source country of materials. Natural resources of important biodiversity value such as coral reefs shall not be used as construction materials (either locally or imported).

The increased shipping needs for the import of materials and equipment can have an adverse impact on the port facilities and local lagoon habitats. The scale of shipping needs is to be determined by the Contractor and is dependent on the project schedule and construction methodology. All shipping schedules are to be coordinated with the Harbour Master and MCT.

4.2 Hazardous Substance Use, Storage and Disposal

4.2.1 Hazardous Substance Storage Areas

Hazardous liquids (e.g. fuel and lubricants) must be managed within hardstand and bunded areas to prevent runoff to surrounding permeable ground. Water tight bunded areas (secondary containment) must be able to contain 110% of volumes being stored or 25% if total volume greater than 1,000 L. Bunded areas are to be impervious (water tight), constructed from chemically resistant material, and be sheltered from the rain as rain water allowed to collect within the bund could be contaminated if there is any hazardous substance residue on storage containers or spilt product within the bund. A spill response plan must be in place and all workers trained in correct implementation of the spill response plan. Spill kits should be available in close proximity to where hazardous substances are used and stored e.g. on the work truck or beside the fuel store.

4.2.2 Asbestos

Asbestos (hazardous substance) is suspected to be in some building materials used in the terminal. Other areas, such as wrapped pipes, may also have asbestos containing material (ACM). The IFC EHS Guidelines for Occupational Health and Safety (Section 2.4 Chemical Hazards) should be followed for demolition, handling and transport of any ACM. An asbestos management plan which clearly identifies the locations where the ACM is present, its condition (e.g. whether it is in friable form with the potential to release fibres), procedures for monitoring its condition, procedures to access the locations where ACM is present to avoid damage, and training of employees who can potentially come into contact with the material to avoid damage and prevent exposure. The plan should be made available to all persons involved in operations and maintenance activities, including the DOE and Ministry of Health (MOH).

The ACM will need to be removed from island so any international transport and disposal requirements will also need to be complied with (e.g. Waigani Convention and Basel Convention) and clearly documented in the asbestos management plan. Any personnel in contact with the ACM must be wearing suitable personal protective equipment (PPE) including respiratory protection, suitable for the removal of asbestos to be worn while handling and transporting the material. All workers should be provided with onsite washing facilities, and should wash

hands, face, and boots/shoes before eating, drinking or smoking, and before returning home. Work clothing should be removed as soon as possible after arriving home and should be washed separately from other family laundry. It advisable that an officer from the DOE and / or MOH be onsite during asbestos removal and packing, to assist in monitoring and ensuring compliance with EHS requirements. The exact nature of EHS requirements (also dependent on the type, scale, and deterioration of asbestos containing material identified) should be documented in the asbestos management plan. The plan should describe the work in detail and may include but not be limited to the following:

- Containment of interior areas where removal will occur in a negative pressure enclosure.
- Protection of walls, floors, and other surfaces with plastic sheeting.
- Construction of decontamination facilities for workers and equipment.
- Removing the ACM using wet methods and promptly placing the material in impermeable containers.
- Final clean-up with special vacuums and dismantling of the enclosure and decontamination facilities.
- Inspection and air monitoring as the work progresses, as well as final air sampling for clearance by an entity independent of the contractor removing the ACM.

4.2.3 Unexpected Discovery of Soil Contamination

There is potential that hydrocarbon product or contamination may be encountered during construction work. Various visual and olfactory signs can indicate potential contamination in soil. Possible evidence of contamination may include the following:

- Staining / discolouration of soil i.e., typically black or green staining or a hydrocarbon sheen.
- Odour i.e., hydrocarbon, solvent, sewage, rotten egg odour.
- Refuse and debris i.e., metal fragments or plastic.

If any potential soil contamination is observed (e.g. soil staining or odour experienced), depending on the volume of material, it may be appropriate to excavate the affected soils and prepare for transport to a facility licensed to accept hazardous waste. Material should be secured in airtight containers for transport (as per Waigani Convention requirements for the trans-boundary movement of hazardous waste material). Alternatively, the soil contamination may be left in situ if sealed with an impermeable layer (e.g. apron pavement); this is to reduce the risk of exposure to humans. Caution should be taken to ensure that the contamination does not migrate to the sensitive receptors (e.g. ocean, surface water bodies or settlements). Any course of action (whether to remove or leave in situ) must be approved by the CAD and Department of Environment.

4.3 Safety and Traffic Management

The road forms the backbone of the town and there are only a few unpaved links in the network. Traffic loading is generally light with only a limited number of heavy vehicles. Both pedestrians and vehicles use the road. Road safety during transport of materials and equipment from the port will be managed through the preparation and implementation of a Traffic Management Plan (TMP) to be written by the contractor and approved by the MCT. The TMP shall include details of site entry and exit layout, use of signage and flag operators (including night-time safety), and PPE to be worn by workers (e.g. high visibility vests).

Mitigation measures may include use of cones or barriers to guide traffic and pedestrians through the worksite and restricted travel times.

The MOWP will detail the specific safety and security requirements for the airport operations, including safe operating distances and responsibility of key project roles. This should also address how safe access to the existing terminal will be provided during the construction of the new terminal.

4.4 Stormwater and Water Management

Potable water on the island is limited. Water required for construction activities such as dust suppression and concrete production will need to be managed carefully as there is to be no impact on the island's freshwater supply as a result of the TvAIP construction or operational stages.

Water for use during construction should be carefully planned for at the pre-construction mobilisation stage by the contractor. Rain water should be collected in advance and if required, a project specific mobile desalination plant

imported (or other mobile water treatment unit). Possible non-potable water sources (e.g. seawater) and uses should be identified (e.g. dust suppression, machinery washing), provided there will be no risk of contamination of groundwater. Water saving measures includes sweeping of work areas and vehicles tyres instead of washing to prevent dust.

During operation water required will be collected from the roof and stored in an underground water storage cistern with an estimated total storage capacity of 600,000 L.

Runoff from disturbed areas is not to be discharged directly to the marine or coastal environment. Sediment laden runoff is to be treated (via settling pond or tank) and discharged to land or reused.

4.5 Bitumen, Asphalt and Concrete Plant

Asphalt production requires very high temperatures which pose a significant risk to workers and the general public. Therefore if an asphalt plant is required for apron and or car park pavements it should be located within a secure compound, at either the construction camp or port, to ensure security and reduce risk of unauthorised access. The plant also requires use of hazardous materials which must be stored on hard stand areas or within bunded areas (both should be available at the construction camp).

The project requires concrete production for the terminal. While the walls and other primary structural features of the terminal are to be prefabricated off-island and transported to Funafuti it is likely that small amounts of concrete will be required and mixed in-situ. If concrete is to be constructed on the island care needs to be taken with slurry and runoff from the concrete. Concrete production should only take place when there is no rain forecast and not within the coastal margin (e.g. restricted to the construction camp). Concrete slurry is highly alkali and cannot be diluted. Sand bags or diversion drains must be used to divert runoff from concrete cutting or setting areas. Any fine cement debris must be collected and disposed of as a hazardous substance and removed from the island. Wastewater from concrete cutting or production must be collected and treated (settling and neutralisation through pH adjustment). All equipment used in concrete production must be cleaned in designated wash down areas away from surface water and permeable ground.

4.6 Construction Camp

A construction camp will be used to store equipment and materials for all components of the project, and as such there are a number of potential hazards associated with the equipment and materials. The construction camp compound must be fenced and secured to prevent access by unauthorised personnel. Security of the camp should be undertaken by a local security firm. Areas within the compound must be clearly marked for solid waste collection, machinery maintenance, hazardous substance storage, plant operations (concrete, asphalt) and toilet facilities for workers. Each of these areas must be constructed in such a way to prevent any potential adverse impacts on the surrounding environment. Including hard stand areas, protection from wind and rain, bunding (hazardous substances), clean water diversion drains, and collection and treatment of waste water from site operations (e.g. concrete production, machinery maintenance). The construction camp is not a residential camp. Foreign contract and project staff will utilise existing local accommodation. The ground of the construction camp will likely be compacted by the end of its use and so restoration will require scarification of the soil, application of topsoil and planting as required.

4.7 Erosion and Sediment Control

The land on Tuvalu is relatively flat, low lying with permeable soils. Wet weather is usually experienced as short, heavy rainfall events, often in the morning or at night. Clean water diversion bunds (earth bund or sand bags) should be constructed around any excavation to prevent ingress of runoff from surrounding areas. Any ponding which may occur within an excavated area shall either be allowed to percolate into the subsoil or pumped out to a settling area or used for dust suppression at a later date. Excavations should be kept to a manageable size to reduce the time of exposure. The largest stockpiles will be within the construction camp for the excavated spoil. Any stockpiles will need to be on an impermeable geotextile or hardstand and runoff directed to permeable land. Stockpiles must be covered to prevent dust and sediment laden runoff during rain events.

Runoff from stockpiles and excavations is prohibited from discharging directly to the marine or coastal environment.

4.8 Wastewater Management

There are a number of activities during construction and operation phases of the project which will generate wastewater.

During construction wastewater will be generated by the sanitation facilities provided for workers and as there is no reticulated wastewater treatment system on the island, the contractor is responsible for treatment of the generated wastewater from sanitation facilities. There are a number of options regarding sewage treatment that the contractor can implement to mitigate the potential impacts on the land and or water (ocean or groundwater). These include mobile proprietary treatment systems (to be imported for the project) and composting systems. The contractor is responsible for ensuring the treatment and disposal of wastewater is in accordance with SWAT advice and approved by MCT and PWD.

Wastewater from wash down areas is to be collected either in a settlement pond or tank to allow sediment and particulate matter to drop out before the water can be reused as wash water, dust suppression or in other processes. A separate wash down area is required for machinery or material with oil or fuel residue as this wash water is required to be treated through a mobile oil water separator. Wash water from concrete production, cutting, washing of equipment used and areas where concrete is produced must be collected and treated to lower the pH (closer to neutral) and to allow settlement of suspended solids (refer Section 4.5). All wash down areas and wastewater treatment areas, where practical should be located within the construction camp or PWD compound.

Treated wash water where possible should be reused for dust suppression or within other processes. Direct discharge to the marine or coastal environment is prohibited. Discharges of treated wash water are to occur to land only.

Wastewater from vessels at the port is to comply with the Harbours Act and Harbours Regulations which prohibit discharges of sewage and wastewaters (e.g. ballast, oil). The Harbour Master is responsible for policing this and issuing fines in accordance with the legislation. The vessels shall be equipped with spill response kits for on-board spills of potentially environmentally damaging substances (e.g. fuel, oil).

During operation, wastewater from sanitary facilities will be generated and stored in tanks. As there is no capacity for dispersion fields, final disposal of sewage will be off-site to existing disposal facilities (currently disposed to sea from the PWD compound). Toilet facilities will only be used during flight times so it is not anticipated to be a significant increase in volumes generated when compared with the existing situation. No additional mitigation measures are proposed.

4.9 Solid Waste Management

Waste generated by the project that cannot be recycled or reused (to be determined in consultation with the PWD, SWAT and Funafuti Kaupule) is to be removed from Tuvalu at the completion of the contractors work. The contractor is responsible for ensuring the waste is packed in shipping containers or other suitable impermeable containment to ensure waste (solid and liquid) is not inadvertently discharged at sea. Details of the receiving waste facility (including transport documentation and agreements to receive the waste) must be provided to MCT to ensure the facility is licensed or permitted.

4.10 Marine and Coastal Specific Mitigation Measures

The runway is located at the widest section of the island and at its closest point is approximately 50 m from the ocean (south eastern end of runway). The terminal is approximately 120m from the lagoon to the west of the terminal site.

Surrounding the port are industrial and commercial properties, so while noise and vibration at the port is likely to increase during the project due to the increased shipping, it is unlikely to cause problems with adjoining properties. However loading and unloading activities should be restricted to day time hours (7 am to 6 pm) and the transport of materials and equipment scheduled through the TMP in consultation with the schools and hospital.

4.11 Social Impact Mitigation

There will be a loss of public space in front of the existing terminal however this will be mitigated by providing more shaded public space, and some grassed areas behind the new terminal. The Falekaupule, located to the

south of the existing terminal is to remain as a community accessible space. The area in front of the new terminal, while not accessible during flight times, will be available as a public space. A new waterfront recreational area is proposed on the lagoon side of the Government building, opposite the terminal. The WRAP aims to create a public open recreational space available to the people of Funafuti to gather for community events and celebrations, family get-togethers, and public meetings. It is proposed that an area of approximately 2,400 m^2 is to be reclaimed as part of this project. At the time of this version of the Terminal EMP, full approval to proceed with the WRAP had not been received.

All contractors and workers are to be given awareness training regarding prevention of communicable and sexually transmitted diseases (particularly HIV/AIDS). Contractors are to coordinate with Ministry of Health regarding training. Foreign labours and project staff are to undergo a health check and provide a signed declaration.

5.0 Roles and Responsibilities

Section 8.0 of the FUN EMP details the roles and responsibilities associated with the project, including the terminal upgrade works. This section also describes the institutional capacity and the complaints and incident reporting procedures for the project under MCT.

6.0 Compliance and Monitoring Plan

Section 9.0 of the FUN EMP provides compliance and monitoring plan requirements associated with the project, including the terminal upgrade works. Section 9.0 and Appendix C of the FUN EMP detail the monitoring plan for the project, including the environment monitoring methodology and monthly monitoring plan reporting.

7.0 Contingency Plan

Section 10.0 of the FUN EMP provides information regarding contingency planning for the project, including the terminal upgrade works.

Appendix A

Plans and Detailed Designs

HYDRAULIC SERVICES DRAWINGS FOR

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL BUILDING UPGRADE / EXTENSION

FUNAFUTI INTERNATIONAL AIRPORT – DRAWING LIST

DRAWING NO	TITLE
60277008-HY-3400	COVER SHEET
60277008-HY-3401	HYDRAULIC SERVICES LEGEND OF SYMBOLS
60277008-HY-3402	HYDRAULIC SERVICES DETAILS AND SCHEMATIC
60277008-HY-3411	HYDRAULIC SERVICES DRAINAGE LAYOUT
60277008-HY-3412	HYDRAULIC SERVICES DRAINAGE LAYOUT DETAIL AREAS
60277008-HY-3413	HYDRAULIC SERVICES COLD WATER LAYOUT
60277008-HY-3414	HYDRAULIC SERVICES COLD WATER LAYOUT DETAIL AREAS
60277008-HY-3415	HYDRAULIC SERVICES ROOF STORMATER LAYOUT
60277008-HY-3416	HYDRAULIC SERVICES RAINWATER REUSE U/G DRAINAGE PIPING LAYOUT

AECOM

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LEGEND

- TAP / OUTLET
- LV — LIMITING VALVE
- TPV — TEMPERING VALVE
- IV — ISOLATING VALVE
- DR — DRAIN VALVE
- IR — ISOLATING/REGULATING VALVE
- BALL VALVE
- NON RETURN VALVE
- BFP — BACKFLOW PREVENTOR
- PRESSURE REDUCING VALVE
- PILOT CONTROLLED PRESSURE REDUCING VALVE
- CHECK VALVE
- DOUBLE CHECK VALVE
- RPZ VALVE
- 2 WAY CONTROL VALVE
- 3 WAY CONTROL VALVE
- SAFETY VALVE
- EV — EXPANSION VALVE
- T&PR VALVE — TEMPERATURE & PRESSURE RELIEF VALVE
- SELF REGULATING VALVE INCORPORATING BUILT IN ISOLATING VALVE
- TP — BINDER TEST POINT
- STRAINER
- FLEXIBLE CONNECTION
- AV — AIR VENT
- AAV — AUTOMATIC AIR VENT
- ASV — ANTI SIPHON VALVE
- WHA — WATER HAMMER ARRESTOR

SANITARY PIPEWORK

- PIPES RUN UNDER FLOOR
- PIPES AT LOW LEVEL
- PIPES AT HIGH LEVEL
- PIPES RUN IN CEILING SPACE

- PUMP
- FLANGE
- MAC UNION
- T — TEMPERATURE GAUGE
- P — PRESSURE GAUGE
- F — FLOW METER
- M — WATER METER
- LT — THERMOSTAT / TEMPERATURE SENSOR
- LP — PRESSURE SENSOR
- HWC — HOT WATER CYCLINDER
- RAMP CHANNEL DRAIN
- PD — PLANTER DRAIN
- SINK — SINK DRAIN & OVERFLOW (DISHWASHER CONNECTION)
- WC — WATER CLOSET
- FWG — FLOOR WASTE GULLY
- WHB — WASH HAND BASIN
- TUNDISH
- OVERFLOW RELIEF GULLY (ORG)
- CLEANING EYE (COS)
- INSPECTION POINT (IP)
- VENT TO ABOVE (VTA)
- SEISMIC JOINT

WATER PIPEWORK

- CW @ HL
- HW @ HL
- CW @ LL
- HW @ LL
- FW @ LL
- FW @ HL

ABBREVIATIONS

DS	SOIL PIPE
DW	DISH WASHER
DSW	SOIL/WASTE PIPE
GW	GREASY WASTE PIPE
DR	RAINWATER DRAIN
DV	VENT PIPE
DP	DOWNPIPE
CW	COLD WATER
HW	HOT WATER
DHW–R	HOT WATER RETURN
FWG	FLOOR WASTE GULLY
FO	FLOOR OVERFLOW
O/F	OVERFLOW
HWC	HOT WATER CYLINDER
W/C	WATER CLOSET
WHB	WASH HAND BASIN
D/W	DISH WASHER
SHW	SHOWER
W/M	WASHING MACHINE
DF	DRINKING FOUNTAIN
UR	URINAL
CS	CLEANERS SINK
S	SINK
B	BATH
HWB	HOT WATER BOILER
WHA	WATER HAMMER ARRESTER
WD	WASTE DISPOSAL
AAV	AUTO AIR VENT
MAV	MANUAL AIR VENT
PRV	PRESSURE REDUCING VALVE
PLV	PRESSURE LIMITING VALVE
IV	ISOLATING VALVE
NRV	NON RETURN VALVE
HT	HOSE TAP
LV	LIMITING VALVE
PG	PRESSURE GAUGE
EV	EXPANSION VALVE
RV	RELIEF VALVE
FJ	FLEXIBLE JOINT
TPV	TEMPERING VALVE
TMV	THERMOSTATIC MIXING VALVE
LKHT	LOCKSHIELD HOSE TAP
DC	DRAIN COCK
C/E	CLEANING EYE
SW	STORM WATER
SS	SANITARY SENER
MH	MANHOLE
IB	INSPECTION BEND
IJ	INSPECTION JUNCTION
RE	RODDING EYE
ASV	ANTI SIPHON VALVE
T&PR	TEMPERATURE & PRESSURE RELIEF VALVE
TV	TERMINAL VENT
F/A	FROM ABOVE
T/A	TO ABOVE
F/B	FROM BELOW
T/B	TO BELOW
ORG	OVERFLOW RELIEF GULLY
DCV	DOUBLE CHECK VALVE
PD	PLANTER DRAIN
RWO	RAINWATER OUTLET
BO	BALCONY OUTLET
RPZ	REDUCED PRESSURE ZONE
SCO	SEALED CLEAN OUT
CP	CESSPIT
SSMH	SANITARY SEWER MANHOLE
SWMH	STORMWATER SEWER MANHOLE
T	TUNDISH
FC	FUME CUPBOARD
GT	GULLY TRAP
DCW–NP	DOMESTIC COOL WATER–NON POTABLE
DCW–P	DOMESTIC COOL WATER–POTABLE
FW	FLUSHING WATER
EM SHW	EMERGENCY SHOWER
(F)	FIRE TEST DRAIN
(H)	HYDRANT DRAIN
(S)	SPRINKLER TEST DRAIN
EW	EYEWASH
TV1	15mm TEMPERING VALVE
TV2	20mm TEMPERING VALVE
TV3	25mm TEMPERING VALVE
IP	INSPECTION POINT

NOTE: NOT ALL ABBREVIATIONS ARE SHOWN ON HYDRAULIC DRAWINGS

CAD Ref: \\nzakltfp01\projects\602X\60277008\5 CADD\5 3 Working\ORG\05 FUN\Building Services\ 60277008-HY-3401.dwg

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A	TMW	03.11.2014	FOR TENDER ISSUE	CDT

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SCALES: NTS

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
LEGEND OF SYMBOLS

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-HY-3401 | REV: A

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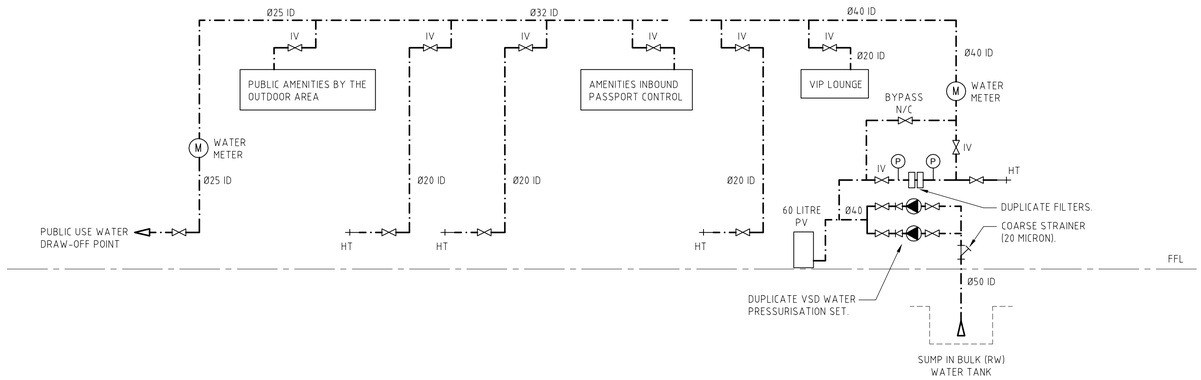
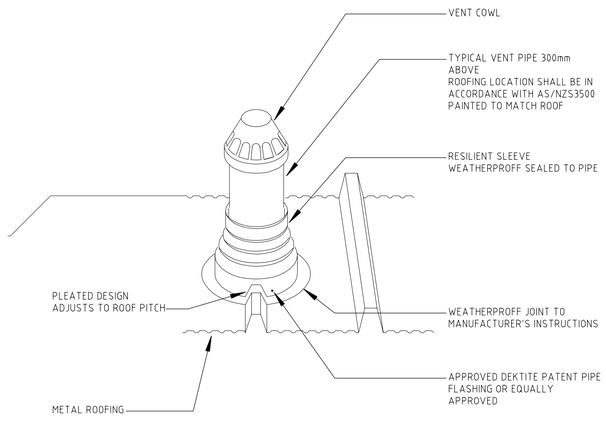
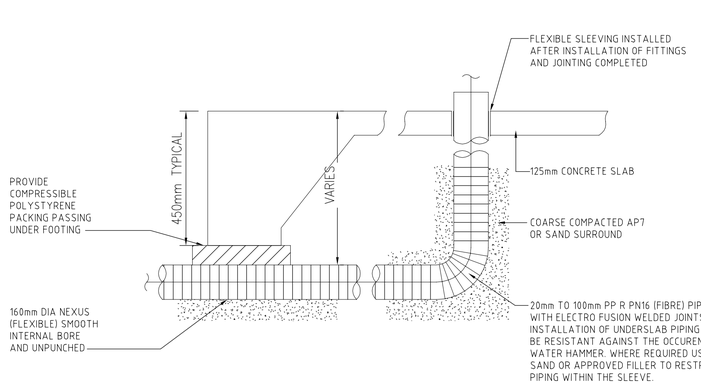


RETICULATION PIPING SCHEMATIC FOR WATER RE-USE



TYPICAL VENT TERMINATION DETAIL



DETAIL OF PIPING WITHIN SLEEVING BELOW SLAB (TYPICAL)

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SCALES: AS NOTED

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
DETAILS AND SCHEMATIC

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-HY-3402 | REV: A

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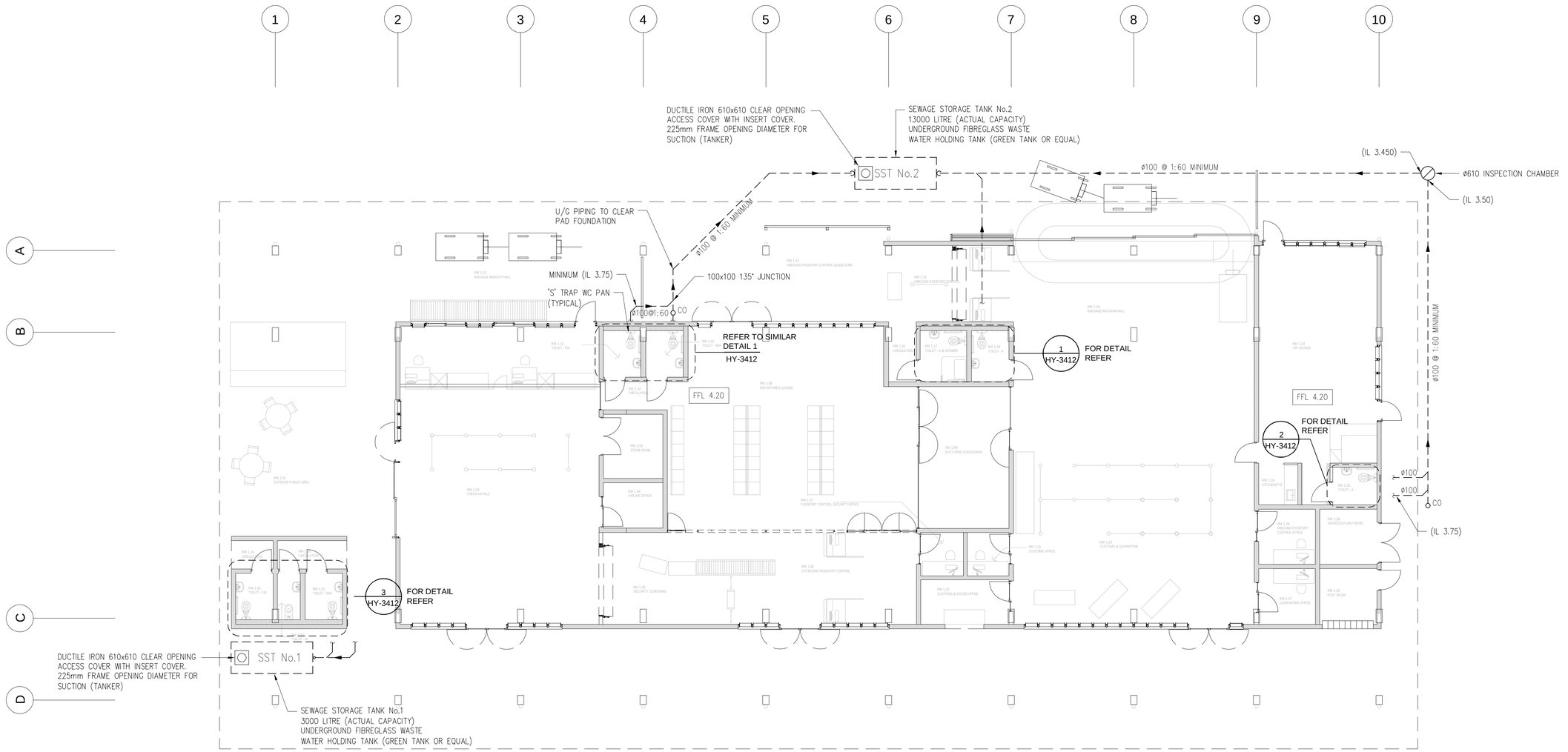

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SCALES:

1:100(A1)

1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
DRAINAGE LAYOUT

A1

STATUS: FOR TENDER

DRAWING NO: 60277008-HY-3411

REV: A

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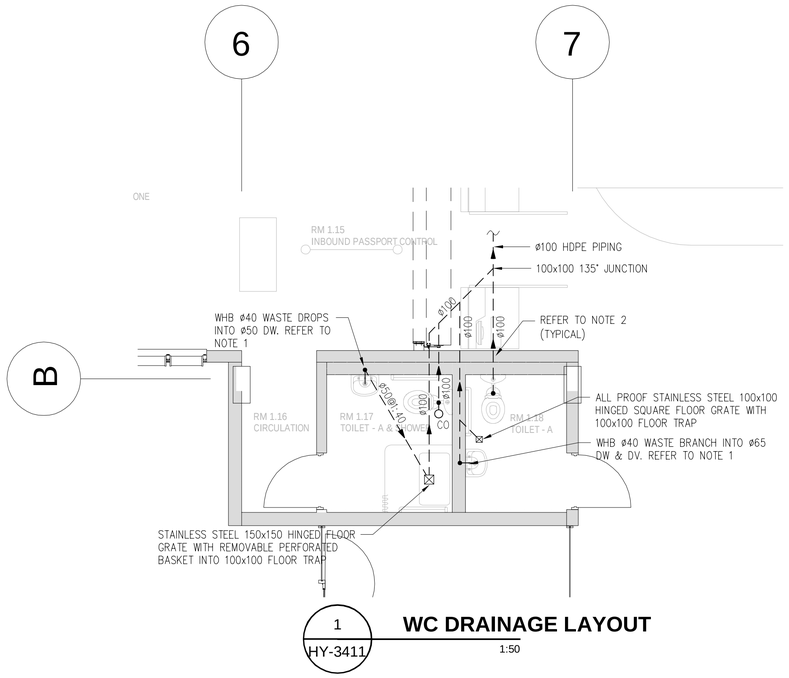
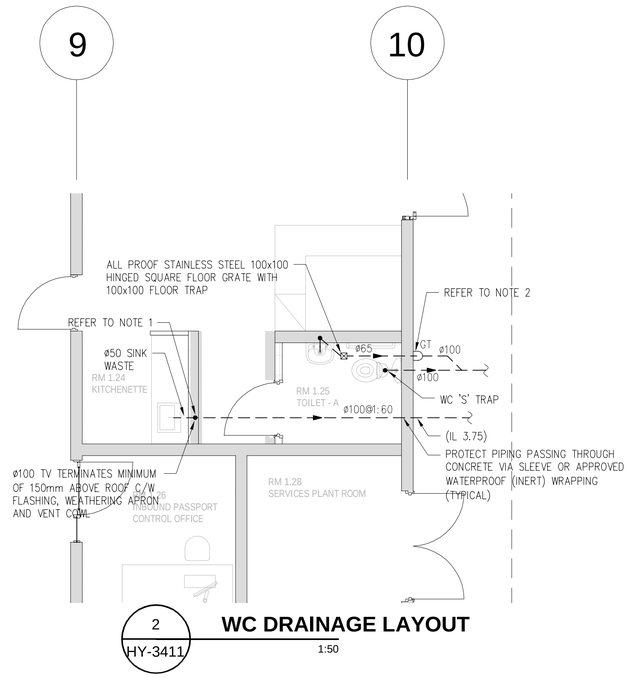


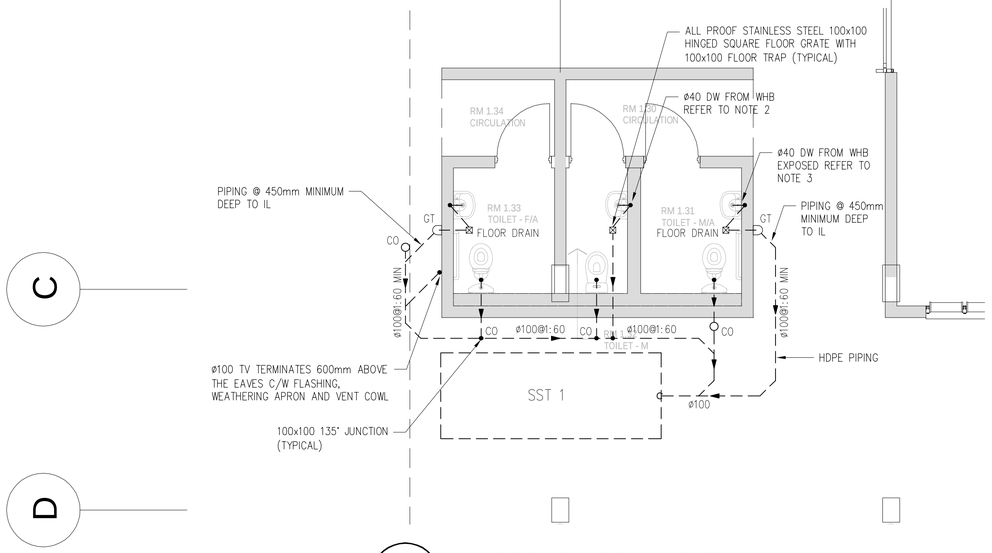
1 HY-3411 **WC DRAINAGE LAYOUT** 1:50



2 HY-3411 **WC DRAINAGE LAYOUT** 1:50

NOTES:

1. PIPING CONCEALED WITHIN THE PARTITION WALL.
2. PROTECT ALL PIPING PASSING THROUGH CONCRETE ELEMENTS.
3. PIPING CONCEALED WITHIN THE PARTITION WALL, PIPING EXPOSED WHERE A BLOCKWORK WALL.



3 HY-3411 **WC DRAINAGE LAYOUT** 1:50

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SCALES:
1:50(A1)
1:100(A3)

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
DRAINAGE LAYOUT DETAIL AREAS

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-HY-3412 | REV: A

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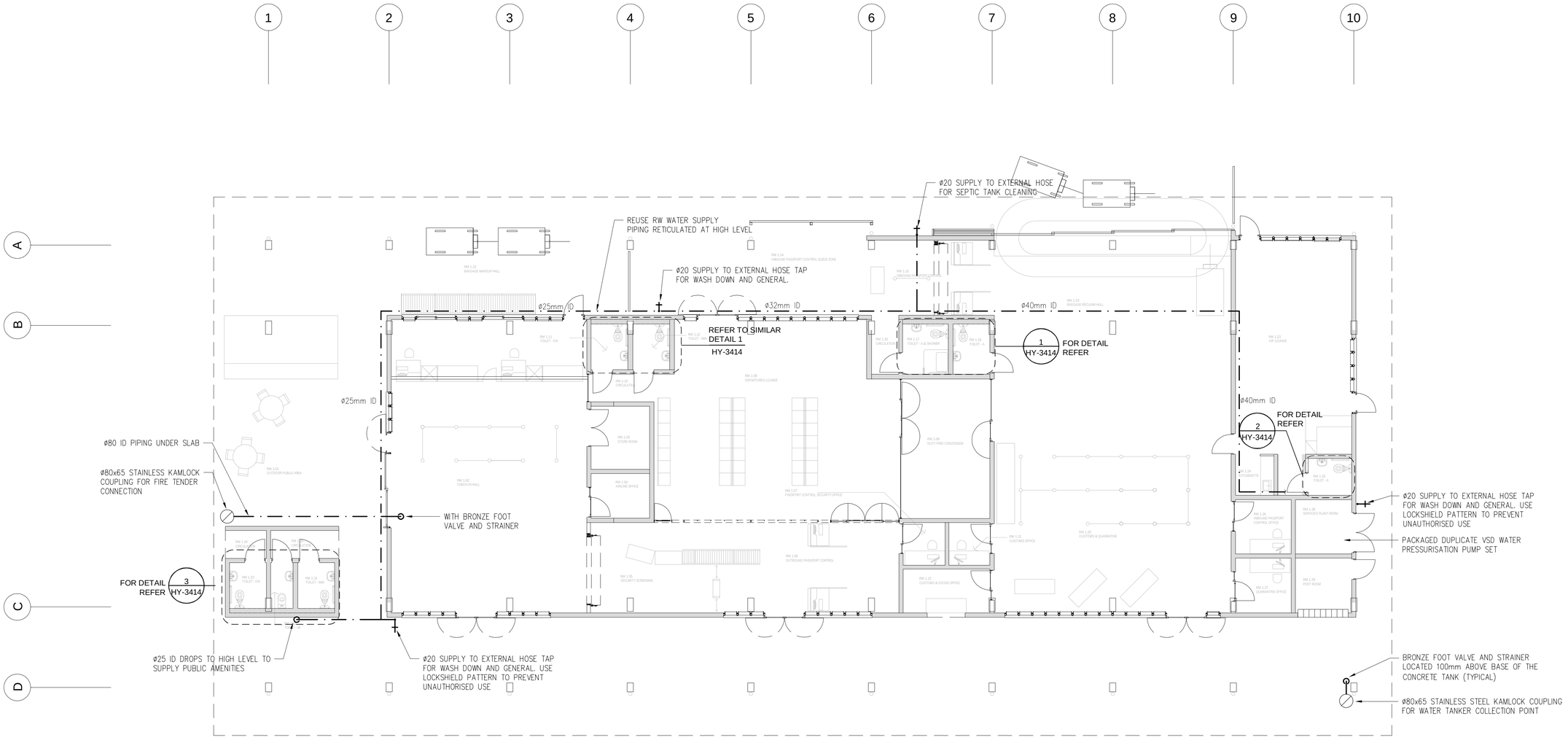

CAD Ref: \\nzakl1fp001\projects\602X\60277008\5 CADD\5.3 Working\DRG\05 FUN\Building Services\ 60277008-HY-3413.dwg

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SCALES:

1:100(A1)

1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
COLD WATER LAYOUT

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-HY-3413	REV: A

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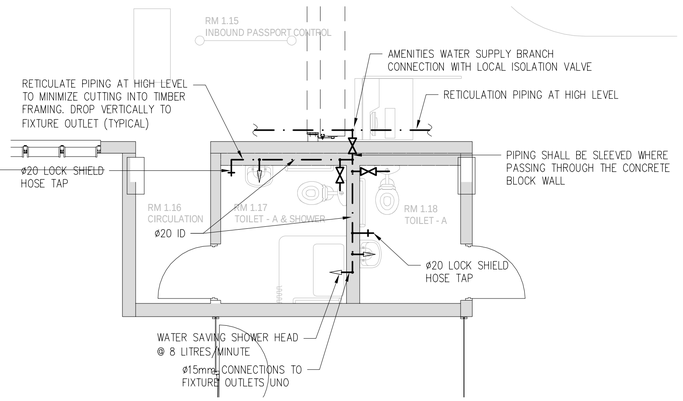
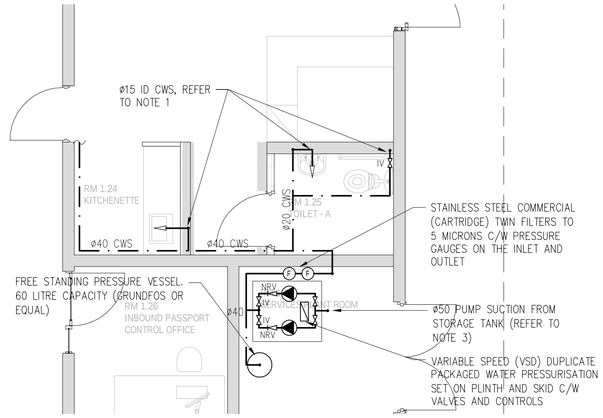
6 7

B



1 HY-3413 **WC COLD WATER LAYOUT** 1:50

9 10



2 HY-3413 **WC COLD WATER LAYOUT** 1:50

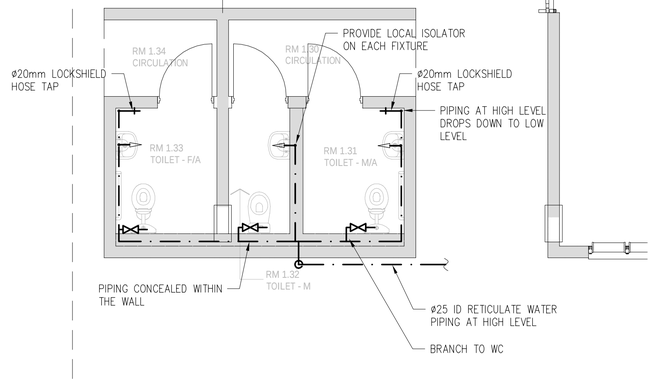
NOTES:

1. PROVIDE LOCAL ISOLATION VALVES TO EACH SANITARY FIXTURE.
2. PROVIDE SIGN FOR NON–DRINKING WATER.
3. PROVIDE COARSE FILTER WITH STRAINER 20 MICRON. PUMP SUCTION WITH BRONZE FOOT VALVE.

1 2

C

D



3 HY-3413 **WC COLD WATER LAYOUT** 1:50

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SCALES: 1:50(A1) 1:100(A3)

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
COLD WATER LAYOUT DETAIL AREAS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-HY-3414	REV: A

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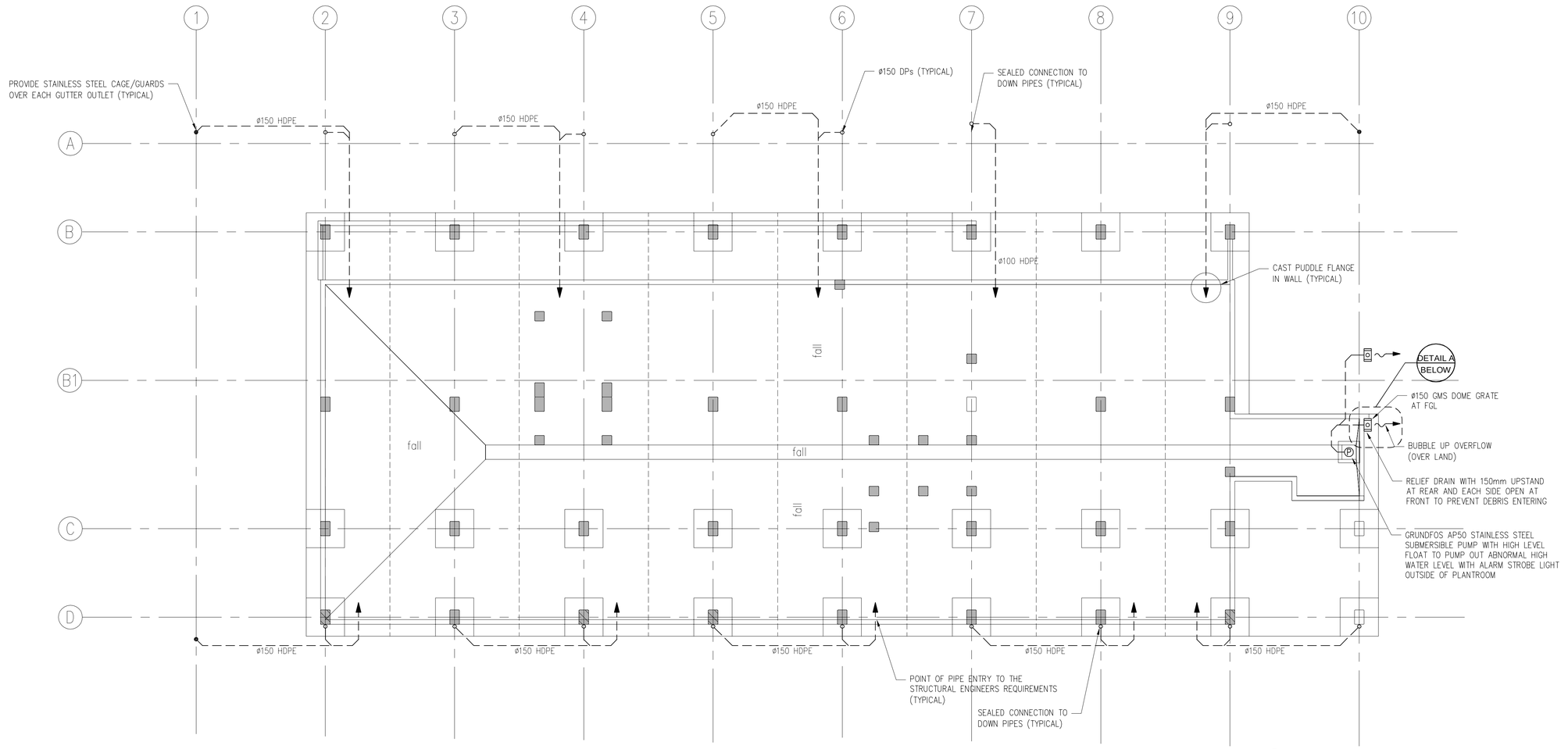

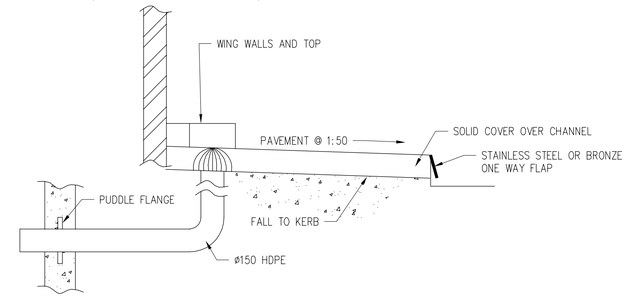

A BUBBLE UP OVERFLOW DETAIL
NOT TO SCALE

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SCALES:
1:100(A1)
1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
RAINWATER REUSE U/G DRAINAGE PIPING LAYOUT

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-HY-3415 | REV: A

CAD Ref: \\nzakltfp001\projects\602X\60277008\5 CADD\5.3 Working\DRG\05 FUN\Building Services\ 60277008-HY-3415.dwg

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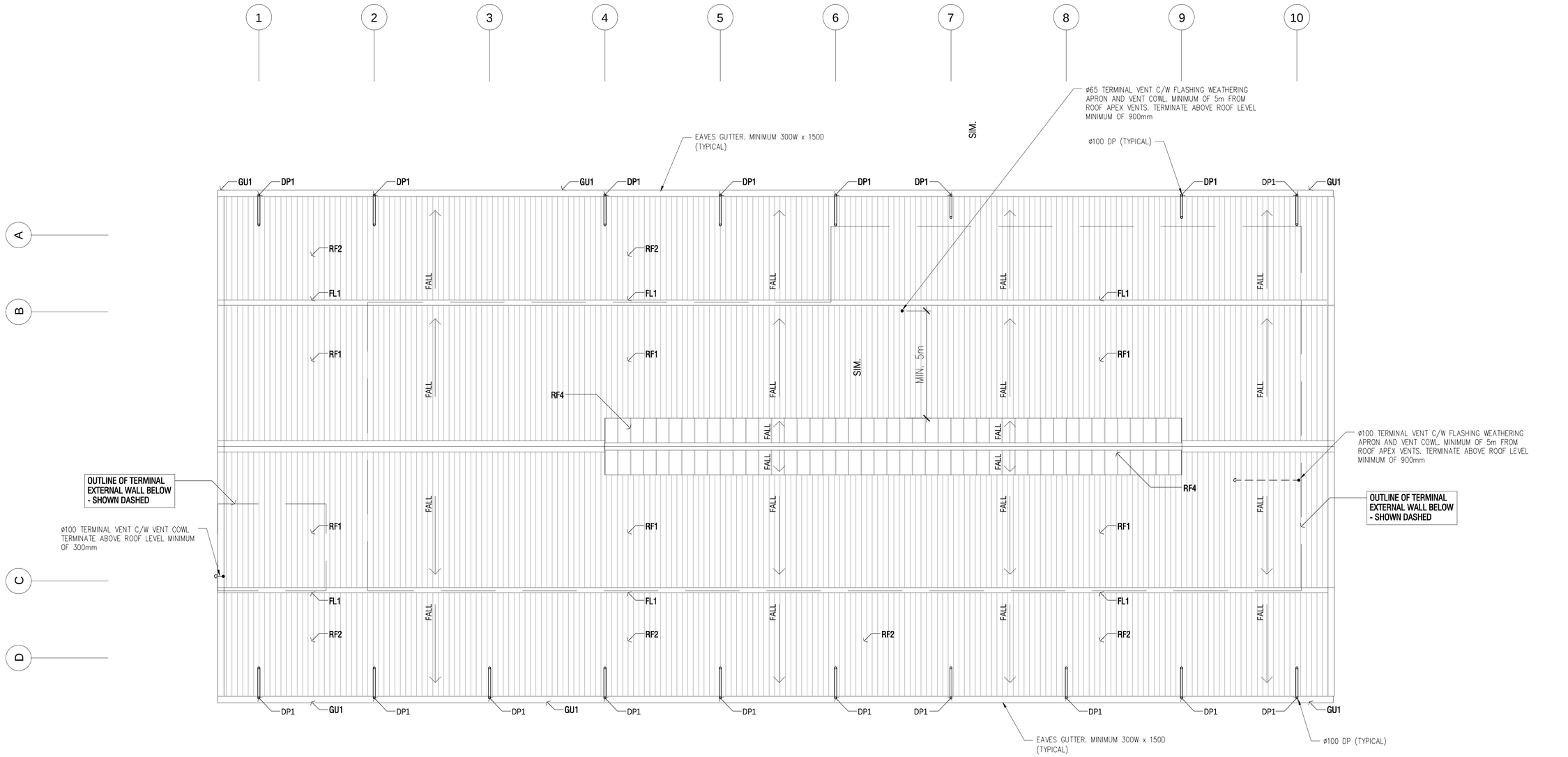

CAD Ref: \\nzakltfp001\projects\602X\60277008\5. CAD\5-3 Working\DRG\05-FUN\Building Services\ 60277008-HY-3416.dwg

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SCALES:

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1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
HYDRAULIC SERVICES
ROOF STORMWATER LAYOUT

A1

STATUS: FOR TENDER

DRAWING NO: 60277008-HY-3416

REV: A

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LEGEND

	MANUAL CALL POINT WITH ALARM COVERS IN PUBLIC AREAS
H	DENOTES HEAT DETECTOR
4kg	POWDER TYPE
9kg	9kg AEE GENERAL PURPOSE FIRE EXTINGUISHER
EXIT	SELF ILLUMINATED EXIT SIGN

FOR TENDER

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SCALES: NTS

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FIRE SERVICES
LEGEND OF SYMBOLS

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-FS-3401 | REV: A

CAD Ref: C:\Users\hiranos\appdata\local\temp\Acpublish_3932\60277008-FS-3401.dwg

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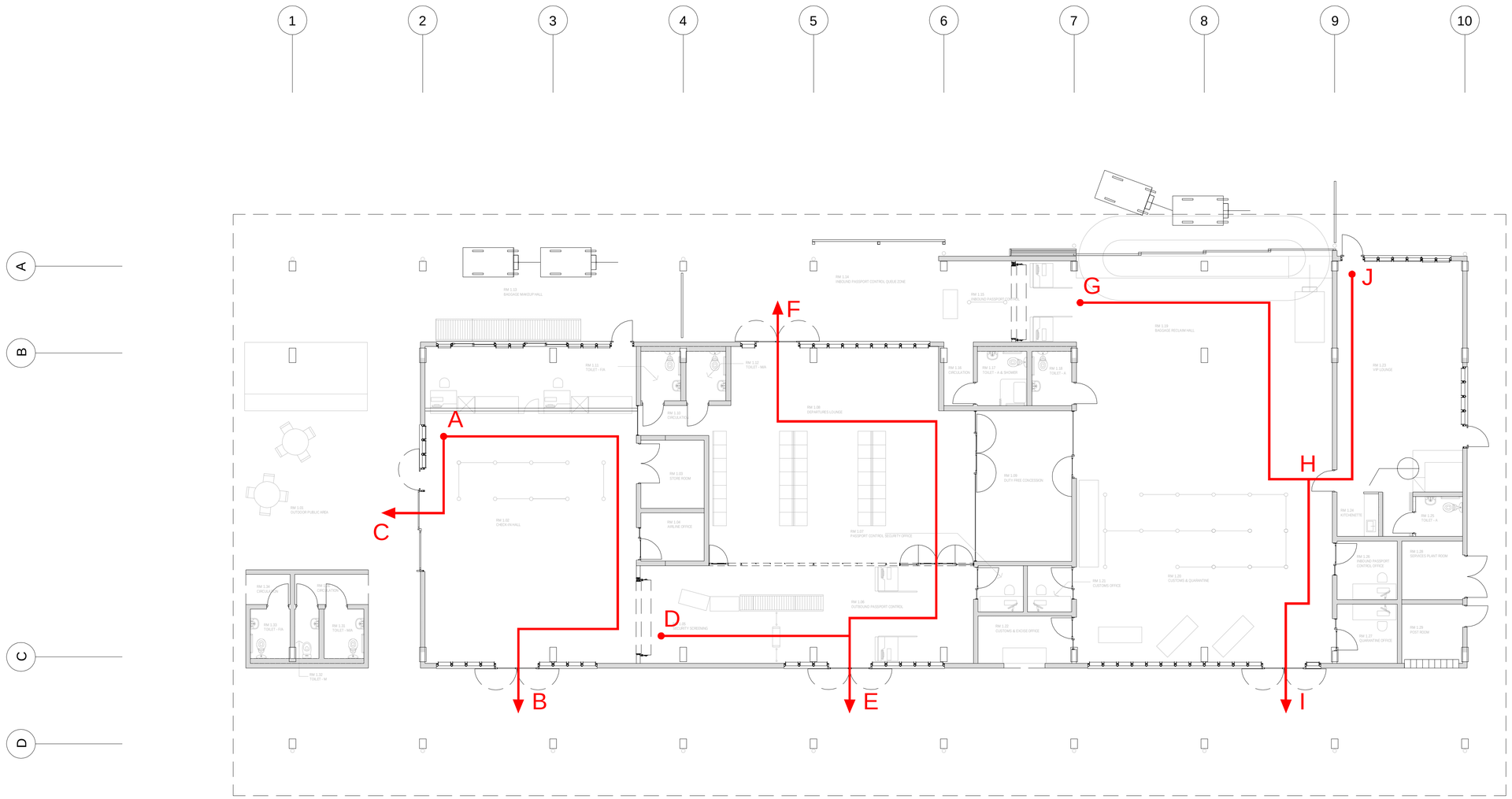
TRAVEL DISTANCES:

DEAD END PATH TRAVEL - ALLOWABLE 40m
D - E = 8m

OPEN PATH TRAVEL - ALLOWABLE 100m
A - B = 20m
F - E = 23m
G - H = 25m
J - I = 29m



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DESIGNED	RJC	CHECKED	JP
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SCALES:
1:100(A1)
1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FIRE SERVICES
FIRE REPORT TRAVEL DISTANCES

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-FS-3411 | REV: A

CAD Ref: \\nzakltfp001\projects\602X\60277008\5 CAD\DWG\Building Services\60277008-FS-3411.dwg

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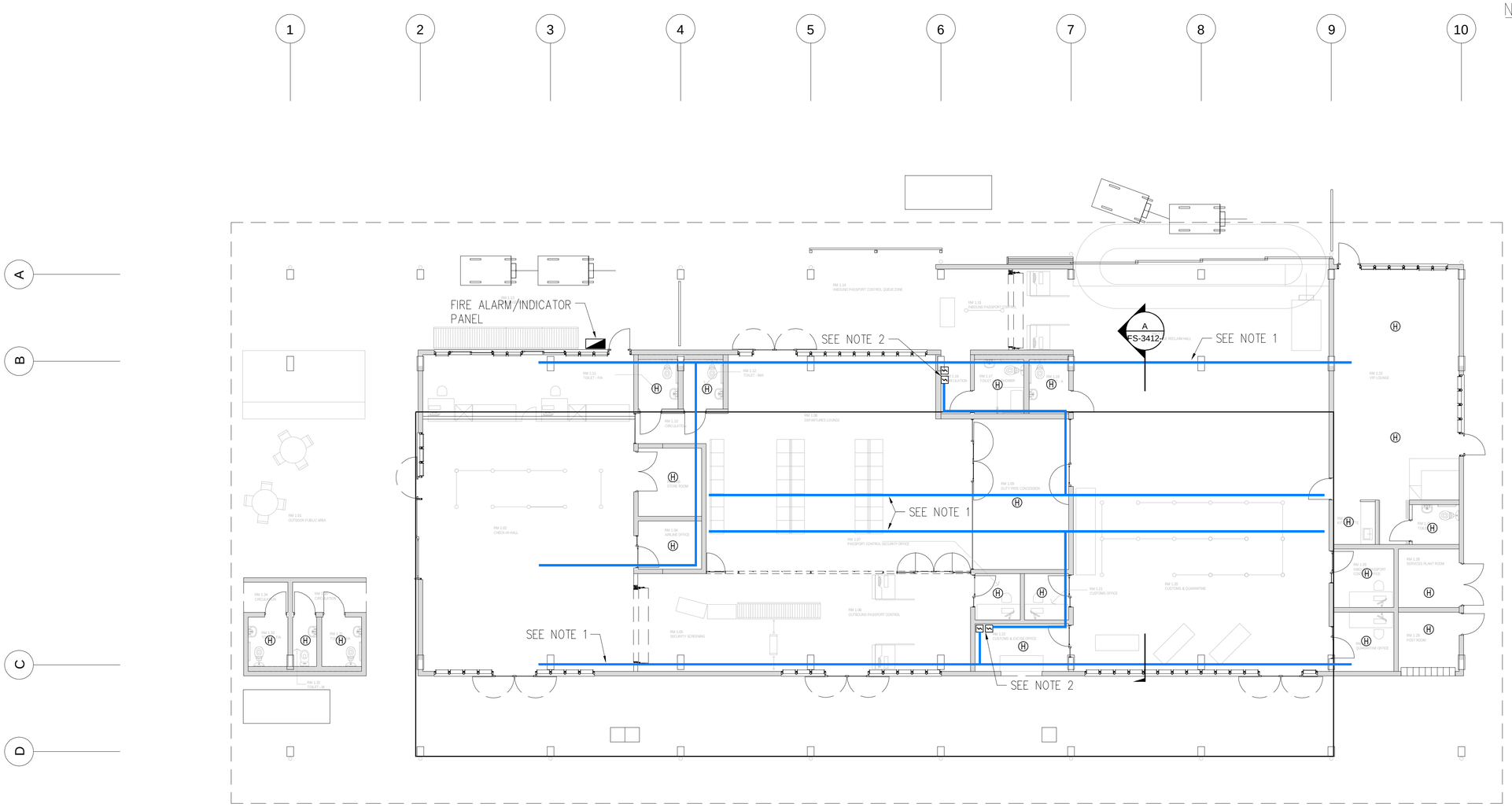
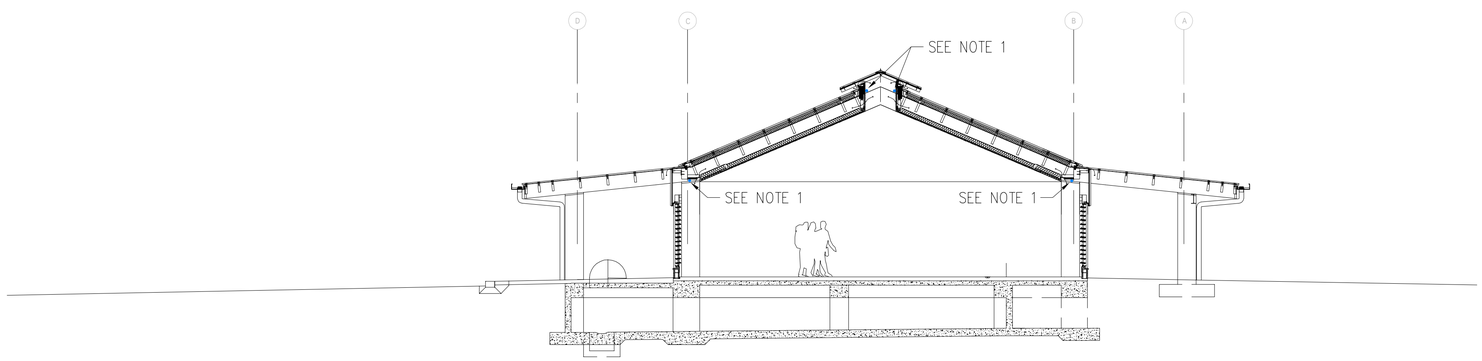
NOTES:

1. VESDA SENSING PIPE LOCATION TO BE APPROVED BY ARCHITECT.
2. 2 OFF VESDA LASER COMPACT VLC-500 WALL MOUNTED 1500mm AFFL.
3. FIR ALARM/INDICATOR PANEL. LOCATION TO BE APPROVED BY THE ARCHITECT.





A | BUILDING SECTION
FS-3412 | 1:100

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DRAWN	TMW	CHECKED	RJC
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SCALES:
1:100(A1)
1:200(A3)

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FIRE SERVICES
FIRE ALARM LAYOUT

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-FS-3412	REV: A

CAD Ref: \\nzakl1fp001\projects\602X\60277008\5 CADD\5.3 Working\DRG\05 FUN\Building Services\ 60277008-FS-3412.dwg

ELECTRICAL SERVICES DRAWINGS FOR

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL BUILDING UPGRADE / EXTENSION

FUNAFUTI INTERNATIONAL AIRPORT – DRAWING LIST

DRAWING NO	TITLE
60277008-EL-3400	COVER SHEET
60277008-EL-3401	LEGEND OF SYMBOLS
60277008-EL-3412	POWER AND COMMUNICATION SERVICES
60277008-EL-3413	PUBLIC ADDRESS SERVICES
60277008-EL-3414	LIGHTING LAYOUT
60277008-EL-3421	LV AND EARTHING SCHEMATIC

AECOM

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DISTRIBUTION

- MAIN SWITCHBOARD
- DISTRIBUTION BOARD
  DB = DISTRIBUTION BOARD
- CABLE DROP POINT
- UNDER FLOOR CONDUIT SIZE AS INDICATED
- CABLE BASKET
  P = POWER CABLE BASKET
  C = DATA/COMMS CABLE BASKET
- EARTH PIT

POWER

- 230V SINGLE PHASE ISOLATOR SWITCH - RATING AS NOTED
- 400V THREE PHASE ISOLATOR SWITCH - RATING AS NOTED
- 10A SOCKET OUTLET
- 10A DOUBLE SOCKET OUTLET

COMMUNICATIONS

- XX — COMMUNICATIONS OUTLET (xx = QUANTITY OF OUTLETS)

PUBLIC ADDRESS SYSTEM

- PA EQUIPMENT
- WALL/CEILING MOUNTED SPEAKER
- MICROPHONE POINT

FIXED EQUIPMENT OUTLETS

- FAN — POWER SUPPLY TO FAN
- FC — FAN CONTROLLER
- AD — AUTOMATIC DOORS

SWITCHING

- SINGLE POLE LIGHT SWITCH
- TWO WAY LIGHT SWITCH

SCHEMATICS

- SWITCH
- CIRCUIT BREAKER (RATING AS NOTED)
- CASTELL KEY INTERLOCK
- THREE PHASE
- M — MULTIMETER
- EARTH
- SURGE PROTECTION

EXIT SIGNS

- EXIT — SURFACE MOUNTED EXIT SIGN

LUMINAIRES

- CIRCULAR FITTING
- SURFACE MOUNTED LINEAR FITTING
- RECESSED FITTING
- EMERGENCY FITTING

ABBREVIATIONS

AB	ABOVE BENCH/TABLE
UB	UNDER BENCH/TABLE
C	CEILING MOUNTED
(xxxx)	MOUNTING HEIGHT IN mm (AFFL)
IPxx	REQUIRED IP RATING
W	WALL MOUNTED

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DRAWN	CGD	CHECKED	LW
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SCALES: NTS

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
ELECTRICAL SERVICES
SYMBOLS LEGEND

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-EL-3401 | REV: A

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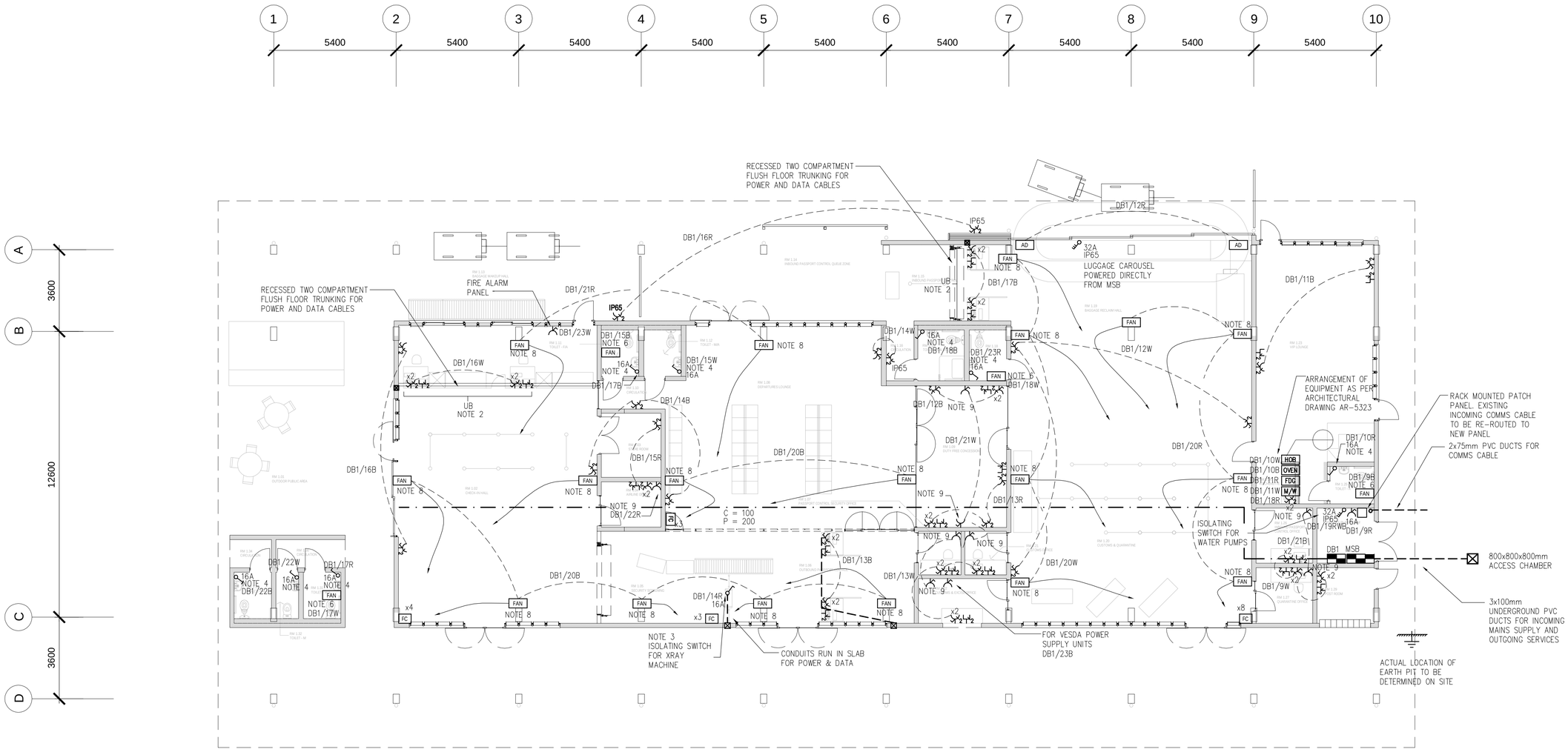
NOTES:

1. REFER TO ARCHITECTURAL DRAWINGS FOR ALL EQUIPMENT SETOUT.
2. CABLES FROM FLUSH FLOOR TRUNKING TO POWER & DATA OUTLETS TO BE RUN IN FLEXIBLE CONDUIT.
3. EXACT LOCATION OF EQUIPMENT ISOLATING SWITCH TO BE COORDINATED ON SITE.
4. PROVIDE A 16A ISOLATING SWITCH AT 2000 AFFL FOR FUTURE HAND DRYER. WIRE FROM THE SWITCH TO FLUSH BOX AT 1200 AFFL WITH CABLE COILED INSIDE BEHIND A BLANK PLATE FOR FUTURE USE. ALL CABLING TO BE CONCEALED IN WALL.
5. EXISTING INCOMING MAINS CABLE TO RUN IN UNDERGROUND DUCT.
6. POWER SUPPLY TO TOILET EXTRACT FAN.
7. EXISTING POWER INSTALLATION TO BE FED FROM LOCAL CIRCUIT.
8. PROVIDE PWE634-03SP WALL MOUNTED FAN BY FANTECH. EACH FAN SHALL BE POWERED ON AND CONTROLLED SEPARATELY FROM THEIR RESPECTIVE INTEGRATED FAN CONTROLLER ON WALL.
9. PROVIDE SOCKET OUTLET FOR WALL MOUNTED FAN AT 2000 AFFL. FAN MODEL SHALL BE "CLICK CWF40AC" WITH A BLACK FINISH.



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SCALES:
1:100(A1)
1:200(A3)

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
ELECTRICAL SERVICES
POWER AND COMMUNICATION SERVICES

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-EL-3412 | REV: A

CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\05 FUN\Building Services\ 60277008-EL-3412.dwg

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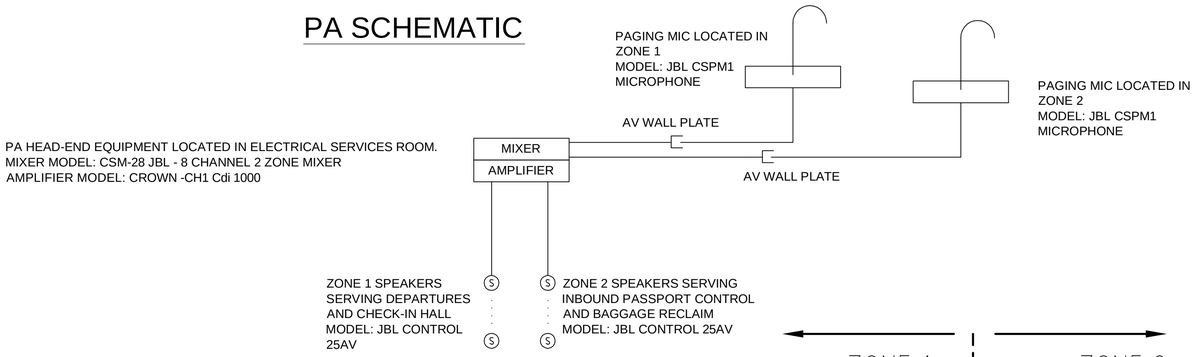
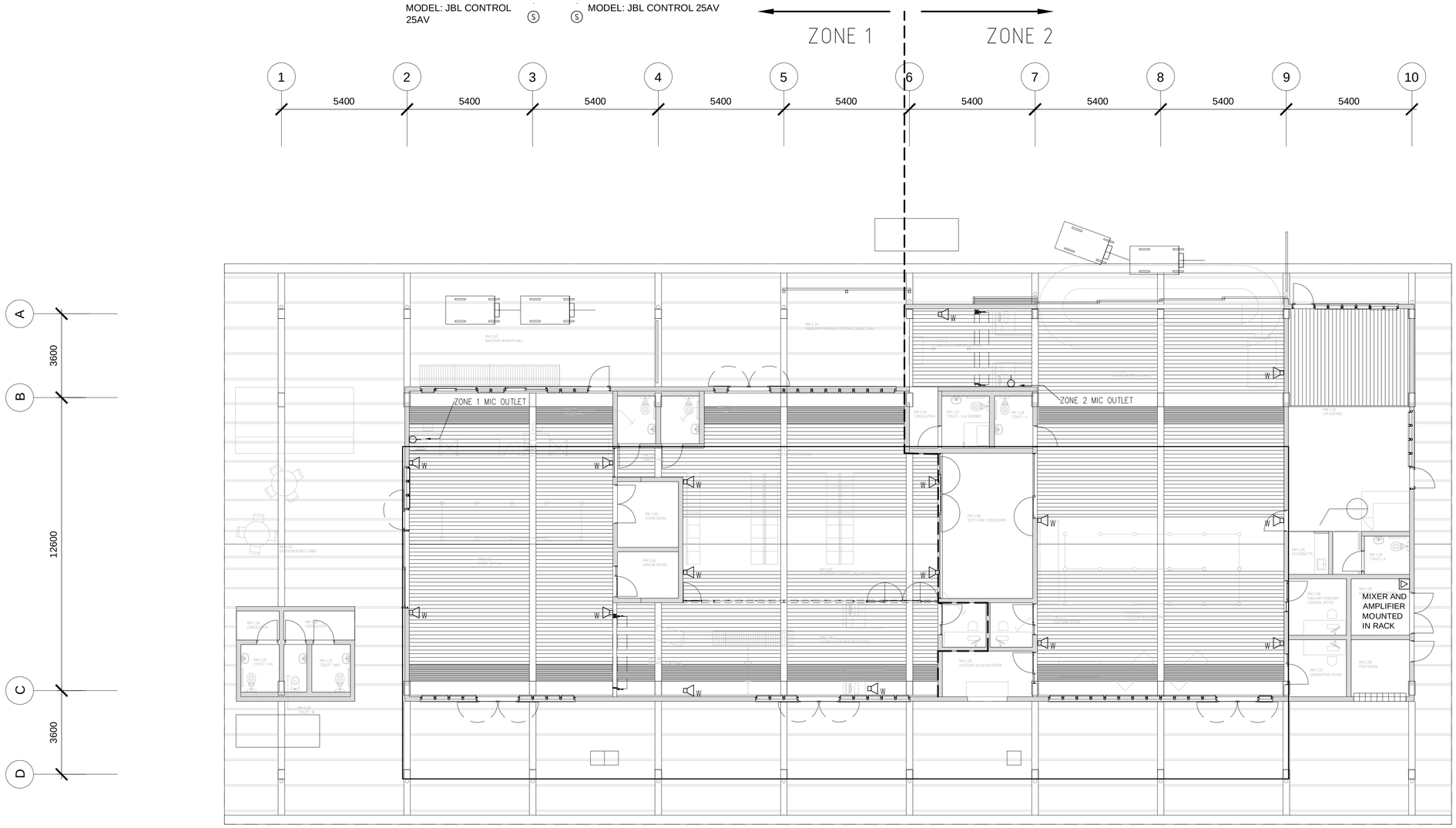
PA SCHEMATIC



NOTES:

1. FINAL SPEAKER LOCATIONS ARE TO BE CONFIRMED ON SITE.
2. ALL PA EQUIPMENT TO BE SUPPLIED BY PROVISION LTD.



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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
ELECTRICAL SERVICES
MASTER CLOCK AND PUBLIC ADDRESS SYSTEM

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-EL-3413 | REV: A

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NOTES:

1. TYPE K STRIP LIGHT TO BE MOUNTED ALONG UNDERSIDE OF KITCHEN CABINETS.
2. UPLIGHT MOUNTED ON PILLAR.

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
ELECTRICAL SERVICES
LIGHTING LAYOUT

A1

STATUS: FOR REVIEW

DRAWING NO: 60277008-EL-3414

REV: A

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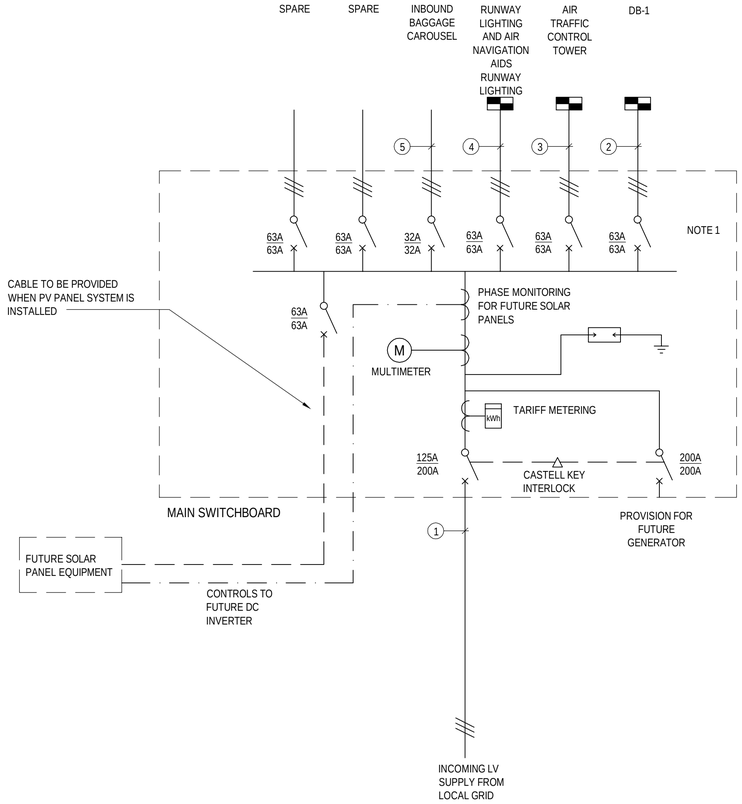
NOTES:

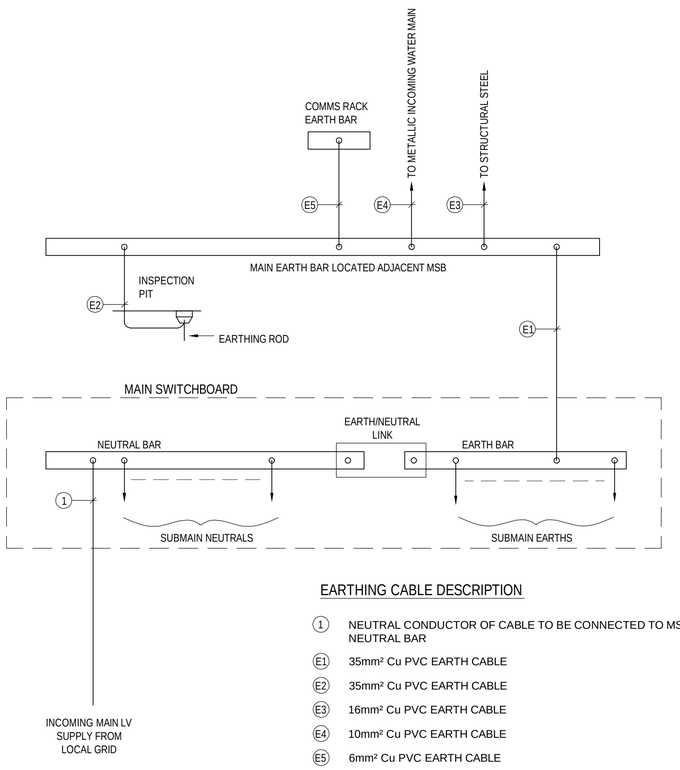
1. ALL MCCB SHALL BE ELECTRONIC TYPE WITH FULLY RATED TRIP UNITS.



LV CABLE DESCRIPTION

1. CABLE TO BE SUPPLIED BY TUVALU ELECTRICITY CORPORATION
2. 1X4C 10mm² CU XLPE + 1C 6mm² GEW
3. CABLE INSTALLATION NOT PART OF THIS PROJECT
4. CABLE TO BE SUPPLIED AND INSTALLED BY OTHERS
5. 1X4C 10mm² CU XLPE + 1C 6mm² GEW

LV SCHEMATIC



EARTHING CABLE DESCRIPTION

1. NEUTRAL CONDUCTOR OF CABLE TO BE CONNECTED TO MSB NEUTRAL BAR
2. E1 35mm² Cu PVC EARTH CABLE
3. E2 35mm² Cu PVC EARTH CABLE
4. E3 16mm² Cu PVC EARTH CABLE
5. E4 10mm² Cu PVC EARTH CABLE
6. E5 6mm² Cu PVC EARTH CABLE

EARTHING SCHEMATIC

FOR TENDER

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
ELECTRICAL SERVICES
LV SCHEMATIC

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-EL-3421 | REV: A

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MECHANICAL SERVICES DRAWINGS FOR

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL BUILDING UPGRADE / EXTENSION

BONRIKI INTERNATIONAL AIRPORT – DRAWING LIST

DRAWING NO	TITLE
60277003-ME-3400	COVER SHEET
60277003-ME-3401	LEGEND OF SYMBOLS AND GENERAL NOTES
60277003-ME-3411	VENTILATION LAYOUT

AECOM

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LEGEND

- EGGCRATE GRILLE (RETURN / EXHAUST)
- SUPPLY GRILLE (SECTION VIEW)
- RETURN / EXHAUST GRILLE (SECTION VIEW)
- DOOR GRILLE
- FLEXIBLE DUCTING
- TAKE OFF
- TAKE OFF (RECTANGLE TO CIRCULAR)
- TAKE OFF (OVAL WITH BD)
- BD BALANCING DAMPER
- ID L/S DIFFUSER/GRILLE TAG

NOTES:

1. THE WORK SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:
   - REMOVAL OF ALL REDUNDANT SERVICES INCLUDING THE TOILET FANS AND DUCTING WHERE THE NEW DESIGN DUCTS AND FANS WILL BE INSTALLED TO REPLACE THESE CURRENT SYSTEMS
   - WORKSHOP DRAWINGS
   - COORDINATION WITH BUILDING STRUCTURE AND OTHER TRADES
   - CONSTRUCTION ENGINEERING TO CONFIRM FAN STATICS, MOTOR SIZES ETC
   - EXTRACT PLANT COMPLETE WITH DUCTWORK, PIPEWORK AND FILTERS
   - PAINTING LABELLING AND CORROSION PROTECTION
   - TESTING AND COMMISSIONING OF ALL MECHANICAL PLANT WITH TESTING REPORTS
   - INSTALLATION CERTIFICATION
   - MAINTENANCE AND WARRANTY THROUGHOUT THE DEFECTS LIABILITY PERIOD
   - PROVISION OF SEISMIC RESTRAINTS AND CONNECTIONS.
2. THE MECHANICAL SERVICES CONTRACTOR SHALL SEEK DIRECTIVEPRIOR TO TERMINATING ANY UNKNOWN SERVICE.
3. THE CONTRACTOR SHALL ENSURE THAT ALL REDUNDANT SERVICES ARE STRIPPED OUT AND MADE GOOD.
4. PROVIDE ACCESS PANELS TO ACCESS DAMPERS AND TO MAINTAIN EQUIPMENT AS REQUIRED.
5. PROTECT ALL SURFACES AGAINST CORROSION IMMEDIATELY AFTER FABRICATION AND/OR ERECTION. TREAT SURFACES TO ENSURE ALL DUCTS, FANS AND EXPOSED SURFACES ARE PROTECTED FROM CORROSION IN A MARINE ENVIRONMENT.
6. FOR FINAL LOCATION OF DIFFUSERS, GRILLES AND CEILING ACCESS PANELS REFER TO THE ARCHITECTURAL REFLECTED CEILING PLAN(S). THECONTRACTOR SHALL CONFIRM THE FINAL LOCATIONS ON SITE PRIOR TO INSTALLATION. ANY ABORTIVE INSTALLATION OR FABRICATION SHALL BE. AT THE EXPENSE OF THE CONTRACTOR.
7. ALL PLANT AND EQUIPMENT SHALL BE VIBRATION ISOLATED TO ACHIEVE AN ISOLATION EFFICIENCY OF NOT LESS THAN 90%.
8. DUCT SIZES ARE CLEAR AIRWAY DIMENSIONS IN mm.
9. DUCT SIZES - 1st FIGURE : SIDE SHOWN
   - 2nd FIGURE : SIDE NOT SHOWN
10. CONFIRM DUCTWORK SIZES ON SITE FOR CO-ORDINATED FIT PRIOR TO ORDERING EQUIPMENT OR MANUFACTURE.
11. THESE DRAWINGS ARE DIAGRAMMATIC ONLY. THE SERVICES INDICATED ON THESE DRAWINGS SHOW THE GENERAL DESIGN INTENT AND SCHEMATIC ROUTES. THE CONTRACTOR SHALL CONFIRM THE EXACT ROUTE OF SERVICES ON SITE, CO-ORDINATING WITH ALL TRADES.
12. 1PROVIDE AND UNDERTAKE ALL NECESSARY ADJUSTMENTS, MODIFICATIONS & ADDITIONS AS REQUIRED TO ACHIEVE THE INTENT INDICATED ON THE DRAWINGS.
13. ALL WIRING IN ACCORDANCE WITH AS/NZS 3000.
14. ALL SYSTEMS SHALL BE BALANCED & COMMISSIONED BY CERTIFIED PERSONNEL. THE CONTRACTOR SHALL SUBMIT BALANCING FIGURES FOR REVIEW.
15. ALL EQUIPMENT SHALL BE PROVIDED WITH LOCAL ELECTRICAL ISOLATORS.
16. ALL DUCTWORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SMACNA.
17. ALL FLOOR, WALL AND ROOF PENETRATIONS C/W UPSTANDS AND UNDERFLASHING AS REQUIRED SHALL BE BY BUILDING TRADE IN ACCORDANCEWITH THE ARCHITECTURAL DRAWINGS AND SPECIFICATION. THE MECHANICAL CONTRACTOR SHALL PROVIDE OVERFLASHINGS TO SUCH PENETRATIONS WHERE REQUIRED.

DETAIL A – NOT TO SCALE

TYPICAL TOOF MOUNTED UPSTAND COWL DETAIL

Equipment Schedules

1.0 Fans

Name	Unit	TEF-01	TEF-02	TEF-03	TEF-04
Description		Toilet Extract Fan	Toilet Extract Fan	Toilet Extract Fan	Toilet Extract Fan
Flowrate	L/s	110	80	90	40
Pressure Drop	Pa	80	80	80	50
Power Consumption	W	50	50	50	50

Notes and Requirements:

1. System resistances and static pressures quoted are estimates only and are to be recalculated and confirmed based on workshop drawings.
2. The final system static pressure shall include all the resistance against which the fan must operate including fan cowls, grilles and dampers.
3. Motor sizes shall be selected to include minimum 30% spare capacity above the scheduled input power at design conditions
4. Toilet Extract Fans (TEF) shall be duct mounted and shall be complete with roof cowls.

2.0 Grilles

Name	Unit	G1	G2	DG
Nominal Size	mm	200	300	300
	mm			150
Description	-	Circular Exhaust Air Grille Suggested Holyoake Model: ECO-R	Circular Exhaust Air Grille Suggested Holyoake Model: ECO-R	Door Grille with Chevron Shaped Blades Suggested Holyoake Model: DG-52-BFL

Notes and Requirements:

1. G – Exhaust Grille, DG – Door Grille
2. Colours of grilles and diffusers shall be advised by architect.

2.0 Flexible Duct Schedule

FLEXIBLE DUCT SCHEDULE	
AIR QUANTITY (L/s)	DUCT DIAMETER (mm)
0 – 50	150
51 - 100	200
101 - 170	250
171 - 250	300
251 - 360	350
361 - 400	400

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
MECHANICAL SERVICES
LEGEND OF SYMBOLS AND GENERAL NOTES

A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ME-3401 | REV:

CAD Ref: \\nzakit1fp001\projects\602X\60277008\5. CADD\5.3 Working\DRG\05 FUN\Building Services\ 60277008-ME-3401.dwg

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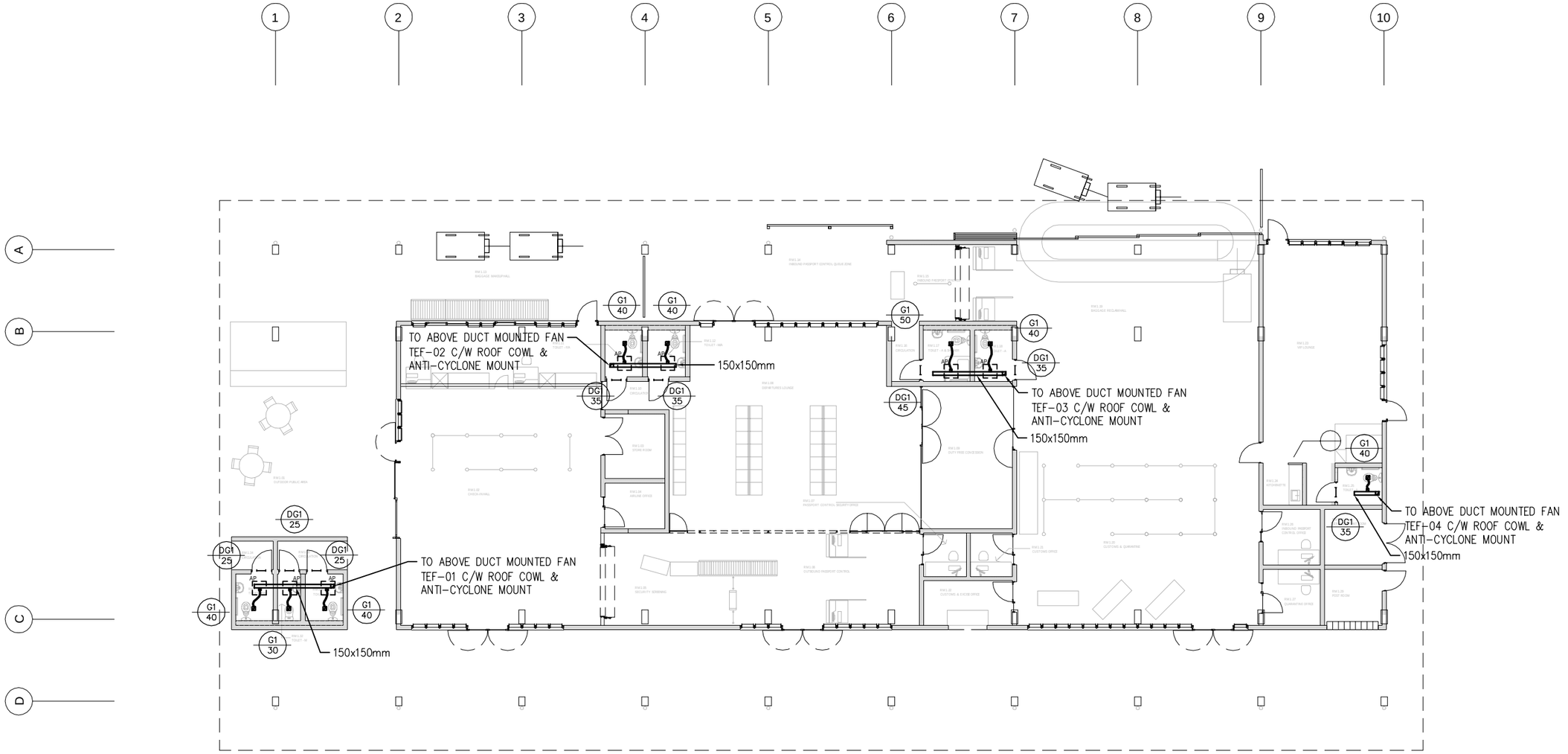
NOTES:

1. SEE DRAWING 60277008-ME-3401 A FOR ANTI-CYCLONNE TYPICAL DETAIL.



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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
MECHANICAL SERVICES
VENTILATION LAYOUT

A1

STATUS: FOR TENDER

DRAWING NO: 60277008-ME-3411

REV:

DEPARTURES LOUNGE

FUNAFUTI INTERNATIONAL AIRPORT – ARCHITECTURAL DRAWING LIST

DRAWING NUMBER	TITLE
60277008-AR-5300	**COVER SHEET & DRAWING LIST**
60277008-AR-5301	**TECHNICAL SPECIFICATION CODE SHEET**
60277008-AR-5302	SITE PLAN
60277008-AR-5303	**FLOOR PLAN**
60277008-AR-5304	FLOOR FINISHES PLAN
60277008-AR-5305	REFLECTED CEILING PLAN
60277008-AR-5306	ROOF PLAN
60277008-AR-5307	ELEVATIONS – SHEET 1
60277008-AR-5308	**ELEVATIONS – SHEET 2**
60277008-AR-5309	**SECTIONS – SHEET 1**
60277008-AR-5310	**SECTIONS – SHEET 2**
60277008-AR-5311	**SECTIONS – SHEET 3**
60277008-AR-5312	**SECTIONS – SHEET 4**
60277008-AR-5313	**TOILET BLOCK – ROOF PLAN & SECTION 5**
60277008-AR-5314	INTERNAL ELEVATIONS – SHEET 1
60277008-AR-5315	INTERNAL ELEVATIONS – SHEET 2
60277008-AR-5317	**ELEVATIONS – STL1 SUBFRAME FOR CLAD1**
60277008-AR-5318	WINDOW & DOOR SCHEDULE – SHEET 1
60277008-AR-5319	**WINDOW & DOOR SCHEDULE – SHEET 2**
60277008-AR-5322	**SLIDING DOOR DETAILS**
60277008-AR-5323	VIP KITCHENETTE DETAILS – SHEET 1
60277008-AR-5324	VIP KITCHENETTE DETAILS – SHEET 2
60277008-AR-5339	FLOOR FINISHES & FLOOR SLAB DETAILS
60277008-AR-5343	**EXTERNAL WALL DETAILS**
60277008-AR-5347	EXTERIOR IMPACT PROTECTION DETAILS
60277008-AR-5348	AIRPORT ROOF SIGNAGE DETAILS
60277008-AR-5349	ROOF DETAILS – SHEET 1
60277008-AR-5350	ROOF DETAILS – SHEET 2
60277008-AR-5351	ROOF DETAILS – SHEET 3
60277008-AR-5352	ROOF DETAILS – SHEET 4
60277008-AR-5354	ROOF FLASHING & FIXING DETAILS
60277008-AR-5355	**INTERNAL WALL DETAILS**
60277008-AR-5356	INTERNAL GLAZED PARTITION DIETAILS
60277008-AR-5357	CEILING DETAILS
60277008-AR-5358	TILING DETAILS
60277008-AR-5359	INTERNAL DOOR DETAILS
60277008-AR-5361	DOOR TYPES – SHEET 1
60277008-AR-5362	DOOR TYPES – SHEET 2
60277008-AR-5363	SCR3 KAYNEMAILE DETAILS
60277008-AR-5364	PERFORATED SCREEN DETAILS
60277008-AR-5365	INTERIOR IMPACT PROTECTION
60277008-AR-5367	HANDRAIL & TROLLEY STORE DETAILS – SHEET 1
60277008-AR-5368	ACCESSIBLE TOILET & SHOWER DETAILS
60277008-AR-5370	**LVR2 WEATHER LOUVRE DETAILS**
60277008-AR-5371	**DOWNPIPE BRACKET DETAILS**
60277008-AR-5372	TERMINAL SIGNAGE DETAILS – SHEET 1
60277008-AR-5373	TERMINAL SIGNAGE DETAILS – SHEET 2
60277008-AR-5375	MANUAL SEARCH DESK – SHEET 1
60277008-AR-5376	MANUAL SEARCH DESK – SHEET 2
60277008-AR-5378	TYPE 5 MOBILE SIGN DETAILS – SHEET 1
60277008-AR-5379	TYPE 5 MOBILE SIGN DETAILS – SHEET 2
60277008-AR-5380	CHECK-IN DESK – SHEET 1
60277008-AR-5381	CHECK-IN DESK – SHEET 2
60277008-AR-5383	PASSPORT CONTROL DESK – SHEET 1
60277008-AR-5384	PASSPORT CONTROL DESK – SHEET 2
60277008-AR-5385	SECURITY SCREENING DESK – SHEET 1
60277008-AR-5386	SECURITY SCREENING DESK – SHEET 2
60277008-AR-5388	**CUSTOMS SERVICE COUNTER DETAILS**
60277008-AR-5392	AIRPORT SIGNAGE SCHEDULE
60277008-AR-5394	DOOR SCHEDULE
60277008-AR-5396	**BATHROOM FIXTURES & FITTINGS SCHEDULE**
60277008-AR-5397	ROOM FINISHES SCHEDULE
60277008-AR-5390	**PROJECT SPECIFICATION**

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
COVER SHEET & DRAWING LIST

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-AR-5300 | REV: 03

FRAMING

GALVANISED STEEL STUD FRAMING

MS1 GALVANISED STEEL FRAMING SYSTEMS:
-MINIMUM BASE METAL THICKNESS: 1.15mm BMT
-MINIMUM STUD SIZES 92mm OR 150mm AS SHOWN ON THE DRAWINGS

1 PROVIDE A DPC SEPARATION SHEET BETWEEN ALL GALVANISED STEEL STUD FRAMING AND CONCRETE, BLOCKWORK AND STEEL ELEMENTS.

2 GALVANISED STEEL FRAMING NOTES: ADDITIONAL HOLE DRILLING: MINIMUM EDGE CLEARANCE SHALL BE 25mm. PROVIDE PLASTIC GROMMETS TO ISOLATE ALL ELECTRICAL/PLUMBING SERVICES AND PREVENT WATER HAMMER. FULLY INSULATE ALL COPPER/BRASS PIPES WITH NEOPRENE SHEETING OR APPROVED LAGGING AND TAPE.

GALVANISED STEEL FRAMING. ACCEPTABLE SYSTEMS: PROVIDE A PRODUCT SUBMISSION. OEA. USE THE MANUFACTURERS ENTIRE STEEL STUD SYSTEM.

PINUS RADIATA & DOUGLAS FIR TIMBER

1 ALL NEW TIMBER FRAMING UP TO 300 x 50 (290 X 45 FINISHED) SIZE SHALL BE MACHINE STRESS GRADE (MSG)8 OR HIGHER. TIMBER SIZES NOTED IN THE DOCUMENTS ARE 'ACTUAL MINIMUM DRIED SIZES.'

2 ALL NEW TIMBER FRAMING SHALL HAVE TREATMENT :
-H3.2 CCA TREATED FOR ALL FRAMING
-H5 CCA (OEA)FOR ALL STUCTIURAL TIMBER, GLU1 STRUCTURE, IN GROUND TIMBER OR TIMBER EXPOSED TO RAIN.

3 ALL TIMBER CONSTRUCTION SHALL COMPLY WITH THE N.Z.B.C./ NZS 3604

4 PROVIDE A DPC SEPARATION SHEET BETWEEN ALL TIMBER FRAMING/ GLULAM/ STRAPPING /PACKERS AND CONCRETE, BLOCKWORK AND STEEL ELEMENTS.

5 PREVENTION OF TERMITE AND BORER DAMAGE
PROVIDE A LONG ACTING SYNTHETIC PYRETHROID INSECTICIDE TREATMENT (OEA CHEMICAL TIMBER TREATMENT) TO ALL TIMBER STRUCTURAL AND FRAMING ELEMENTS IN THE BUILDING. PROVIDE A 25 YEAR WARRANTY FOR TIMBER STRUCTURAL INTEGRITY. THE INSECTICIDE TREATMENT SHALL BE COMPATIBLE WITH THE DURABILITY TREATMENT IN TIMBER FRAMINNG NOTE 2. PROVIDE A TIMBER TREATMENTS SUBMISSION FOR APPROVAL.

INSULATION

IN1 POLYESTER ACOUSTIC BLANKET INSULATION 70mm THK. DENSITY 14 kg/m².

IN2 BUILDING INSULATION BLANKET (BIB)
R3.2 GLASS WOOL INSULATION 135 mm THK.

IN3 BUILDING INSULATION BLANKET (BIB)
R2.6 GLASS WOOL INSULATION 110 mm THK. MAX.

IN4 BUILDING INSULATION BLANKET (BIB)
R1.8 GLASS WOOL INSULATION 75 mm THK.

IN5 HIGH DENSITY -/60/60 MINERAL WOOL INSULATION FOR FIRE RATED (60/60/60) WALLS ONLY. 90mm THK.

NOTE: INSTALL ALL INSULATION TYPES IN ACCORDANCE WITH MANUFACTURERS DATA SHEETS & SPECIFICATIONS. TIGHTLY FIT IN1,IN2, IN3 AND IN4 AND IN5 BETWEEN FRAMING MEMBERS THROUGHOUT. UNACCEPTABLE PRODUCTS: EXPANDED POLYSTYRENE INSULATION (EPS)

EXTERNAL WALLS

W1 190mm STACK BONDED, CORE FILLED, REINFORCED CONCRETE BLOCKWORK WITH PF4 FINISH BOTH SIDES - TO S.ENGS. DESIGN. REFER TO EXTERNAL WALLDETAILS SHEET.

EXTERIOR OIL STAIN FINISHES

PF9 PROVIDE MIN. THREE COAT COAT EXTERIOR QUALITY PENETRATING SOLVENT BORNE OIL STAIN. PREPARATION: THOROUGHLY SAND AND WASH AND APPLY MOSS AND MOULD KILLER PRIOR TO OIL STAIN APPLICATION. COLOUR: DARK GREY/BROWN - TBC. PROVIDE SAMPLES. ACCEPTABLE PRODUCTS: PROVIDE A PRODUCT SUBMISSION. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

EXTERIOR

TM1 AUSTRALIAN HARDWOOD RECYCLED /PLANTATION HARDWOOD, DURABILITY CLASS 1, HEART WOOD ONLY. ACCEPTABLE AUSTRALIAN SPECIES: TURPENTINE OR TALLOW WOOD. IF ACCEPTABLE CLASS 1 HARDWOOD AVAILABLE FROM DEMOLITION OF THE EXISTING TERMINAL - RE-MILL AND RE-USE - SUBJECT TO SUBMISSION AND APPROVAL. PROVIDE DRY, DRESSED TIMBER (90° CORNERS) ; STRAIGHT AND TRUE WITH NO BOWING/TWISTING.

CLAD1 10mm THK. MULTICELL POLY CARBONATE SHEETS WITH RAISED. PROFILED EDGES, 'SNAP-FIT' INTO POWDER COATED ALUMINIUM FRAME SYSTEM. SHEET WIDTH 600 mm. COLOUR 'ICE' (TRANSLUCENT). FIXINGS: ALL CONCEALED GRADE 316 S/S BRACKETS/FIXINGS. SETOUT/SPACING SPECIFIED BY ROOFING CONTRACTOR TO SUIT COUNTRY ULS/SLS WIND PRESSURES.

SECURITY SCREENS

SCR2 PERFORATED 4mm THK. ALU1 SCREEN WITH CUSTOM PATTERN TO ARCHITECTS DETAIL. FINISH: POWDER COATED. COLOUR: TBC

SCR3 KAYNEMAILE POLYCARBONATE SEAMLESS MESH SCREEN SUPPORTED ON KAYNEMAILE 'LOW PROFILE ALUMINIUM TRACK '
SCR3 CONTRACTOR TO DESIGN/PROVIDE ANY STL1 SUBRAMING REQUIRED WITH CLEATS/BRACKETS TO SUIT SCR3 LOCATION - REFER ARCHITECTS DETAILS. COLOUR: WATER CLEAR.

INTERNAL WALLS

P1 190mm STACK BONDED REINFORCED CONCRETE BLOCKWORK- CORE FILLED - TO S.ENGS. DESIGN. REFER TO INTERNAL WALL DETAILS AND S.ENGS. DETAILS. PROVIDE PF4 FINISH BOTH SIDES.

P2 140 x 45 H3.2 TIMBER FRAMED PARTITION WITH STUDS AT 600 CENTRES UNO. LINE WITH FC1 9mm THK BOTH SIDES. PLASTER STOP FOR PAINT FINISH - LEVEL 4 FINISH. PROVIDE IN1 ACOUSTIC INSULATION. REFER TO INTERNAL WALL DETAILS.

IGP1 INTERNAL GLAZED 2400mm HIGH (UNO) PARTITION IN SQUARE BEADED ALUMINIUM FRAME- TO SUPPLIERS DESIGN. GLASS: 12mm MINIMUM CLEAR TOUGHENED. ACCEPTABLE PRODUCTS: PROVIDE A PRODUCT SUBMISSION.

SK1 60 x 10 PRE-PRIMED H3.2 TIMBER SKIRTING. FINISH/COLOUR: MATCH WALL.

SK2 GRADE 316 STAINLESS STEEL 200mm x 2mm THK. SKIRTING
FINISH: BRUSHED FINISH HORIZONTALLY. FIXINGS: GLUE + GRADE 316 PHILLIPS HEAD COUNTERSUNK SCREWS TOP AND BOTTOM AT 300mm CENTRES.

LININGS

FC1 9mm FIBRE CEMENT (FC) SHEET SYTEM WITH REBATED JOINTS. PLASTER STOP TO LEVEL 4 FINISH & PROVIDE PF1 PAINT FINISH - UNO.

INSTALL FC1 9mm THK IN ACCORDANCE WITH MANUFACTURERS DATA SHEET/ SPECIFICATIONS AND FIXING REQUIREMENTS - PROVIDE FRAMING SETOUT TO SUIT. PROVIDE A PRODUCT SUBMISSION.

PB1 13mm WATER RESISTANT GYPSUM PLASTERBOARD. PLASTER STOP TO LEVEL 4 FINISH & PROVIDE PF1 PAINT FINISH. PROVIDE A PRODUCT SUBMISSION.

INSTALL PB1 IN ACCORDANCE WITH MANUFACTURERS DATA SHEET/ SPECIFICATIONS AND FIXING REQUIREMENTS -PROVIDE FRAMING SETOUT TO SUIT.

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LOUVRES

LVR2 50mm BLADE, WEATHER PROOF VENTILATING LOUVRE. BASE MATERIAL: ALU1 ALUMINIUM. PROVIDE A PRODUCT SUBMISSION.
FINISH: ANODISED, 25 MICRONS. COLOUR: MATCH WINDOW FRAMES

INTERIOR PAINT FINISHES

PF1 PROVIDE THREE COAT (MINUMUM) INTERIOR 'WET AREA' TYPE WATERBORNE LOW SHEEN PAINT FINISH WITH MOULD INHIBITOR TO ALL NEW AND ALTERED PB1, CL1, CMR1 AND ANY OTHER BUILDING ELEMENTS NOTED. PREPARATION: PROVIDE PLASTER STOP LEVEL 4 FINISH (FC1 AND PB1), FILL ALL HOLES AND CRACKS, SAND AND WASH PRIOR TO PAINT APPLICATION. ACCEPTABLE PRODUCTS: PROVIDE A PRODUCT SUBMISSION. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

PF3 PROVIDE THREE COAT (MINIMUM) INTERIOR QUALITY, SOLVENT BORNE SATIN CLEAR SEALER TO NEW TIMBER CEILINGS AND SCREENS. PREPARATION: SAND AND CRACKS AND WASH PRIOR TO PAINT APPLICATION. ACCEPTABLE PRODUCTS: PROVIDE A PRODUCT SUBMISSION. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

PF14 PROVIDE TWO COAT (MINIMUM) INTERIOR QUALITY, SOLVENT BORNE SATIN CLEAR SEALER. PREPARATION: SAND AND FILL CRACKS AND WASH PRIOR TO PAINT APPLICATION. PROVIDE A PRODUCT SUBMISSION FOR APPROVAL. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

EXTERIOR PAINT FINISHES

PF4 PROVIDE MIN. TWO TOP-COAT OVER ONE PRIMER (SEALER) COAT EXTERIOR QUALITY WATERBORNE PAINT FINISH TO NEW AND EXISTING BLOCKWORK, CEMENT RENDER AND NEW AND EXISTING FIBRE CEMENT (FC) SHEET CLADDING. PREPARATION: FILL ALL HOLES AND CRACKS WITH EXTERIOR QUALITY FILLER, SAND AND WASH PRIOR TO PAINT APPLICATION. ACCEPTABLE PRODUCTS: RESENE X-200 WATERBORNE LOW SHEEN ENAMEL (D62), OEA. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

SOLID CORE DOOR APPLIED FINISHES

PF2 PROVIDE THREE COAT (MINUMUM) INTERIOR QUALITY, WATERBORNE SEMI-GLOSS ENAMEL PAINT FINISH TO ALL NEW OR ALTERED SOLID CORE TIMBER DOOR LEAVES AND PINE SKIRTINGS. PREPARATION: FILL ALL HOLES AND CRACKS, SAND AND WASH PRIOR TO PAINT APPLICATION. ACCEPTABLE PRODUCTS: RESENE LUSTACRYL SEMI-GLOSS WATERBORNE ENAMEL (D310), OEA. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

PF6 PROVIDE THREE COAT (MINUMUM) EXTERIOR QUALITY, ACRYLIC SEMI-GLOSS PAINT FINISH TO ALL NEW STAINLESS STEEL DOOR FRAMES. PREPARATION: FILL ALL HOLES AND CRACKS, SAND AND WASH PRIOR TO PAINT APPLICATION. ACCEPTABLE PRODUCTS: RESENE URACRYL 402 RA55 URETHANE (OEA) ACRYCLIC SEMI-GLOSS SYSTEM. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

STEEL & OTHER SPECIALIST PAINT FINISHES

PF10 PAINT FINISH STL1 STEEL
'HOT DIP' GALVANISED PLUS SPECIALIST STEEL PAINT PROTECTIVE SYSTEM. REFER TO SPECIFICATION SECTION 6745. PROVIDE A PRODUCT SUBMISSION.PAINT PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

PF12 PROVIDE TWO COAT (MINIMUM) EXTERIOR QUALITY, SODIUM SILICATE OR LITHIUM BASED, SATIN CLEAR, PENETRATING SEALER. PREPARATION: SAND . PROVIDE CONCRETE REAPAIR (MATCH COLOUR) AND WASH PRIOR TO APPLICATION. PROVIDE A PRODUCT SUBMISSION FOR APPROVAL. PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.

FLASHINGS

FL1 1.2mm BMT CUSTOM FABRICATED, PRE-FINISHED ALU1 ALUMMINIUM SHEET FLASHINGS. FINISH/COLOUR: MATCH ROOF SHEETING -COLORCOTE ARX (OEA) BOTH SIDES

FL2 FLASHING: CUSTOM FABRICATED/EXTRUDED 1.2BMT or 1.5 BMT ALUMINIUM FLASHING. FINISH: ANODISED, 25 MICRONS. COLOUR TO MATCH WINDOW FRAME. PRE-WELD JOINTS/JUNCTIONS PRIOR TO FINISH. ALUMINIUM SHALL BE TYPE 5052 ALLOY H36 CORROSION RESISTANT.

CL1 PB1 PLASTERBOARD ON H3.2, 75 x 35 CEILING BATTENS AT 600 CRS FIXED TO H3.2 CEILING PURLINS AT 600 CRS PURLIN SIZE TO SUIT SPAN BASED ON S.ENGS DESIGN - MINUMUM SIZE 190 x45. PROVIDE CONTINUOUS IN1 INSULATION ABOVE ALL CL1 CEILINGS, UNO.GIB STOP TO LEVEL 4 FINISH STANDARD & PROVIDE PF1 FINISH.

CL3 TM2 HARDWOOD DRESSED TIMBER CEILING SLATS WITH AIR GAPS- REFER DETAIL. FIX TO H3.2 TIMBER CEILING FRAMING SIZED TO SUIT SPAN - REFER S.ENG.
FIXING: GRADE 316 S/S 10G OR 12 G SCREWS. PROVIDE CONCEALED FIXING UNO - SCREW FIX INTO TOP OF SLAT.
TIMBER FINISH: PF3 TO ALL FOUR SIDES OF TIMBER.

CL7 UNDERSIDE OF PRE-FINISHED ROOF SHEETING AND PURLINS I.E. NO APPLIED CEILING

FLOOR FINISHES

SE2 HONED, SEALED RC FLOOR SLAB - TO S.ENGS. DESIGN.
AGGREGATE: NZ GREY WACKE 7-14mm. IN ADDITION PROVIDE 10% WHITE QUARTZ 7-14mm HAND 'SEEDED' TO SURFACE. NOTE: LOCAL 7-14mm GRADED AGGREGATE MAY BE USED SUBJECT TO S.ENGS + ARCHITECTS APPROVAL).
OXIDE: PROVIDE PETER FELL COLOUR 609 (LIGHT GREY) - PERCENTAGE OF OXIDE IN ACCORDANCE WITH PETER FELL PRODUCT SPECIFICATIONS.
CONCRETE FINISH: DIAMOND GRIND SINGLE PASS HONE (1-2mm) USING 100 GRIT METAL BOND - TO EXPOSE AGGREGATE.
PROVIDE PF12 SEALER TO ENTIRE SLAB. PROVIDE A PRODUCT SUBMISSION.
WET CURING: KEEP SLAB SURFACE CONTINUOUSLY WET FOR MIN. 14 DAYS.
SLIP RESISTANCE WHEN WET: PROVIDE MEAN COEFFICIENT OF FRICTION (WET) OF NOT LESS THAN 0.4 TO COMPLY WITH NZBC D1/AS1. PROVIDE SLIP RESISTANCE TEST CERTIFICATION. PROVIDE TWO (2) 600 x 600 FINISHED CONTROL SAMPLES TO THE ARCHITECT AND CLIENT FOR APPROVAL PRIOR TO CONSTRUCTION OF PAV2. WHERE SE2 SLAB LAID ON GROUND PROVIDE CONTINUOUS DPM1.
REFER TO FLOOR FINISHES AND FLOOR SLAB DETAILS.

FLR3 'TARKETT OPTIMA 2.0 mm' ROLL FORMAT FLOORING - OEA. JOINTS: THERMOWELDED.SLIP RESISTANCE: PROVIDE MEAN COEFFICIENT OF FRICTION OF NOT LESS THANO.4 TO COMPLY WITH NZBC D1/AS1. PROVIDE SLIP RESISTANCE TEST CERTIFICATE.

NOTE: INSTALL ALL FLOOR FINISHES STRICTLY IN ACCORDANCE WITH MANUFACTURER/SUPPLIERS INSTALLATION RECOMMENDATIONS AND SPEC.S

MISCELLANEOUS

SEL1 SPECIALIST SANITARY SEALANT. COLOUR TO MATCH TILE GROUT.

SEL2 PROPRIETARY ACOUSTIC SEALANT

SEL3 EXTERIOR GRADE, NEUTRAL CURE, SILICON RUBBER SEALANT (CLEAR).

SEL4 FIRE RATED SEALANT (OEA) UP TO FOUR HOURS. PROVIDE A SUBMISSION.

BWR1 ABSORBENT WATER RESISTANT BUILDING WALL WRAP - PROVIDE A PRODUCT SUBMISSION. INSTALL IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS. DRESS INTO WINDOW/DOOR OPENINGS (REVEALS) USING WFL1.

BWR2 CELLULOSE (PAPER) BASED BUILDING WRAP. INSTALL IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS. DRESS INTO WINDOW/DOOR OPENINGS (REVEALS) USING WFL1.

WFL1 WINDOW SEALING FOIL FLASHING TAPE SYSTEM FOR WINDOW AND DOOR REVEALS. PROVIDE A PRODUCT SUBMISSION. INSTALL IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS TO ALL NEW WINDOWS/DOORS.

DPM1 WATERPROOF POLYTHENE SHEET DPM: 250mu. - PROVIDE A PRODUCT SUBMISSION. JOINTING TAPE: PROVIDE A PRODUCT SUBMISSION. 50mm WIDE WATERPROOF JOINTING TAPE. INSTALL DPM SHEETS WITH THE MINIMUM NUMBER OF JOINTS. POSSIBLE - TAPE ALL JOINTS TO PROVIDE A WATER PROOF MEMBRANE. INSTALL DPM1 OVER 25mm OF SAND BLINDING.

TM2 'SPOTTED GUM' HARDWOOD (OEA) RECYCLED /PLANTATION HARDWOOD. DURABILITY CLASS 1 OR 2. PROVIDE DRY, DRESSED TIMBER (90° CORNERS) STRAIGHT AND TRUE WITH NO BOWING/TWISTING. PROVIDE HEARTWOOD ONLY.

EXTERIOR PAVING

PAV2 RC PAVING SLAB - TO S.ENGS. DESIGN. AGGREGATE: NZ GREY WACKE 7-14mm (OR LOCAL 7-14mm GRADED AGGREGATE SUBJECT TO S.ENGS + ARCHITECTS APPROVAL). COLOUR: PROVIDE 4KG BLACK OXIDE PER CUBIC METRE. PROVIDE ACID ETCH OR LIGHT SAND BLAST FOR A NON SLIP SURFACE.SLIP RESISTANCE: PROVIDE MEAN COEFFICIENT OF FRICTION OF 0.9 WHEN WET- REFER TO NZBC D1/AS1. PROVIDE SLIP RESISTANCE TEST CERTIFICATION. PROVIDE TWO (2) 600 x 600 FINISHED CONTROL SAMPLES TO THE ARCHITECT AND CLIENT FOR APPROVAL PRIOR TO CONSTRUCTION OF PAV2. PROVIDE 'WET CURING' - KEEP SLAB SURFACE CONTINUOUSLY WET FOR MINIMUM 14 DAYS.
NOTE: ALL EXTERIOR PAVED AND LANDSCAPED SURFACES SHALL BE CONSTRUCTED WITH 1:50 FALL MINIMUM AWAY FROM THE TERMINAL BUILDING.

TILING AND TILING ACCESSORIES

TIL1 300 x 300 VITRIFIED CERAMIC BATHROOM FLOOR TILES. SLIP RESISTANCE WHEN WET: PROVIDE MEAN COEFFICIENT OF FRICTION (WET) OF NOT LESS THAN 0.4 TO COMPLY WITH NZBC D1/AS1. PROVIDE SLIP RESISTANCE TEST CERTIFICATION. TILE COLOUR: DARK GREY/CHARCOAL.
GROUT COLOUR: MATCH TILE COLOUR

TIL2 300 x 150 GLAZED CERAMIC BATHROOM WALL TILES. PROVIDE PAINTED/SEALED 9mm THICK FIBRE CEMENT (FC1) SHEET SUBSTRATE TILE BACKING SHEET). GRADE 316 S/S SCREW FIXED.
TILE GROUT COLOUR: MATCH TILE COLOUR

NOTE: 1. PROVIDE DOCUMENTATION TO CERTIFY THAT ALL INTERIOR FLOOR FINISHES MEET NZBC AND AS/NZS SLIP RESISTANCE STANDARDS.

MOV1 GRADE 316L S/S WALL TILE MOVEMENT JOINT. ACCEPTABLE PRODUCT: PROVIDE A PRODUCT SUBMISSION. GREY - ARCHITECT TO APPROVE COLOUR.

MOV3 GRADE 316 L S/S AND POLYURETHANE MOVEMENT JOINT.
PROVIDE A PRODUCT SUBMISSION. COLOUR: GREY - ARCHITECT TO APPROVE COLOUR.

CNR1 GRADE 316LS/S EXTERNAL CORNER TRIM, 10mm. PROVIDE A PRODUCT SUBMISSION.

FWG1 TILE FLOOR WASTE GRATED DRAIN SYSTEM (FWG)' - SQUARE GRADE 316 S/S. 100mm PVC LEAK CONTROL FLANGE AND SQUARE HEIGHT-ADJUSTABLE FLOOR GRATE. PROVIDE A PRODUCT SUBMISSION.

TILE WATERPROOFING

WPM1 TWO COAT WATERPROOFING SYSTEM - TILED AREAS.
COLOUR: WHITE. ACCEPTABLE PRODUCTS: MAPEI OR ARDEX WATERPROOFING SYSTEM. USE ONLY THE SELECTED WATEROROOFING SYSTEM'S PRODUCTS INCLUDING:

PRM1 SUBSTRATE PRIMER

BBR1 BONDBREAKER

BBT1 BONDBREAKER TAPE

IE. SUBSTITUTION OF ANY OF THE ABOVE PARTS OF THE MANUFACTURERS WATERPROOFING SYSTEM NOT PERMITTED.

TOILET PARTITIONS

TCP1 PROPRIETARY TOILET PARTITION SYSTEM.
FRAME MATERIAL: SILVER ANODISED ALUMINIUM
PARTITION BASE MATERIAL: 18mm MARINE GRADE PLY TO BS 1088
PARTITION FINISH: HIGH PRESSURE LAMINATE
DOOR HARDWARE: PROVIDE PRE-FITTED ALUMINIUM OR GRADE 316 STAINLESS STEEL DOOR HARDWARE INDICATOR LOCK WITH RED/GREEN INDICATION.
PEDESTALS: GRADE 316 STAINLESS STEEL.
EDGE TREATMENT AND WALL FIXING CHANNEL: SILVER ANODISED ALUMINIUM.
FIXINGS: GRADE 316 S/S. ACCEPTABLE PRODUCTS: PROVIDE A PRODUCT SUBMISSION.

SERVICES

CBL1 ECD HEAVY DUTY FLUSH FLOOR DUCT - MODEL, WIDTH AND HEIGHT TO ELEC. ENGS. DESIGN. NOTE: PROVIDE GRADE 316 S/S, 5mm THICK SCREW FIXED LID.

EXTERIOR IMPACT PROTECTION

IP1 STL1 IMPACT PROTECTION RAIL TYPE IP1 TO STRUCTURAL ENGINEERS DESIGN AND ARCHITECTS IP1 DETAIL. USE 200 PFC FOR HORIZONTAL RAIL. PROVIDE CONCEALED BASEPLATES BELOW SLAB LEVEL.

IP2 STL1 CHS BOLLARD TYPE IP2 TO STRUCTURAL ENGINEERS DESIGN AND ARCHITECTS IP2 DETAIL.PROVIDE CONCEALED BASEPLATE BELOW SLAB LEVEL.

IP3 STL1 CIRCULAR COLUMN IMPACT PROTECTION TYPE IP3 TO STRUCTURAL ENGINEERS DESIGN AND ARCHITECTS IP3 DETAIL. PROVIDE CONCEALED BASEPLATES BELOW SLAB LEVEL.

INTERIOR IMPACT PROTECTION

IP4 GRADE 316 S/S 2mm THK/1980mm HIGH END OF WALL PROTECTOR TO DETAIL

IP5 GRADE 316 S/S 2mm THK/1980mm HIGH CORNER PROTECTOR TO DETAIL

IP6 GRADE 316 S/S 48mm Ø x 5mm THK CHS, 200mm AFFL, PROTECTOR TO DETAIL

ENTRANCE MAT

EMT1 PROPRITARY ALU1 ENTRY MAT , INFILL STRIP COLOUR: ANTHRACITE/GREY. PROVIDE SLAB SETDOWN TO SUIT EMT1 ENTRANCE MAT DEPTH.

CONTAINMENT AND HEALTH & SAFETY

1 ENSURE NO DAMAGE TO AIRCRAFT OCCURS AS A RESULT OF THE CONTRACT WORKS - INCLUDING DAMAGE BY DUST, SAND AND PAINT OR OTHER PARTICLES.

2 PROVIDE A WORK METHOD STATEMENT AND AGREE THE METHOD STATEMENT WITH AIRLINES AND AIRPORT OWNER - INCLUDING CONTAINMENT METHODOLOGY, OHS AND AGREED 'STOP WORK' TIMES RELATED TO FLIGHT OPERATIONS.

3 EMPLOYEES SHALL WEAR 'SUPPLIED AIR BREATHING EQUIPMENT' AND PROTECTIVE SUITS WHEN UNDERTAKING WORK ON HAZARDOUS MATERIALS. EG REMOVING EXISTING GALVANISING OR PAINT FINISHES.

STRUCTURE

SF1 NEW FOUNDATION/ PILE. REFER TO STRUCTURAL ENGINEERS DESIGN.

SE1 RC FLOOR SLAB ON DPM1 - TO STRUCTURAL ENGINEERS DESIGN. CONCRETE FINISH: U3. STEEL TROWELLED FINISH WITH PF12 SEALER TO ENTIRE SLAB. WET CURING: KEEP SLAB SURFACE CONTINUOUSLY WET FOR MIN. 14 DAYS.

WHERE SE1 SLAB LAID OVER AN EXISTING SLAB: REMOVE ALL EXISTING FLOOR FINISHES, MORTARS, ADHESIVES AND THE LIKE.
PROVIDE A CLEAN, DRY SUBSTRATE. PROVIDE TWO(2) LAYERS OF DPM1.

STL1 STRUCTURAL STEEL.TO S.ENGS. DESIGN. FINISH: GALVANISED WITH PF10 - SPECIALIST STEEL PAINT PROTECTIVE SYSTEM OVER. ACCEPTABLE PAINT MANUFACTURERS: INTERNATIONAL PAINTS (AKZO NOBEL) OEA.

NOTE 1. PROVIDE CAD SHOP DRAWINGS OF ALL STL1 STEELWORK FOR S.ENGS. AND ARCHITECTS REVIEW PRIOR TO MANUFACTURE.
2. STL1 CONCEALED IN CEILING/WALL: PROVIDE PRE-DRILLED 12mm Ø HOLES AT 450mm CENTRES - FOR FIXING TIMBER FRAMING. LOCATE HOLES IN WEB AND FLANGE AS REQUIRED - SETOUT ALL HOLES ON SHOP DRAWINGS.
3. SITE DRILLING/ CUTTING/ WELDING OF STL1 STEEL IS NOT PERMITTED.

RNF1 REINFORCEMENT TO STRUCTURAL ENGINEERS DESIGN

GLU1 PINUS RADIATA (OEA) GLULAM STRUCTURAL MEMBERS TO S.ENGS DESIGN AND SPECIFICATION. GLU1 SHALL BE H5.0 TREATED AND BE TREATED WITH A LONG ACTING SYNTHETIC PYRETHROID INSECTICIDE TREATMENT (OEA) TO PREVENT TERMITE OR BORER DAMAGE.PROVIDE A 25 YEAR WARRANTY FOR TIMBER STRUCTURAL INTEGRITY. COMPLY WITH PINUS RADIATA & DOUGLAS FIR TIMBER NOTE 5 - PREVENTION OF TERMITE AND BORER DAMAGE - PROVIDE A SUBMISSION FOR APPROVAL.

PC1 PRECAST, REINFORCED CONCRETE COLUMNS TO S.ENGS DESIGN AND SPECIFICATION.CONCRETE STRENGTH TO S.ENGS DETAIL .AGGREGATE: GREY WACKE 7-14mm OEA LOCAL AGGREGATE. COLOUR: PROVIDE 3KG BLACK OXIDE PER CUBIC METRE. FINISH: F5, FLAT SMOOTH (CCANZ). PROVIDE PF12 PENETRATING CLEAR SEAL FINISH UNO. PROVIDE TWO (2) 600 x 600 FINISHED CONTROL SAMPLES TO THE ARCHITECT ENGINEER AND CLIENT FOR APPROVAL

METALWORK - STAINLESS STEEL & ALUMINIUM

S/S ALL STAINLESS STEEL ARCHITECTURAL METALWORK SHALL BE GRADE 316. FINISH: INTERIOR S/S BRUSHED FINISH. EXTERIOR S/S 'POLISHED' FINISH.

ALU1 CORROSION RESISTANT ALUMINIUM: ALUMINIUM ALLOY 5251 OR 5083 MARINE GRADE OEA MARINE GRADE ALUMINIUM. FINISH: 'THERMOSET POWDER COAT' (UNO)-MARINE GRADE COATING. REFER TO ROOF NOTES.

ROOF

RF1 RF1 - NEW ROOF CONSTRUCTION, AS FOLLOWS:

RS1 PRE-FINISHED GRADE 5052 ALUMINIUM ROOF SHEETING, 0.9mm BMT - 'STEEL & TUBE KLIPLOK' PROFILE IN SINGLE CONTINUOUS SHEET TO FULL EXTENT OF NEW ROOF. FINISH: 'COLORCOTE® ARX BOTH SIDES COLOUR : TBC. CONSULT ARCHITECT. FIXINGS: CONCEALED FX1 CUSTOM DESIGNED KLIPLOK SYSTEM BRACKETS WITH FX2 SCREWS.

CBS1 ON CAVIBAT 45mm X 18mm CAVITY BATTEN SYSTEM.

RUC1 ON THERMOKRAFT COVERTEK 407 ABSORBENT, FIRE RETARDANT UNDERLAY

RMS1 ON ANTI-SAG GRADE 316 STAINLESS STEEL (OR APPROVED PLASTIC) ANTI-SAG MESH

PURLIN1 ON H3.2 TREATED TIMBER PURLINS BOLTED TO GRADE 316 S/S JOIST HANGERS - TO S.ENGS. DETAIL . PROVIDE PF9 FINISH TO ALL VISIBLE PURLINS. PROVIDE PF14 ALL CONCEALED PURLINS/ROOF FRAMING..

IN4 WITH R1.8 INSULATION (MAX 75mm THICK) BETWEEN PURLINS (ENSURE 25mm AIR GAP FROM UNDERLAY ABOVE)

RUC2 ON PERFORATED, PERMEABLE WHITE-FACED/FOIL FACED UNDERLAY. INSTALL WITH WHITE SIDE FACING DOWN. PROVIDE A PRODUCT SUBMISSION.

RMS2 ON GRADE 316 STAINLESS STEEL SAFETY MESH (OEA) TO MEET LOAD REQUIREMENTS OF NZS 4389:1996. PROVIDE A PRODUCT SUBMISSION.

PURLIN 2 ON H3.2 TREATED TIMBER PURLINS BOLTED TO GRADE 316 S/S JOIST HANGERS - TO S.ENGS. DETAIL . PROVIDE PF9 FINISH TO ALL VISIBLE PURLINS. PROVIDE PF14 ALL CONCEALED PURLINS/ROOF FRAMING..

RF2 RF2 - NEW CANOPY/ROOF CONSTRUCTION, AS FOLLOWS:

RS1 PRE-FINISHED GRADE 5052 ALUMINIUM ROOF SHEETING, 0.9mm BMT - 'STEEL & TUBE KLIPLOK' PROFILE IN SINGLE CONTINUOUS SHEET TO FULL EXTENT OF NEW ROOF. FINISH: 'COLORCOTE® ARX BOTH SIDES COLOUR : TBC. CONSULT ARCHITECT. FIXINGS: CONCEALED FX1 CUSTOM DESIGNED KLIPLOK SYSTEM BRACKETS WITH FX2 SCREWS.

CBS1 ON CAVIBAT 45mm X 18mm CAVITY BATTEN SYSTEM.
NOTE: TWO BATTENS REQUIRED TO COVER FULL WIDTH OF PURLIN

PURLINS ON H3.2 TREATED TIMBER PURLINS BOLTED TO GRADE 316 S/S JOIST HANGERS - TO S.ENGS. DETAIL . PROVIDE PF9 FINISH TO ALL VISIBLE PURLINS. PROVIDE PF14 ALL CONCEALED PURLINS/ROOF FRAMING.

RS4 RS4 - NEW MULTICELL POLYCARBONATE ROOF SYSTEM WITH RIDGE VENTILATION, INCLUDING COMPLETE ALU1 FRAME, TRIMS AND FLASHINGS TO SUPPLIERS DESIGN AND INSTALLATION, AS FOLLOWS:

RS4 16mm THK. MULTICELL 'POLY CARBONATE SHEETS WITH RAISED. PROFILED EDGES, 'SNAP-FIT' INTO POWDER COATED ALUMINIUM FRAME SYSTEM. SHEET WIDTH 600 mm. COLOUR 'ICE' (TRANSLUCENT). FIXINGS: ALL CONCEALED GRADE 316 S/S BRACKETS/FIXINGS SETOUT/SPACING SPECIFIED BY ROOFING CONTRACTOR TO SUIT COUNTRY ULTIMATE LIMIT STATE /WIND PRESSURE

FRAME/ PURLINS STL1 ANGLE (UEA) FRAME AND PURLINS BOLTED TO PURLIN CLEATS - TO S.ENGS. DETAIL. FINISH: PF10. COLOUR: TBC

NOTE: 1 PROVIDE OHS SAFETY FROM FALLING DURING ROOF CONSTRUCTION

ROOF DRAINAGE

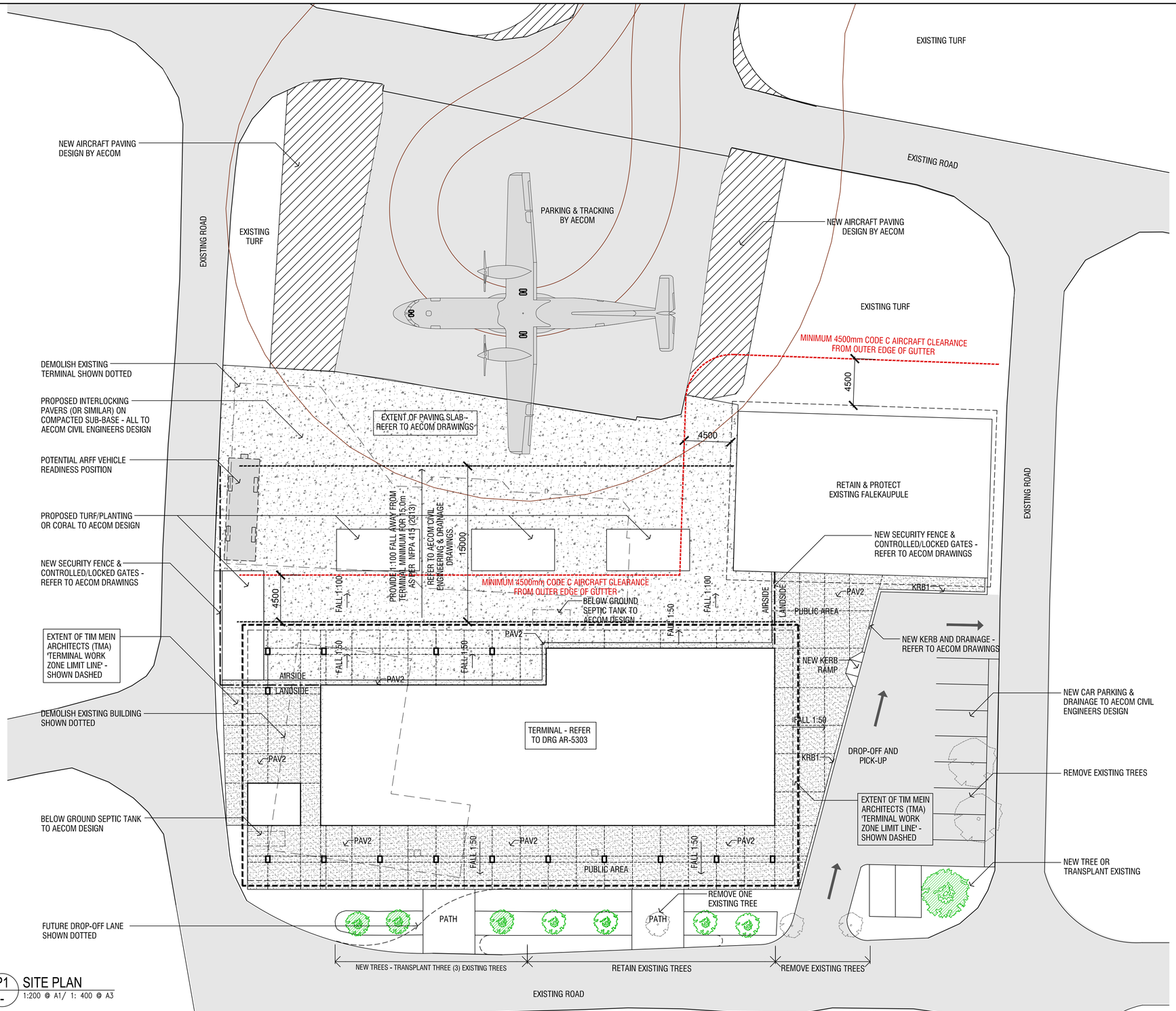
GU1 0.9 MM BMT PRE-FINISHED GRADE 5052 FOLDED ALUMINIUM GUTTER TO 1:100 FALL WITH MATCHING PRE-FINISHED 10mm x 40mm ALUMINIUM SUPPORT BRACKETS AT 450mm CENTRES MAX. FINISH: 'COLORCOTE® ARX BOTH SIDES COLOUR . MATCH ROOF SHEETING. FIXINGS - GRADE 316 S/S COLOUR TO MATCH ROOF SHEETING.

DP1 PRE-FINISHED GRADE 5052 ALUMINIUM DOWNPIPE WITH COLOUR MATCHED PRE-FINISHED 5mm x 40mm ALUMINIM BAR SUPPORT BRACKETS AT 900mm CENTRES VERTICALLY. FINISH: 'COLORCOTE®ARX COLOUR : MATCH ROOF SHEETING. FIXINGS - GRADE 316 S/S COLOUR TO MATCH ROOF SHEETING.

F1 FOAM FILLER STRIP TYPE 1 - PROFILE TO MATCH ROOF SHEETING PROFILE. ADDITIONAL REQUIREMENTS: VENTILATION HOLES + NON COMBUSTABLE.

CAVITY BATTENS

CBS1 CAVIBAT 'R' 45mm X 18mm PLASTIC CAVITY BATTEN. COLOUR:



NOTE:
1. REFER TO AECOM DESIGN FOR AIRCRAFT PARKING AND TRACKING.
2. REFER TO AECOM CIVIL ENGINEERING AND DRAINAGE DRAWINGS - AIRSIDE AND LANDISDE - FOR DESIGN/DOCUMENTATION OF ALL WORKS OUTSIDE THE TERMINAL WORK ZONE LIMIT LINE.

P1 / - SITE PLAN
1:200 @ A1/ 1: 400 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
05	TMA	03.11.14.	FOR TENDER ISSUE	
04	TMA	15.10.14.	FOR APPROVAL	
03	TMA	09.04.14.	FOR APPROVAL	
02	TMA	06.08.13.	FOR APPROVAL	
01	TMA	24.07.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 4 10 20m
Scale 1:200 at A1

AECOM
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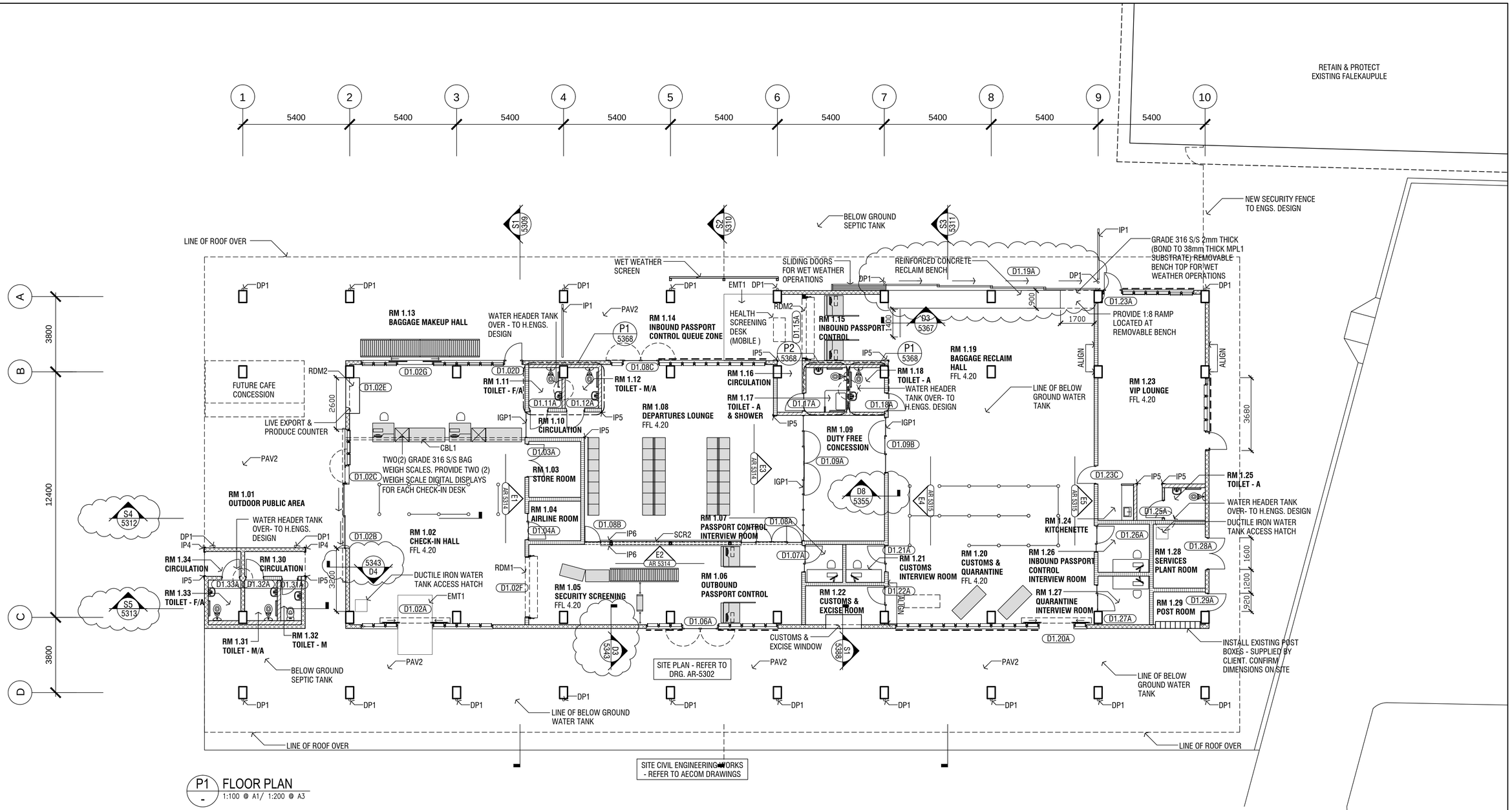
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
SITE PLAN

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-AR-5302 | REV: 05



P1 FLOOR PLAN

1:100 @ A1/ 1:200 @ A3

NOTE:

1. THE ARCHITECTS DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. NOTIFY THE ARCHITECT & ENGINEER OF ANY DISCREPANCIES BETWEEN DRAWINGS.

FURNITURE SCHEDULE:

CHECK-IN DESKS *(REFER TO DRGS. AR-5380 & AR-5381)*		2
WEIGH SCALES		2
SECURITY SCREENING BENCHES *(AR-5385 & AR-5386)*		2
ROLLER BEDS		2
PASSPORT CONTROL DESKS	- OUTBOUND	2
(AR-5383 & AR-5384)	- INBOUND	2
MANUAL SEARCH BENCHES	- CHECK-IN	2
(AR-5375 & AR-5376)	- CUSTOMS & QUARANTINE	3
GRADE 316 S/S TENSA BARRIERS (metres)		50m

NOTE:
ALL SEATING, CHAIRS, AND OFFICE/INTERVIEW ROOM FURNITURE SUPPLIED BY CLIENT.

EXTERNAL
- W1 - 190mm BLOCKWORK
- SCR2 PERFORATED SECURITY SCREEN WITH POWDERCOAT FINISH - TO EXTERIOR OF BR1 OPERABLE LOUVRES

INTERNAL
- P1 - 190mm BLOCK WORK
- P2 - 140 X 45 H3.2 TIMBER

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
08	TMA	30.06.15.	FOR TENDER ISSUE	
07	TMA	15.05.15.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001:2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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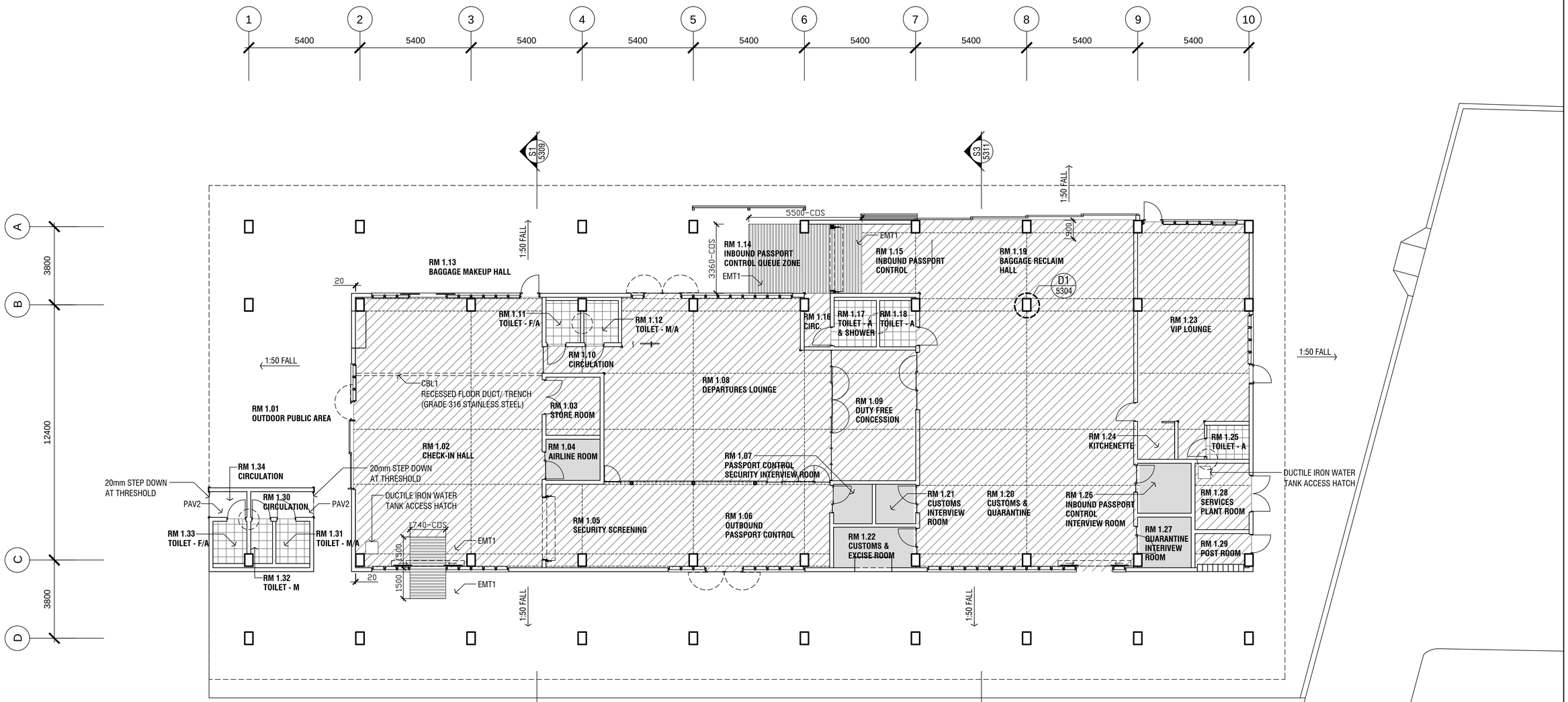
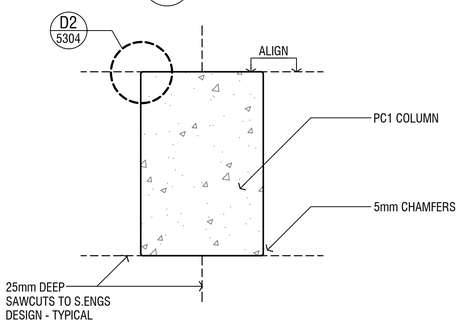
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL FLOOR PLAN

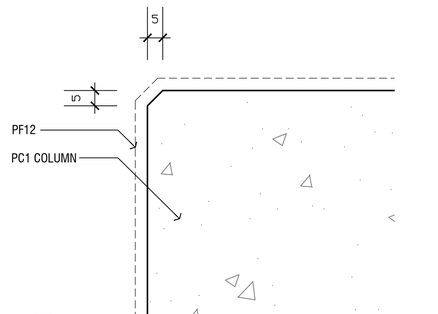
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5303	REV: 08



P1 FLOOR FINISHES PLAN
1:100 @ A1/ 1:200 @ A3



D1 SE2 SAWCUT SETOUT PLAN - AT COLUMN
1:10 @ A1/ 1:20 @ A3



D2 PC1 COLUMN - CORNER CHAMFER DETAIL
1:1 @ A1/ 1:2 @ A3

NOTE:
1. BATHROOM FIXTURES & FITTINGS NOT SHOWN FOR CLARITY.
2. REFER TO DRAWING AR-5302 SITE PLAN FOR EXTERNAL PAVING.
3. PROVIDE SE2 TOPPING SLAB (75mm NOM.) SUBSTRATE FOR ALL FLR3.
4. PROVIDE SE2 TOPPING SLAB/SCREED TO FALLS SUBSTRATE FOR ALL TIL1 TOILET FLOOR TILES.
5. SAWCUTS SHALL BE IN STRAIGHT LINES PARALLEL TO THE STRUCTURAL GRID/WALLS.
6. PROVIDE 20mm (MAXIMUM) STEP AT INSIDE TO OUTSIDE THRESHOLD - THROUGHOUT TERMINAL.

LEGEND - FLOOR FINISHES
- SE2
- TIL1
- FLR3
- 25mm DEEP SAWCUT IN SE2 SLAB

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	09.04.14.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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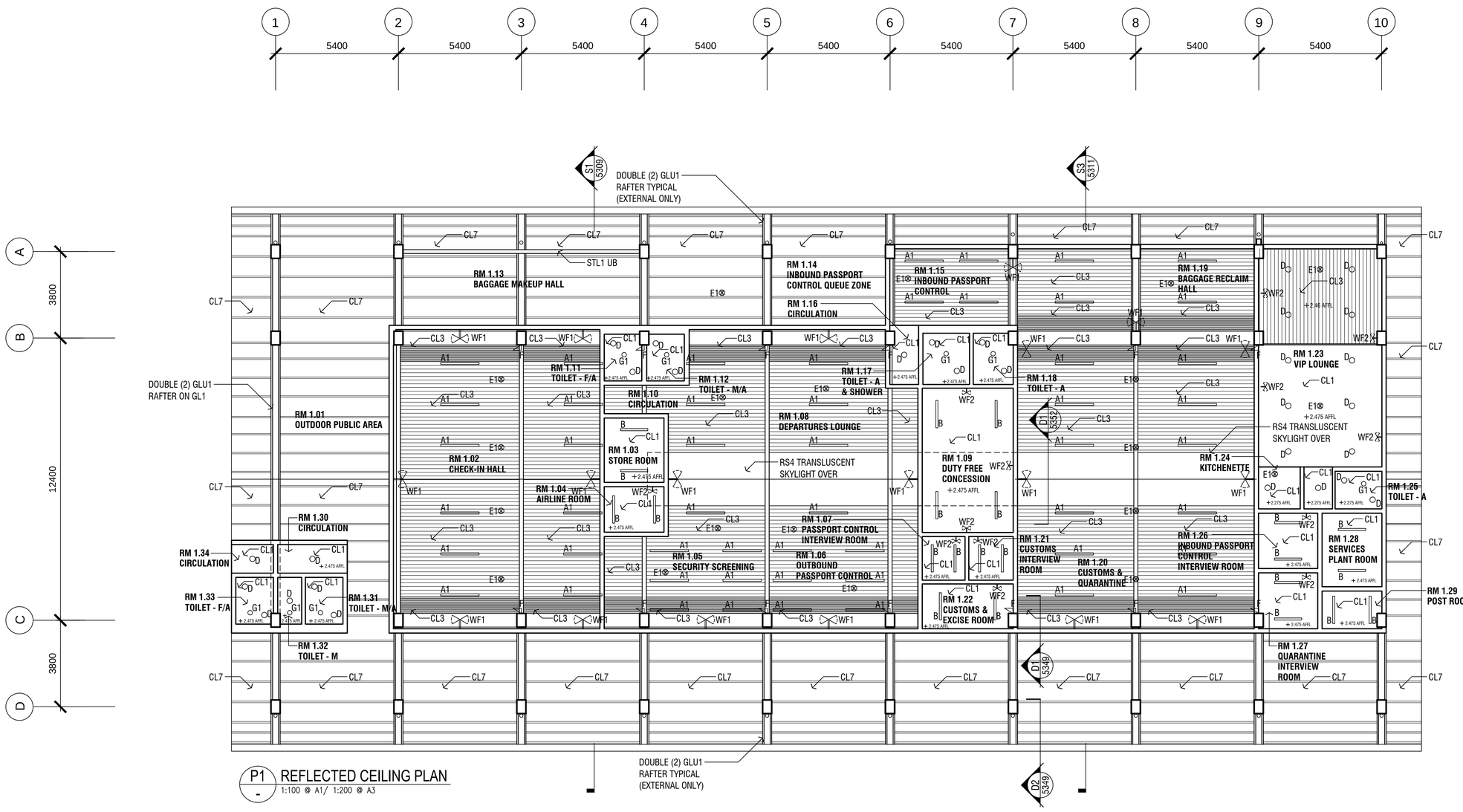
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL FLOOR FINISHES PLAN

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-AR-5304	REV: 02



P1 - REFLECTED CEILING PLAN

1:100 @ A1/ 1:200 @ A3

LIGHTING NOTES:

1. ALL LIGHT FITTINGS/LUMINAIRES SHALL BE TO ELECTRICAL ENGINEERS SPECIFICATION. REFER TO THE ELECTRICAL ENGINEERS DRAWINGS AND SPECIFICATION.
2. ALL LIGHT FITTINGS AND FANS SHALL BE IN CORROSION RESISTANT MATERIALS AND FINISHES TO ELECTRICAL ENGINEERS DESIGN/SPECIFICATION.
3. FIXINGS: PROVIDE CONCEAL FIXIGNS OR FIX USING GRADE 316 STAINLESS STEEL COUNTERSUNK SCREWS. COLOUR: MATCH TO LIGHT FITTING/FAN.
4. LIGHT FITTING AND FAN UNACCEPTABLE BASE MATERIALS INCLUDE: STEEL

FAN CODES:

WF1 WALL MOUNTED OSCILLATING FAN - 750 DIA NOM
COLOUR: MATTE BLACK. FIXING: SUPPLY WITH PROPRIETARY WALL FIXING BRACKET AND FIXINGS.

WF2 WALL MOUNTED OSCILLATING FAN - 400 DIA NOM
COLOUR: MATTE BLACK. FIXING: SUPPLY WITH PROPRIETARY WALL FIXING BRACKET AND FIXINGS.

LIGHT/LUMINAIRE COLOURS & INSTALLATION GUIDE:

1. PROVIDE WHITE LIGHT/LUMINAIRE FITTINGS IN ALL CL1 TYPE CEILINGS.
2. PROVIDE BLACK LIGHT/LUMINAIRE FITTINGS IN ALL CL3 AND CL7 TYPE CEILINGS.
3. INSTALL LIGHT FITTINGS IN ALL CL3 CEILINGS BOTTOM FLUSH - I.E. UNDERSIDE OF LIGHT/LUMINAIRE ALIGNS WITH UNDERSIDE OF CEILING.

REFER TO ELECTRICAL ENGINEERS DRAWINGS FOR COMPLETE LIGHT, EMERGENCY LIGHT, FIRE SERVICES AND FAN SPECIFICATIONS, NUMBER AND SETOUT.
REFER TO MECHANICAL ENGINEERS DRAWINGS FOR COMPLETE MECHANICAL,VENTILATION DESIGN AND GRILLE LOCATIONS.
REFER TO FIRE ENGINEERS DRAWINGS FOR COMPLETE FIRE SERVICES LOCATIONS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	16.10.14.	FOR APPROVAL	
02	TMA	25.09.14.	FOR APPROVAL	
01	TMA	09.04.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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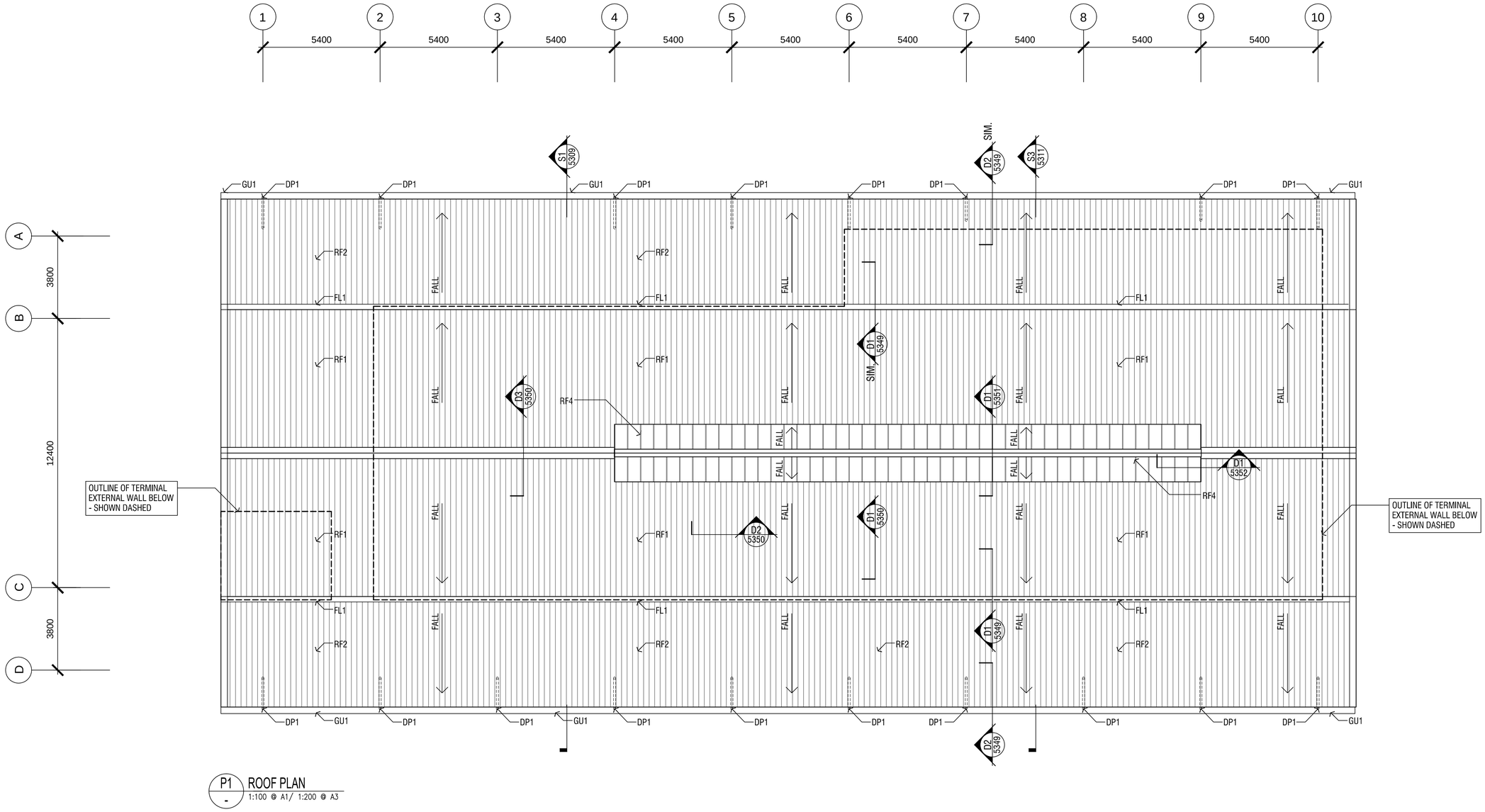
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

REFLECTED CEILING PLAN

A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5305	REV: 04



P1 - ROOF PLAN
1:100 @ A1/ 1:200 @ A3

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	16.10.14.	FOR APPROVAL	
01	TMA	29.08.14.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001:2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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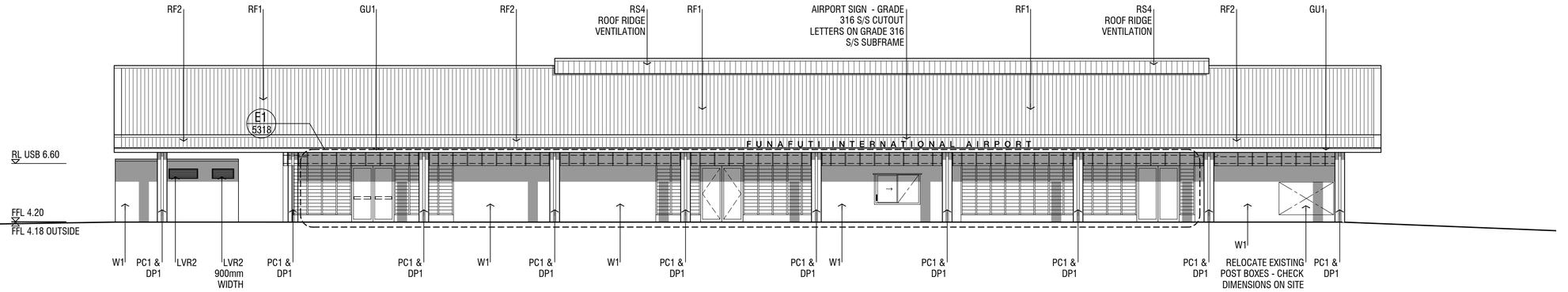
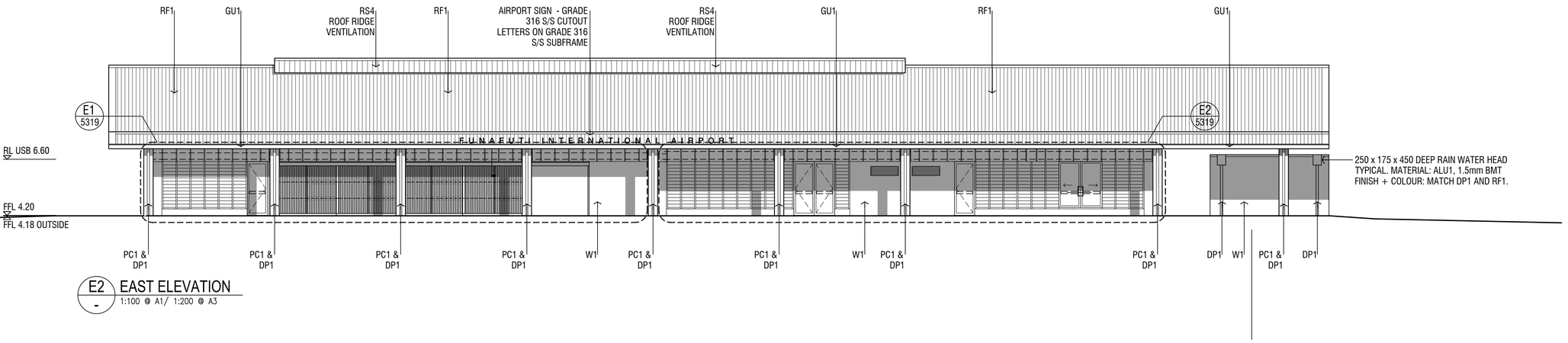
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
ROOF PLAN

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5306	REV.: 03



E1 WEST ELEVATION
1:100 @ A1/ 1:200 @ A3



E2 EAST ELEVATION
1:100 @ A1/ 1:200 @ A3

NOTE:
1. PROVIDE PF4 PAINT FINISH TO ALL NEW EXTERNAL BLOCKWORK - ENTIRE TERMINAL.

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
05	TMA	30.06.15.	FOR TENDER ISSUE	
04	TMA	15.05.15.	FOR TENDER ISSUE	
03	TMA	14.04.15.	FOR TENDER ISSUE	
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	10.04.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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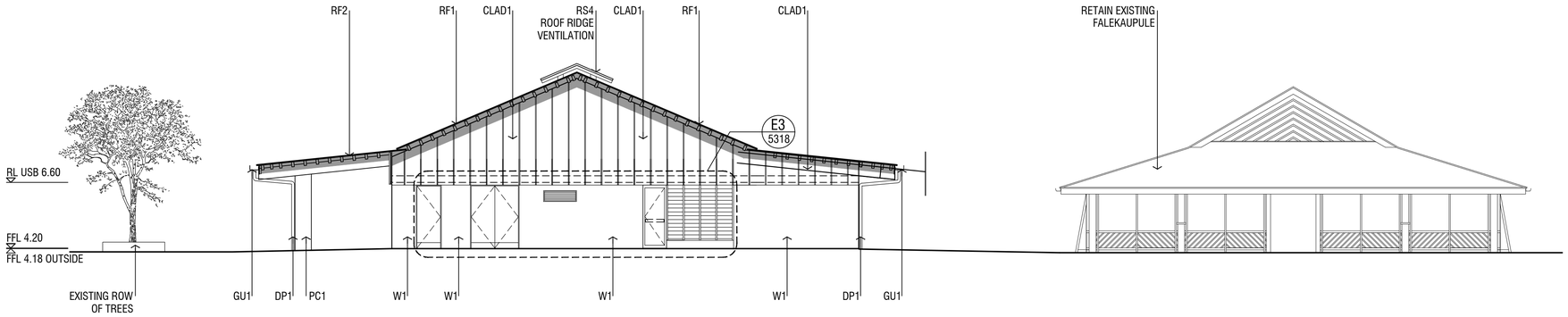
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

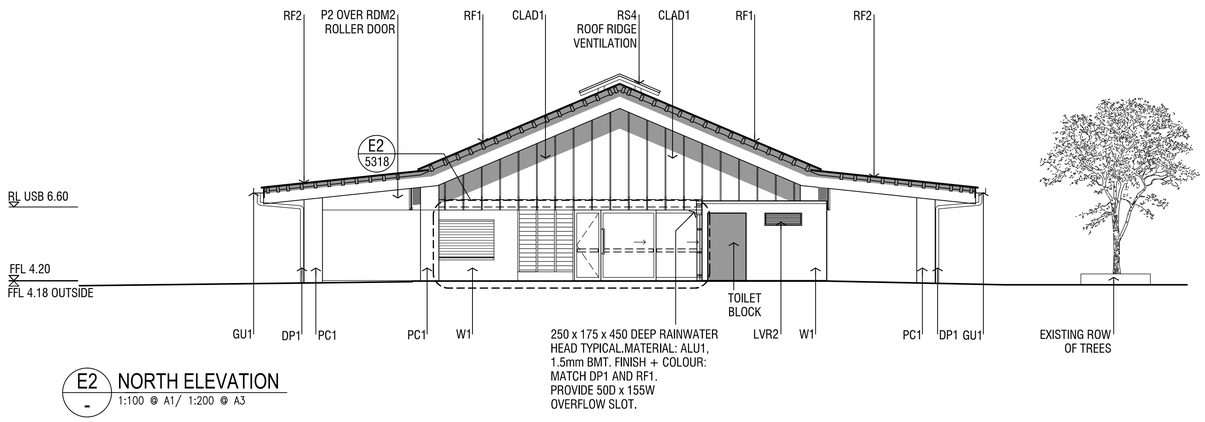
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL ELEVATIONS - SHEET 1

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5307	REV: 05



E1 — SOUTH ELEVATION

1:100 @ A1/ 1:200 @ A3



E2 — NORTH ELEVATION

1:100 @ A1/ 1:200 @ A3

NOTE:
1. PROVIDE PF4 PAINT FINISH TO ALL NEW EXTERNAL BLOCKWORK - ENTIRE TERMINAL.

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	30.06.15.	FOR TENDER ISSUE	
03	TMA	14.04.15.	FOR TENDER ISSUE	
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	11.04.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5 10m

Scale 1:100 at A1

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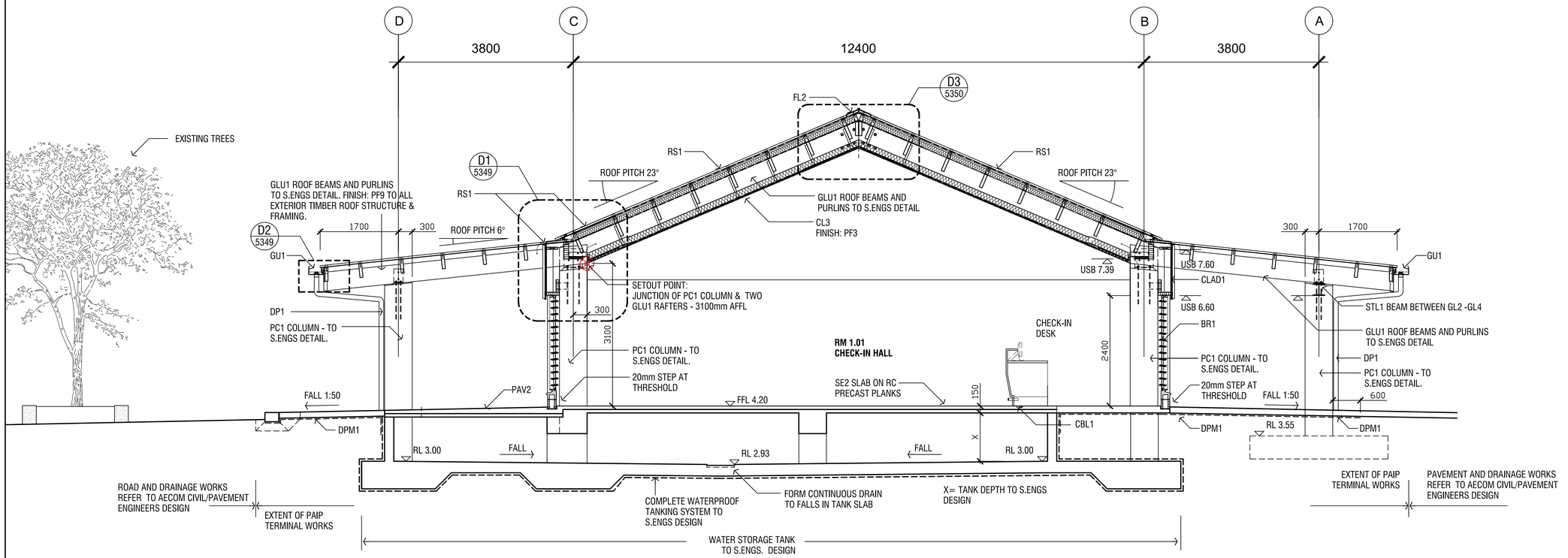
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
ELEVATIONS - SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5308	REV: 04



S1 - SECTION 1: GL 3 - GL 4

1:50 @ A1/ 1:100 @ A3

NOTE:
1. THE BELOW GROUND WATER STORAGE TANK AND WATERPROOF 'TANKING' SYSTEM ARE ALL TO AECOM ENGINEERS DESIGN. REFER TO AECOM DRAWINGS AND SPECIFICATION FOR WATERPROOF TANKING DESIGN, CONSTRUCTION DETAILS & SPECIFICATION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
09	TMA	30.06.15	FOR TENDER ISSUE	
08	TMA	11.05.15.	FOR TENDER ISSUE	
07	TMA	03.11.14.	FOR TENDER ISSUE	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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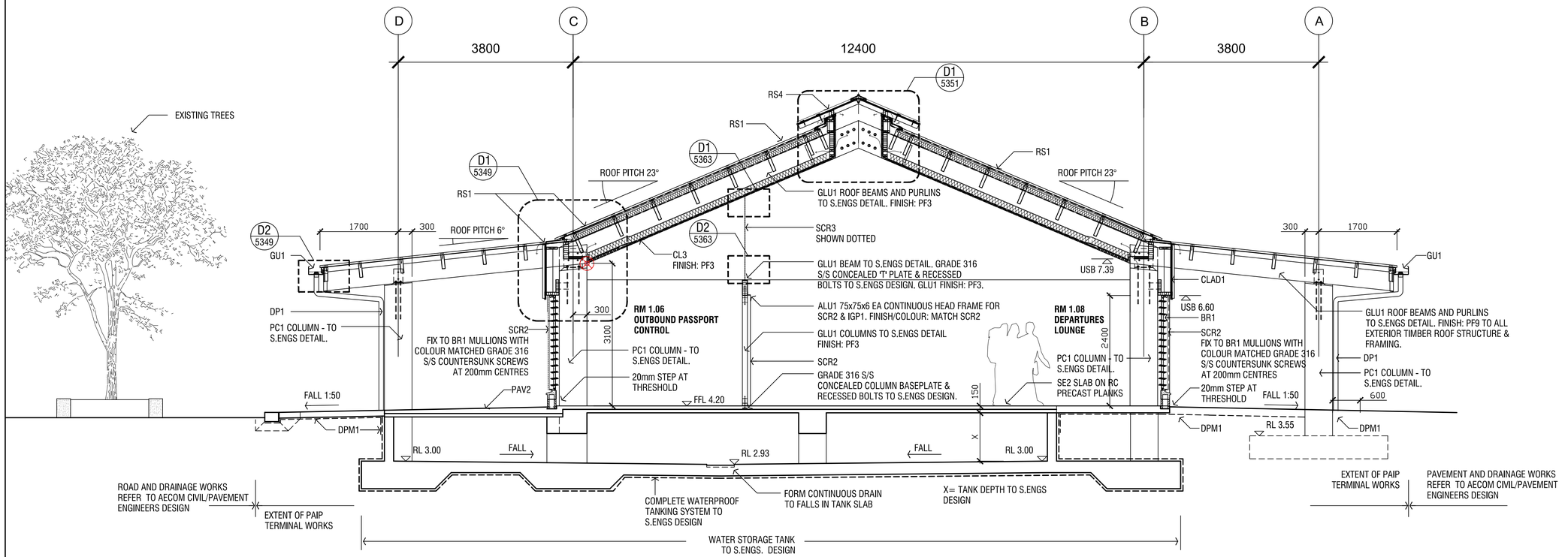
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
SECTION - SHEET 1

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5309	REV: 09



S2 - SECTION 2: GL 5 - GL 6

1:50 @ A1/ 1:100 @ A3

NOTE:
1 THE BELOW GROUND WATER STORAGE TANK AND WATERPROOF 'TANKING' SYSTEM ARE ALL TO AECOM ENGINEERS DESIGN. REFER TO AECOM DRAWINGS AND SPECIFICATION FOR WATERPROOF TANKING DESIGN , CONSTRUCTION DETAILS & SPECIFICATION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
03	TMA	30.06.15.	FOR TENDER ISSUE	
02	TMA	11.05.15.	FOR TENDER ISSUE	
01	TMA	12.11.14.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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CLIENT:

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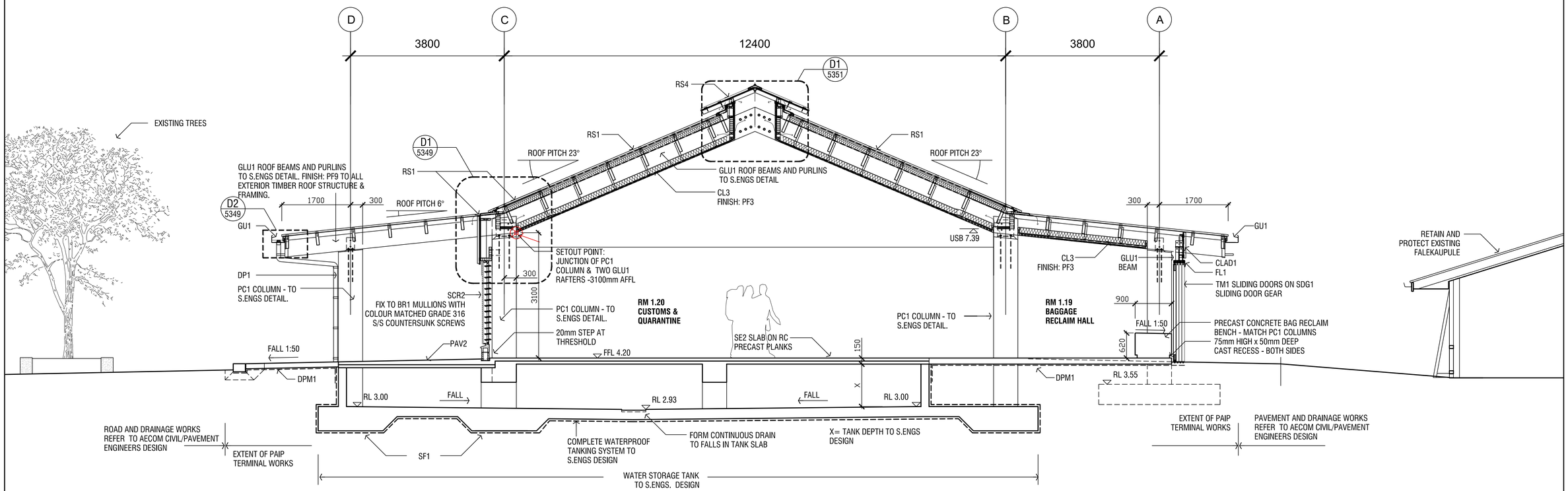
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
SECTION - SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5310	REV. 03



S3 / - SECTION 3: GL 7 - GL 8

1:50 @ A1/ 1:100 @ A3

NOTE:
1. THE BELOW GROUND WATER STORAGE TANK AND WATERPROOF 'TANKING' SYSTEM ARE ALL TO AECOM ENGINEERS DESIGN. REFER TO AECOM DRAWINGS AND SPECIFICATION FOR WATERPROOF TANKING DESIGN, CONSTRUCTION DETAILS & SPECIFICATION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	30.06.15.	FOR TENDER ISSUE	
02	TMA	15.05.15.	FOR TENDER ISSUE	
01	TMA	03.11.14.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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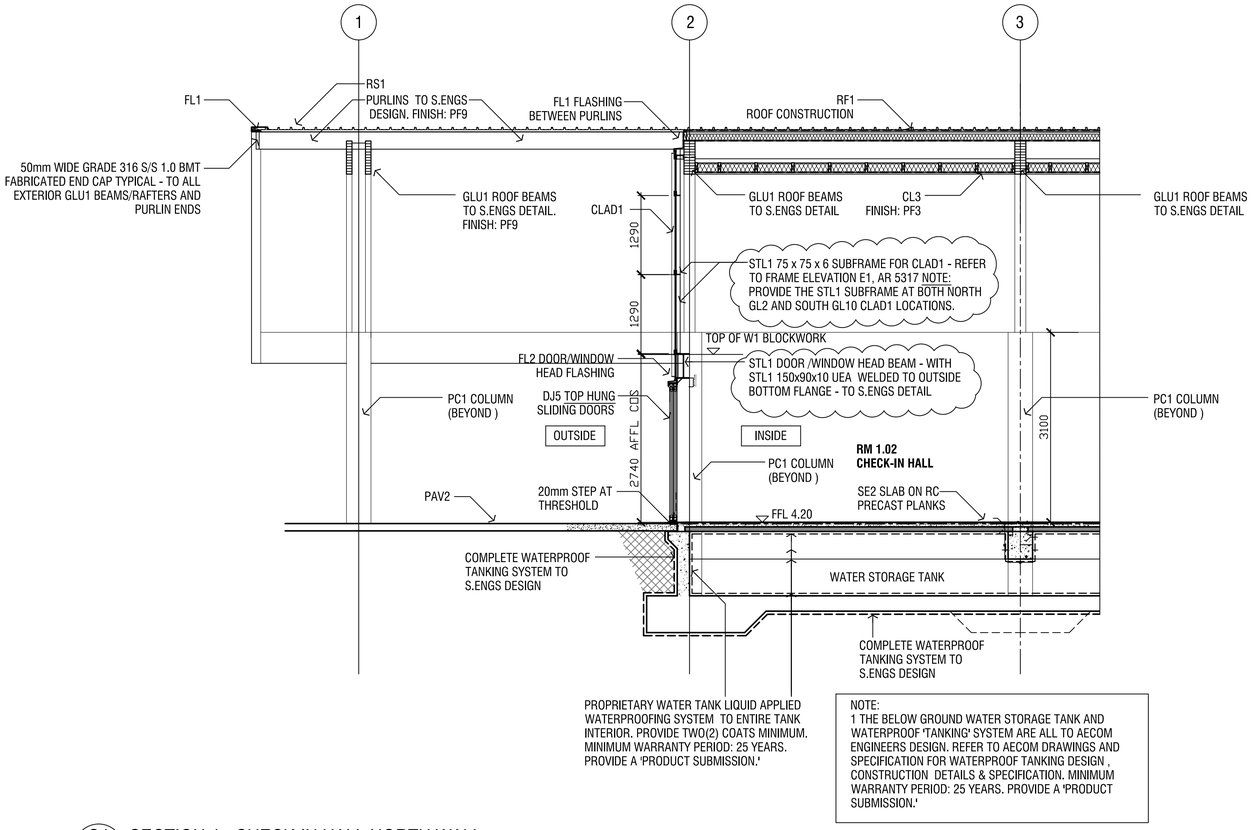
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
SECTION - SHEET 3

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5311	REV.: 03



NOTE:
1. ALL STL1 FRAME HOLES REQUIRED SHALL BE PREDRILLED - PRIOR TO GALVANISING AND APPLICATION OF PF10 FINISH. SITE DRILLING AND CUTTING IS NOT PERMITTED. PROVIDE OVERSIZE HOLES, SIZE AND SETOUT TO CLAD 1 SUPPLIERS FIXING REQUIREMENTS.

S4 / - SECTION 4 - CHECK-IN HALL NORTH WALL
1:50 @ A1/ 1:100 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	30.06.15.	FOR TENDER ISSUE	
03	TMA	26.05.15.	FOR TENDER ISSUE	
02	TMA	20.05.15.	FOR TENDER ISSUE	
01	TMA	13.04.15.	FOR TENDER ISSUE	

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DRAWN	TMA	CHECKED	TM
APPROVED		DATE	

SCALES:
0 2 5m
Scale 1:50 at A1

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CLIENT:
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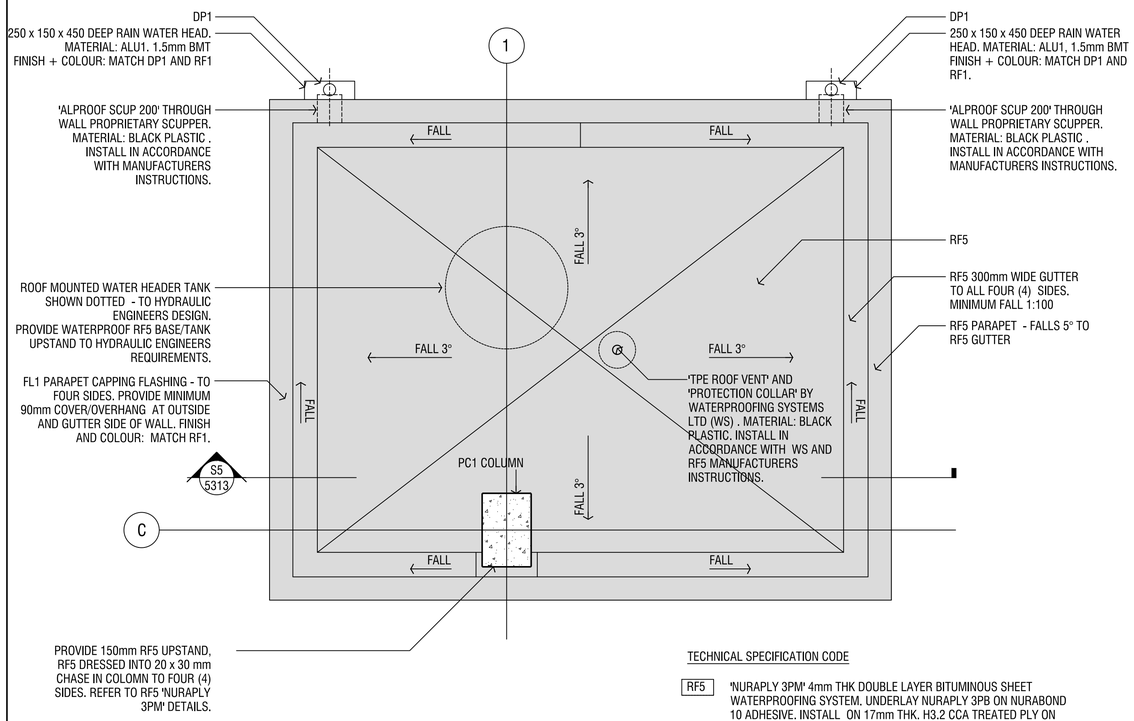
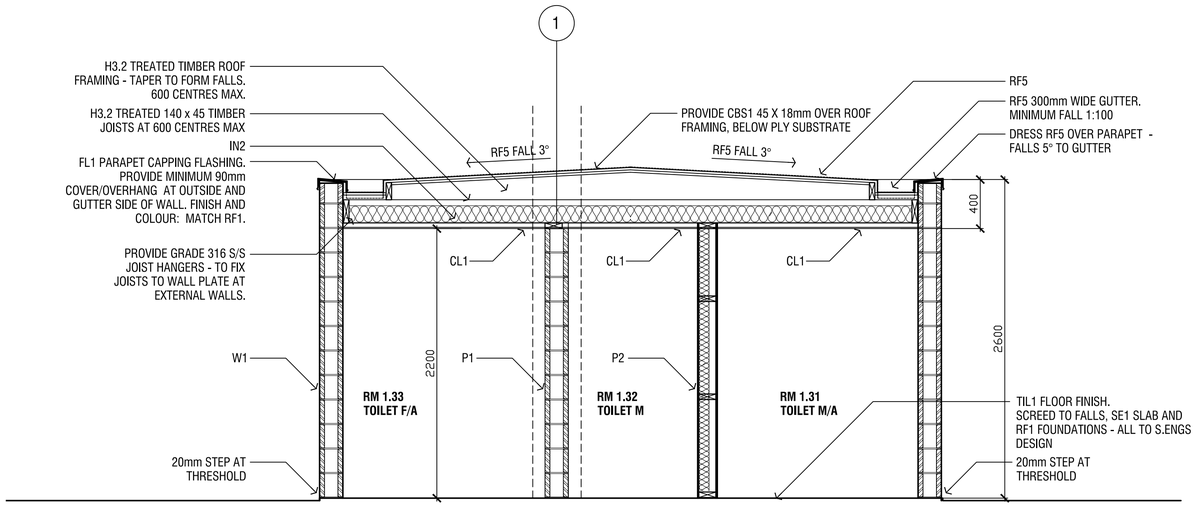
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
LONG SECTION 4

A1 | STATUS: DETAIL DESIGN | DRAWING NO: 60277008–AR–5312 | REV: 04



P1 - ROOF PLAN NORTH TOILET BLOCK
1:25 @ A1/ 1:50 @ A3



S5 - SECTION 5 NORTH TOILET BLOCK
1:25 @ A1/ 1:50 @ A3

TECHNICAL SPECIFICATION CODE

RF5 'NURAPLY 3PM' 4mm THK DOUBLE LAYER BITUMINOUS SHEET WATERPROOFING SYSTEM. UNDERLAY NURAPLY 3PB ON NURABOND 10 ADHESIVE. INSTALL ON 17mm THK. H3.2 CCA TREATED PLY ON CBS1 MULTICELL PLASTIC CAVITY BATTENS. GLUE AND SCREW PLY THROUGH BATTENS TIMBER FRAMING.
JOINTS: LAPPED AND HEAT WELDED.
FIXINGS: ALL SCREW FIXINGS SHALL BE GRADE 316 S/S.
FINISH/COLOUR: FINISH WITH NURAPLY 3PM EMBEDDED MINERAL CHIPS - COLOUR: PURE WHITE.
INSTALL 'NURAPLY 3PM' ROOF SYSTEM IN ACCORDANCE WITH MANUFACTURERS DATA SHEETS, DETAILS AND INSTRUCTIONS.

NOTE: EXTENT OF RF5 SHOWN SHADED GREY ON ROOF PLAN.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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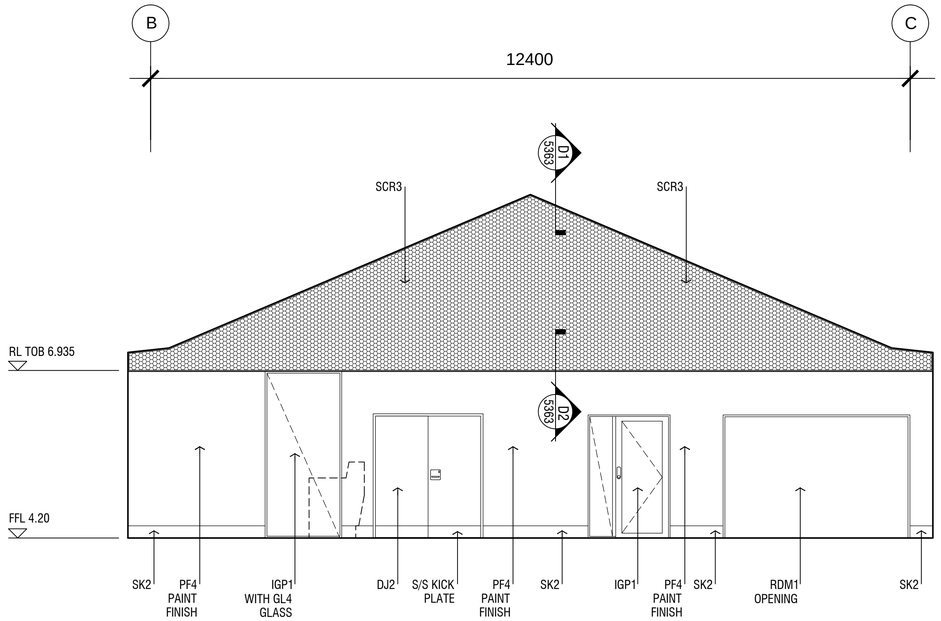
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

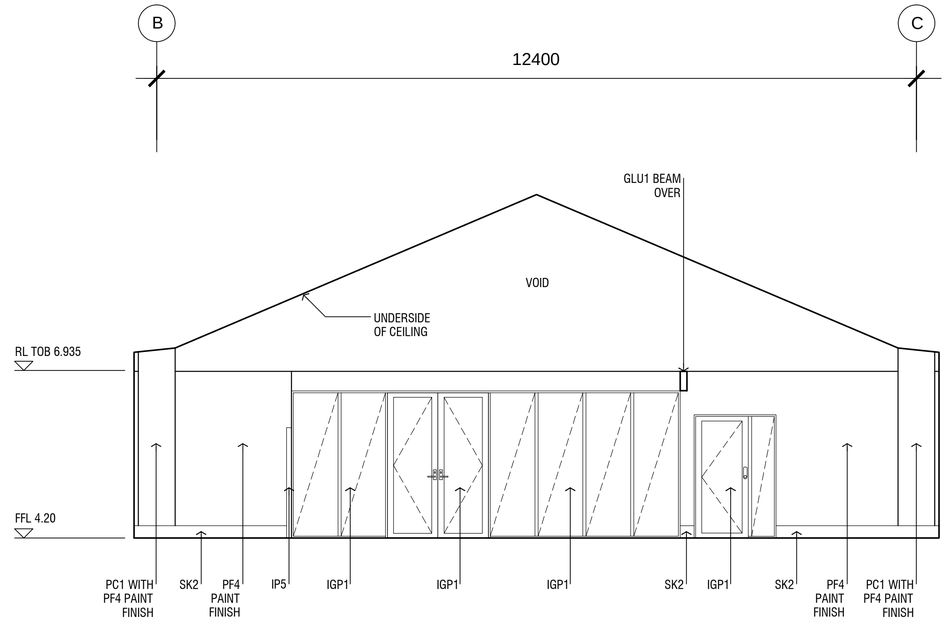
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

NORTH TOILET BLOCK - ROOF PLAN + SECTION 5

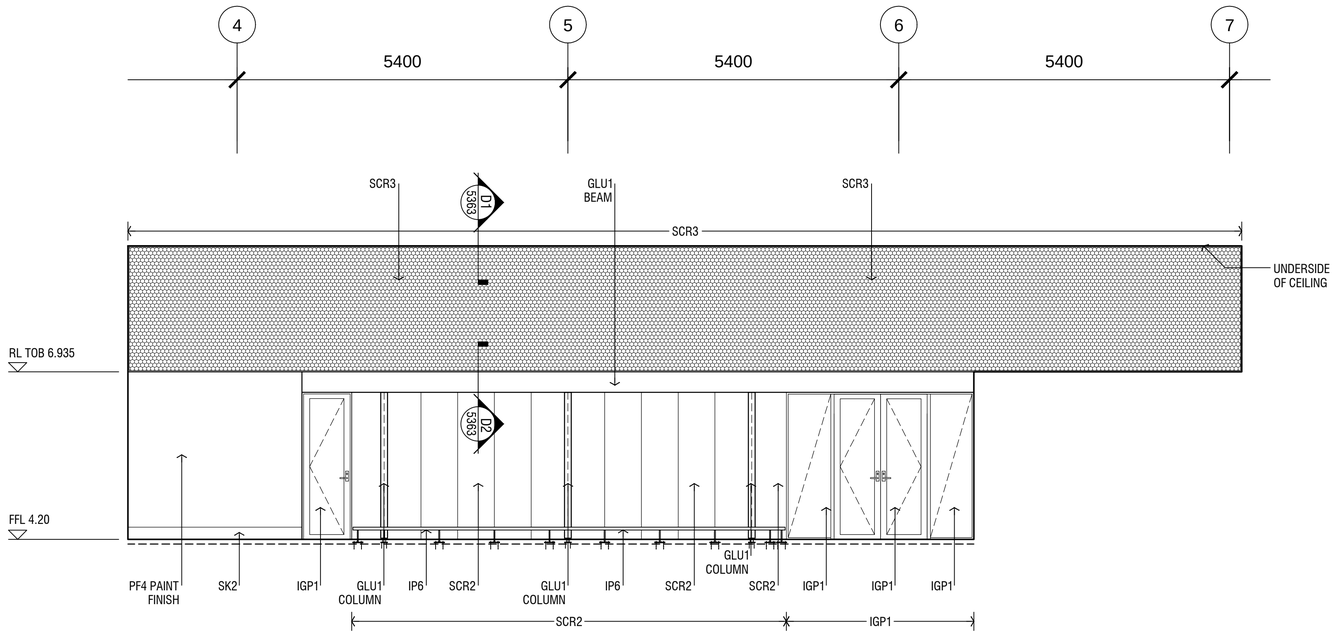
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5313	REV: 02



E1 ELEVATION AT GL3
1:50 @ A1/ 1:100 @ A3



E2 ELEVATION AT GL6
1:50 @ A1/ 1:100 @ A3



E3 ELEVATION AT GLC
1:50 @ A1/ 1:100 @ A3

NOTE:

THE FOLLOWING SCOPE OF WORK NOTES APPLY TO THE ENTIRE AREA WITHIN THE TERMINAL WORK ZONE LIMIT LINE, AS SHOWN ON DRAWING AR 5397, PLAN P1 - TERMINAL WORK ZONE PLAN:

1. PROVIDE NEW INTERIOR FINISHES TO ALL VISIBLE SURFACES THROUGHOUT THE BUILDING, WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
2. PROVIDE NEW PAINT OR CLEAR SEALER FINISHES TO ALL WALLS, DOORS, DOOR FRAMES, VISIBLE TIMBER, STEEL, BLOCKWORK AND CONCRETE STRUCTURE AND CEILINGS WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
3. PROVIDE PF12 'SODIUM SILICATE' OR LITHIUM BASED, CLEAR, PENETRTAING SEALER TO ALL PC1 PRECAST REINFORCED CONCRETE COLUMNS. IN ADDITION, WHERE COLUMNS EMBEDDED IN WALL, PROVIDE PF4 PAINT FINISH TO SELECTED FACES - VERIFY LOCATIONS WITH ARCHITECT.
4. INSTALL ALL FINISHES AND PREPARE ALL FINISH SUBSTRATES IN ACCORDANCE WITH THE FINISH MANUFACTURER/SUPPLIERS RECOMMENDATIONS AND THE ARCHITECTS SPECIFICATIONS.
5. SKIRTINGS: PROVIDE SK2 SKIRTINGS TO ALL WALLS. NOTE: NO SKIRTINGS REQUIRED TO WALLS WITH TIL2 TILED FINISH.
6. PROVIDE PF10 PAINT FINISH TO ALL STL1 STEEL STRUCTURE AND SUBFRAME WITHIN THE TERMINAL WORK ZONE.
7. PROVIDE PF4 FINISH TO ALL NEW BLOCKWORK - INTERIOR AND EXTERIOR.

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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CLIENT:

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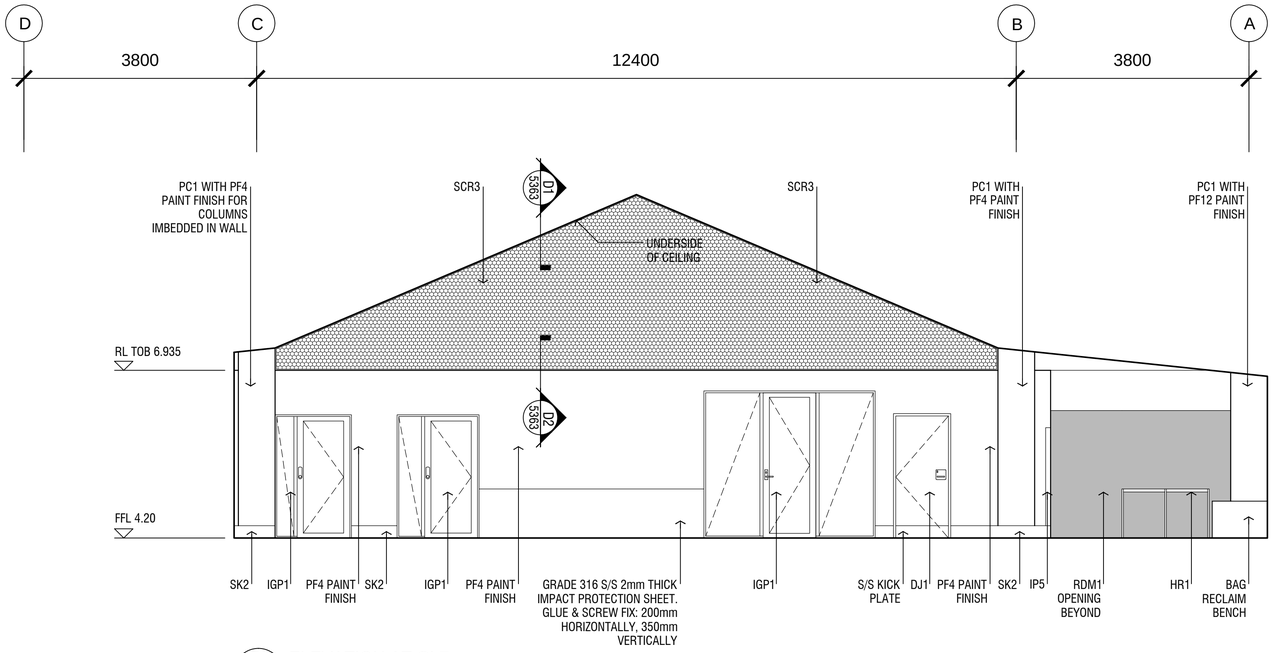
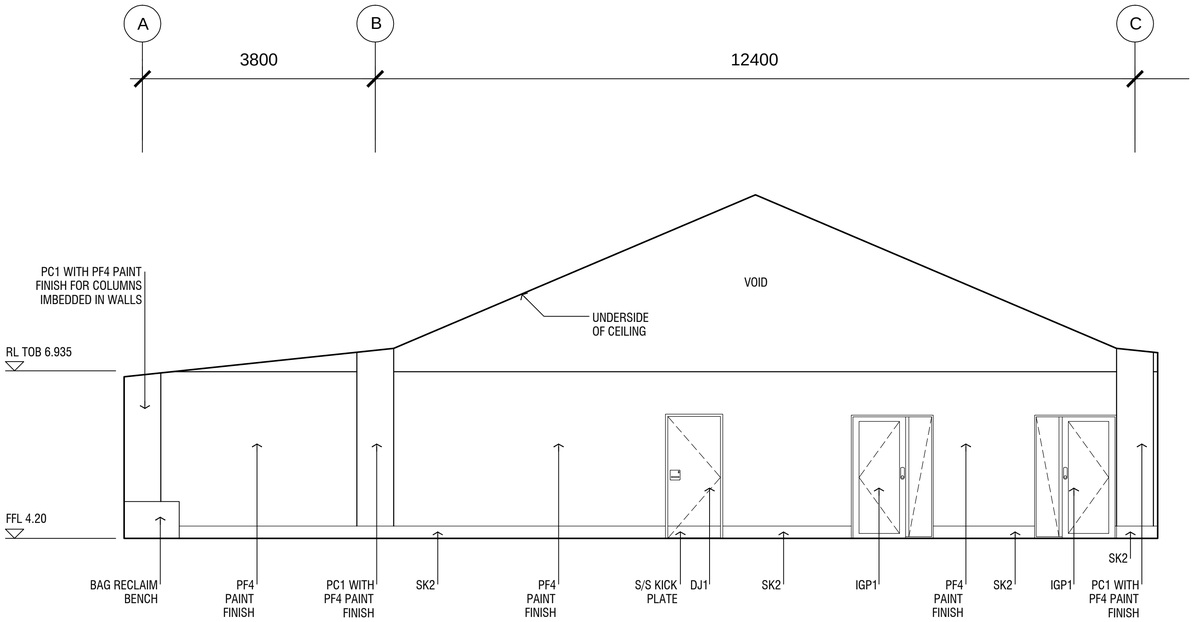
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
INTERNAL ELEVATIONS - SHEET 1

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5314	REV: 02



E1 - ELEVATION AT GL7
1:50 @ A1/ 1:100 @ A3



E2 - ELEVATION AT GL9
1:50 @ A1/ 1:100 @ A3

NOTE:

THE FOLLOWING SCOPE OF WORK NOTES APPLY TO THE ENTIRE AREA WITHIN THE TERMINAL WORK ZONE LIMIT LINE, AS SHOWN ON DRAWING AR 5397, PLAN P1 - TERMINAL WORK ZONE PLAN:

1. PROVIDE NEW INTERIOR FINISHES TO ALL VISIBLE SURFACES THROUGHOUT THE BUILDING, WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
2. PROVIDE NEW PAINT OR CLEAR SEALER FINISHES TO ALL WALLS, DOORS, DOOR FRAMES, VISIBLE TIMBER, STEEL, BLOCKWORK AND CONCRETE STRUCTURE AND CEILINGS WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
3. PROVIDE PF12 'SODIUM SILICATE' OR LITHIUM BASED, CLEAR, PENETRTAING SEALER TO ALL PC1 PRECAST REINFORCED CONCRETE COLUMNS. IN ADDITION, WHERE COLUMNS EMBEDDED IN WALL, PROVIDE PF4 PAINT FINISH TO SELECTED FACES - VERIFY LOCATIONS WITH ARCHITECT.
4. INSTALL ALL FINISHES AND PREPARE ALL FINISH SUBSTRATES IN ACCORDANCE WITH THE FINISH MANUFACTURER/SUPPLIERS RECOMMENDATIONS AND THE ARCHITECTS SPECIFICATIONS.
5. SKIRTINGS: PROVIDE SK2 SKIRTINGS TO ALL WALLS. NOTE: NO SKIRTINGS REQUIRED TO WALLS WITH TIL2 TILED FINISH.
6. PROVIDE PF10 PAINT FINISH TO ALL STL1 STEEL STRUCTURE AND SUBFRAME WITHIN THE TERMINAL WORK ZONE.
7. PROVIDE PF4 FINISH TO ALL NEW BLOCKWORK - INTERIOR AND EXTERIOR.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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CLIENT:

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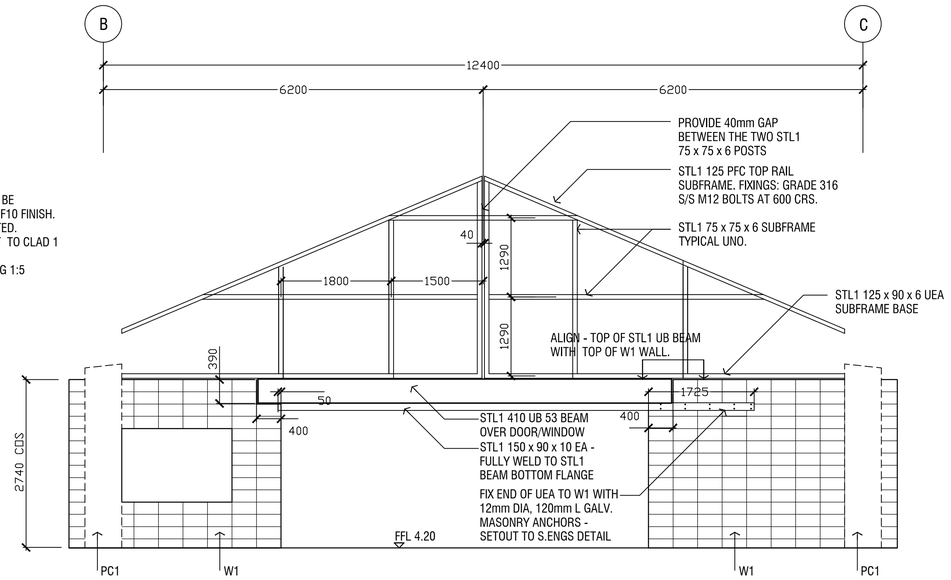
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

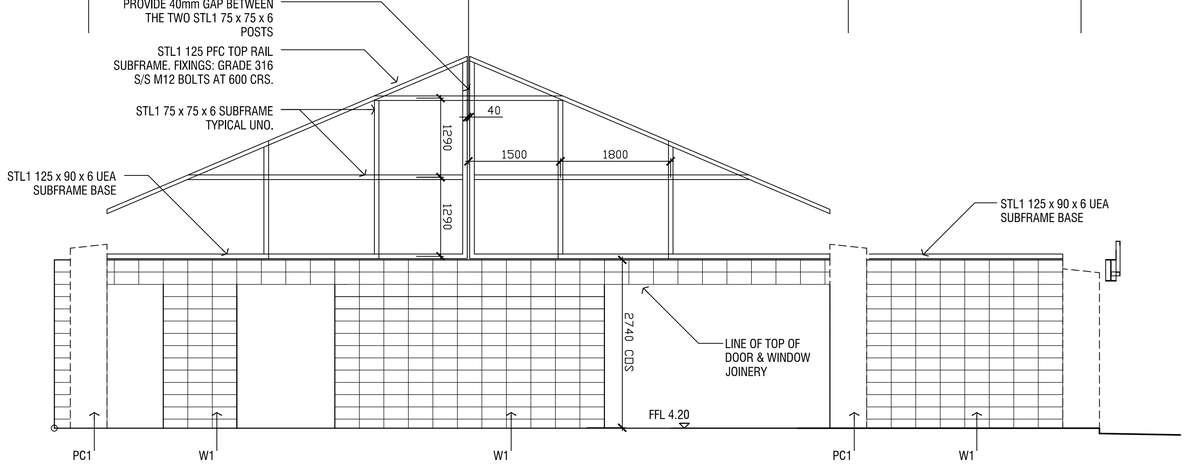
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
INTERNAL ELEVATIONS - SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5315	REV: 02

NOTE:
1. ALL STL1 FRAME HOLES REQUIRED SHALL BE PREDRILLED - PRIOR TO GALVANISING AND PF10 FINISH. SITE DRILLING AND CUTTING IS NOT PERMITTED. PROVIDE OVERSIZE HOLES, SIZE AND SETOUT TO CLAD 1 SUPPLIERS FIXING REQUIREMENTS.
2. PROVIDE STL1 SHOP DRAWINGS INCLUDING 1:5 CONNECTION DETAILS.



E1 STL1 SUBFRAME FOR CLAD 1 - LOCATED ON GL2
1:50 @ A1/ 1:100 @ A3



E2 STL1 SUBFRAME FOR CLAD 1 - LOCATED ON GL10
1:50 @ A1/ 1:100 @ A3

NOTE:
1. PROVIDE PF4 PAINT FINISH TO ALL NEW EXTERNAL BLOCKWORK - ENTIRE TERMINAL.

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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03	TMA	26.05.15.	FOR TENDER ISSUE	
02	TMA	25.05.15	FOR TENDER ISSUE	
01	TMA	19.05.15.	FOR TENDER ISSUE	

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DRAWN	TMA	CHECKED	TM
APPROVED		DATE	

SCALES:
0 1 2.5 5m
Scale 1:50 at A1

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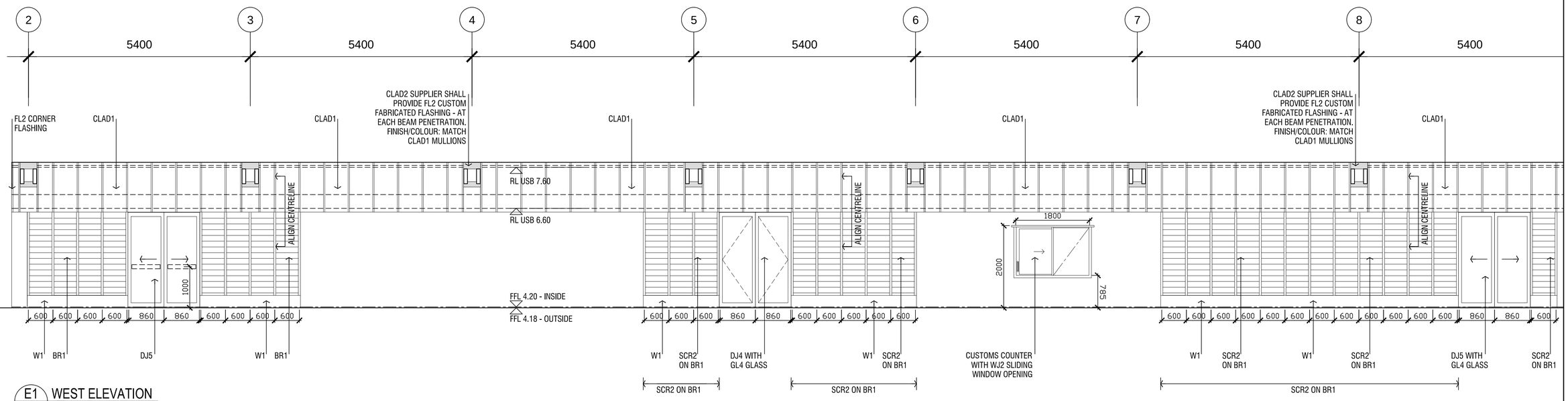
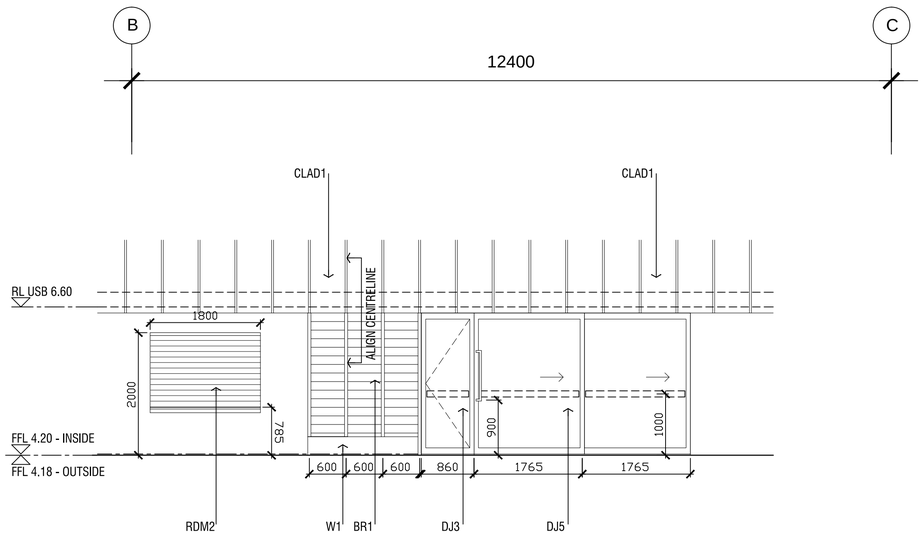
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
ELEVATIONS - STL1 SUBFRAME FOR CLAD1

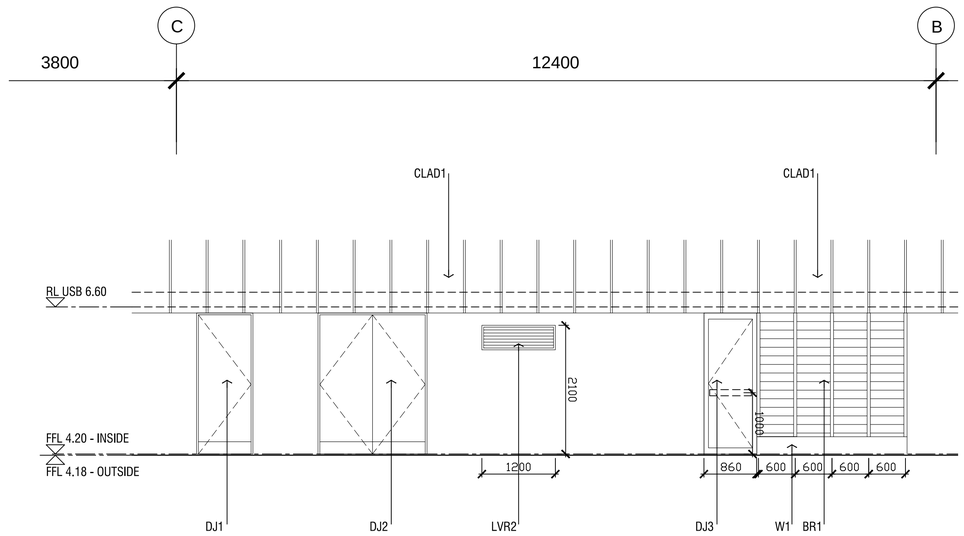
A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5317	REV: 04



E1 - WEST ELEVATION
1:50 @ A1/ 1:100 @ A3



E2 - NORTH ELEVATION
1:50 @ A1/ 1:100 @ A3



E3 - SOUTH ELEVATION
1:50 @ A1/ 1:100 @ A3

NOTE:
1. WIDTH AND HEIGHT DIMENSIONS DENOTE THE OVERALL STRUCTURAL OPENING SIZE (ROUGH OPENING). THE BUILDER SHALL CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING SHOP DRAWINGS AND MANUFACTURING.
2. PROVIDE A 15mm GAP TO ALL FOUR SIDES OF WINDOWS AND DOORS (I.E. OVERALL SIZE OF WINDOWS AND DOORS TO ALLOW FOR 15mm GAP).
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH WINDOW AND DOOR PLAN AND SECTION DETAILS.
4. FOR DOOR HARDWARE REFER TO DOOR & HARDWARE SCHEDULE.
5. REFER TO DETAIL 1 DRAWING AR-5319 FOR FL2/CLAD1 BEAM PENETRATION FLASHING DETAIL.

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	10.04.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 2 5m

Scale 1:50 at A1

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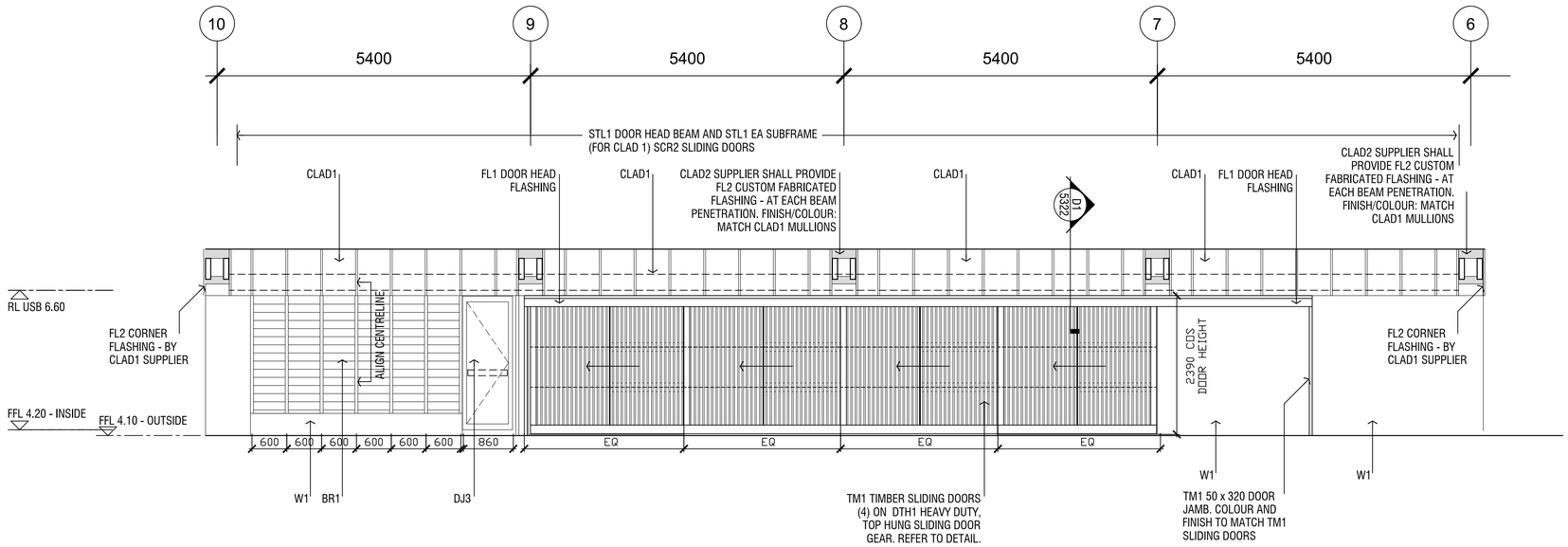
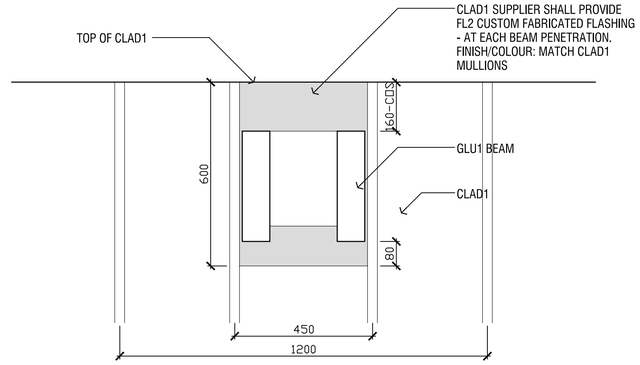
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL WINDOW & DOOR SCHEDULE - SHEET 1

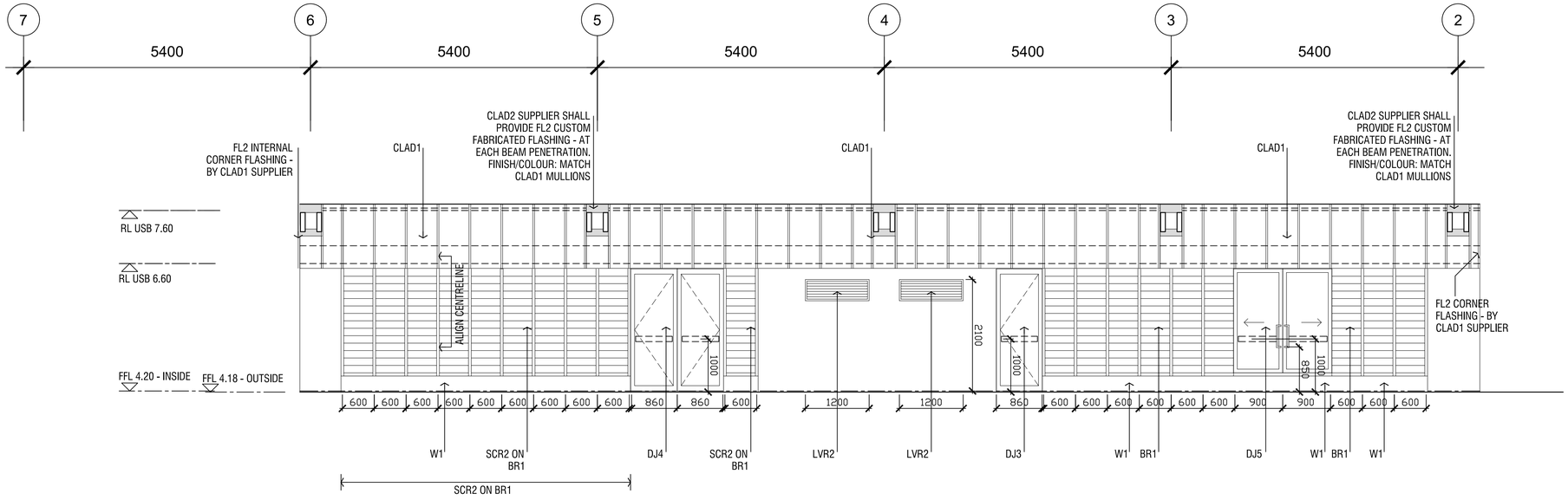
A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5318	REV. 03



E1 - EAST PART ELEVATION 1
1:50 @ A1/ 1:100 @ A3



D1 - FL2/CLAD1 BEAM PENETRATION FLASHING DETAIL
1:10 @ A1/ 1:20 @ A3



E2 - EAST PART ELEVATION 2
1:50 @ A1/ 1:100 @ A3

NOTE:
1. WIDTH AND HEIGHT DIMENSIONS DENOTE THE OVERALL STRUCTURAL OPENING SIZE (ROUGH OPENING). THE BUILDER SHALL CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING SHOP DRAWINGS AND MANUFACTURING.
2. PROVIDE A 15mm GAP TO ALL FOUR SIDES OF WINDOWS AND DOORS (I.E. OVERALL SIZE OF WINDOWS AND DOORS TO ALLOW FOR 15mm GAP).
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH WINDOW AND DOOR PLAN AND SECTION DETAILS.
4. FOR DOOR HARDWARE REFER TO DOOR & HARDWARE SCHEDULE.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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03	TMA	19.05.15.	FOR TENDER ISSUE	
02	TMA	03.11.14.	FOR TENDER ISSUE	
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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 2 5m
Scale 1:50 at A1

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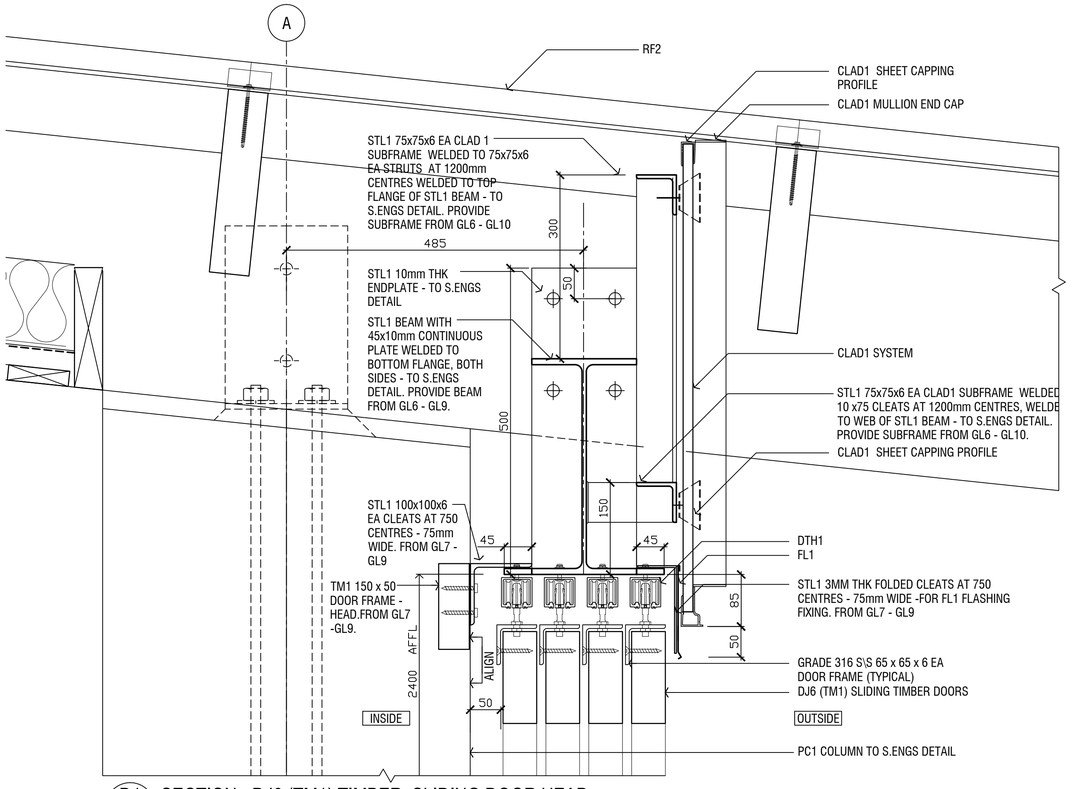
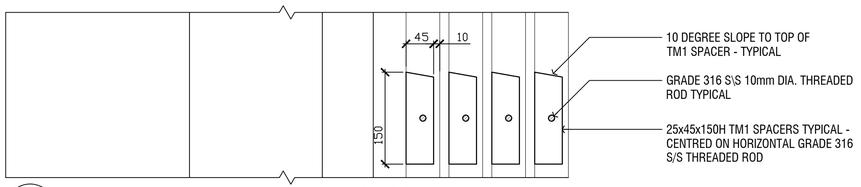
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
WINDOW & DOOR SCHEDULE - SHEET 2

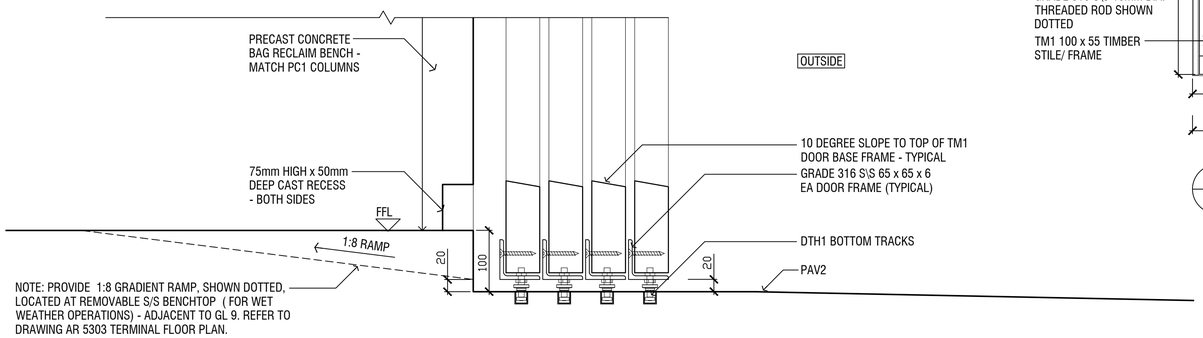
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5319 | REV: 04



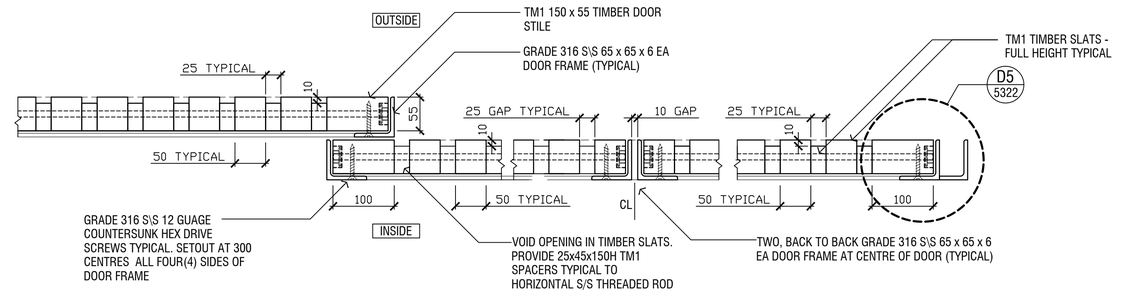
D1 SECTION - DJ6 (TM1) TIMBER SLIDING DOOR HEAD
1:5 @ A1/ 1:10 @ A3



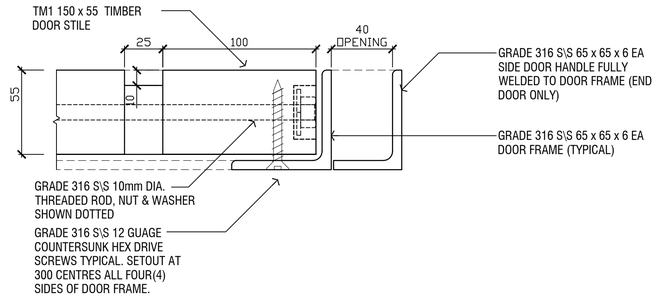
D2 SECTION: DJ6 (TM1) TIMBER SLIDING DOOR
1:5 @ A1/ 1:10 @ A3



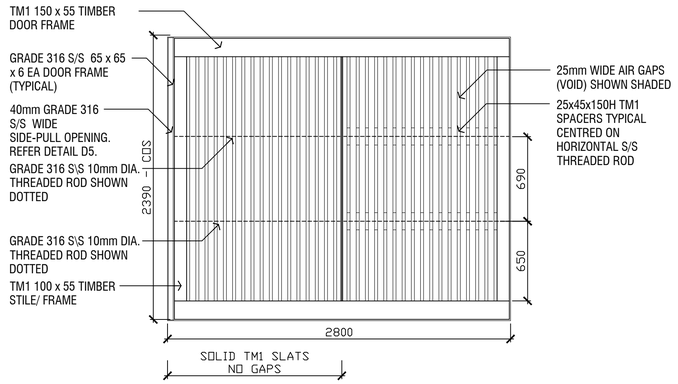
D3 SECTION: DJ6 (TM1) SLIDING DOOR SILL
1:5 @ A1/ 1:10 @ A3



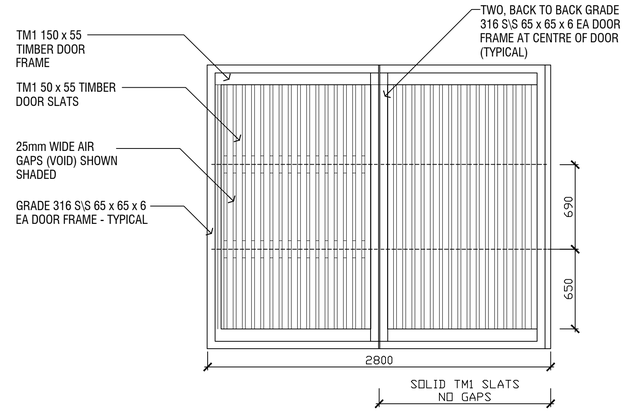
D4 PLAN - DJ6 (TM1) TIMBER SLIDING DOORS
1:5 @ A1/ 1:10 @ A3



D5 PLAN - DJ6 (TM1) TIMBER DOOR SIDE-PULL DETAIL
1:1 @ A1/ 1:2 @ A3



E1 ELEVATION EXTERNAL - DJ6 (TM1) TIMBER DOOR
1:25 @ A1/ 1:50 @ A3



E2 ELEVATION INTERNAL - DJ6 (TM1) DOOR
1:25 @ A1/ 1:50 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

NOTE:
1. DJ6 (TM1) DOORS SHALL BE CONSTRUCTED FROM RECYCLED HARDWOOD SOURCED FROM THE EXISTING TERMINAL ROOF TRUSSES (CHECK SPECIES TO CONFIRM TIMBER MEETS DURABILITY CLASS 1) OR TM1 HARDWOOD – CONFIRM ON SITE.

LEGEND:
DTH1 – HENDERSON 'SOLTAIRE 250' GRADE 316 S/S TOP HUNG SLIDING DOOR GEAR MODEL: 56/250/SS

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
05	TMA	30.06.15.	FOR TENDER ISSUE	
04	TMA	15.05.15.	FOR TENDER ISSUE	
03	TMA	14.04.15.	FOR TENDER ISSUE	
02	TMA	20.01.15.	FOR TENDER ISSUE	
01	TMA	23.04.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED		DATE	

SCALES:

AECOM
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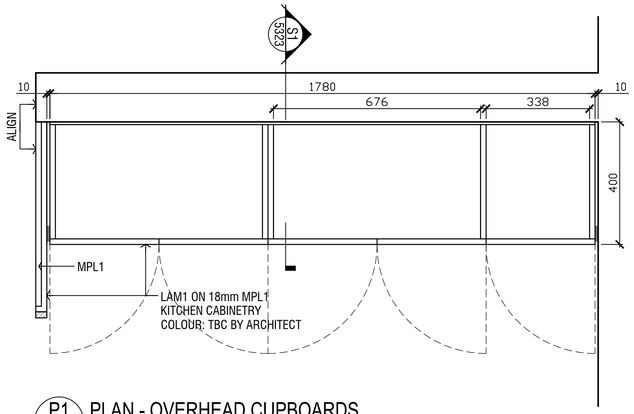
CLIENT:

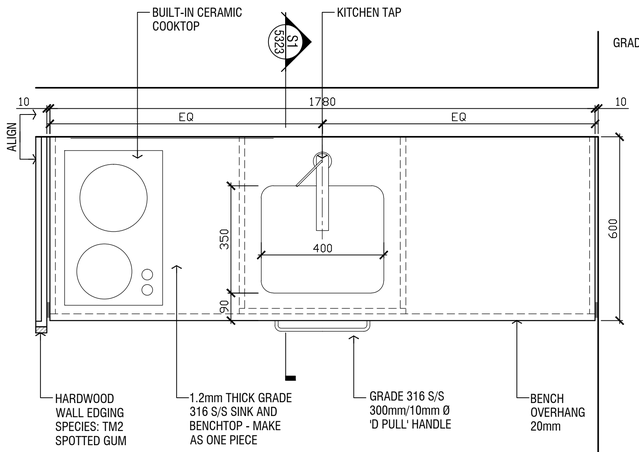
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
DJ6 RECYCLED TIMBER SLIDING DOOR DETAILS

A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5322	REV: 05

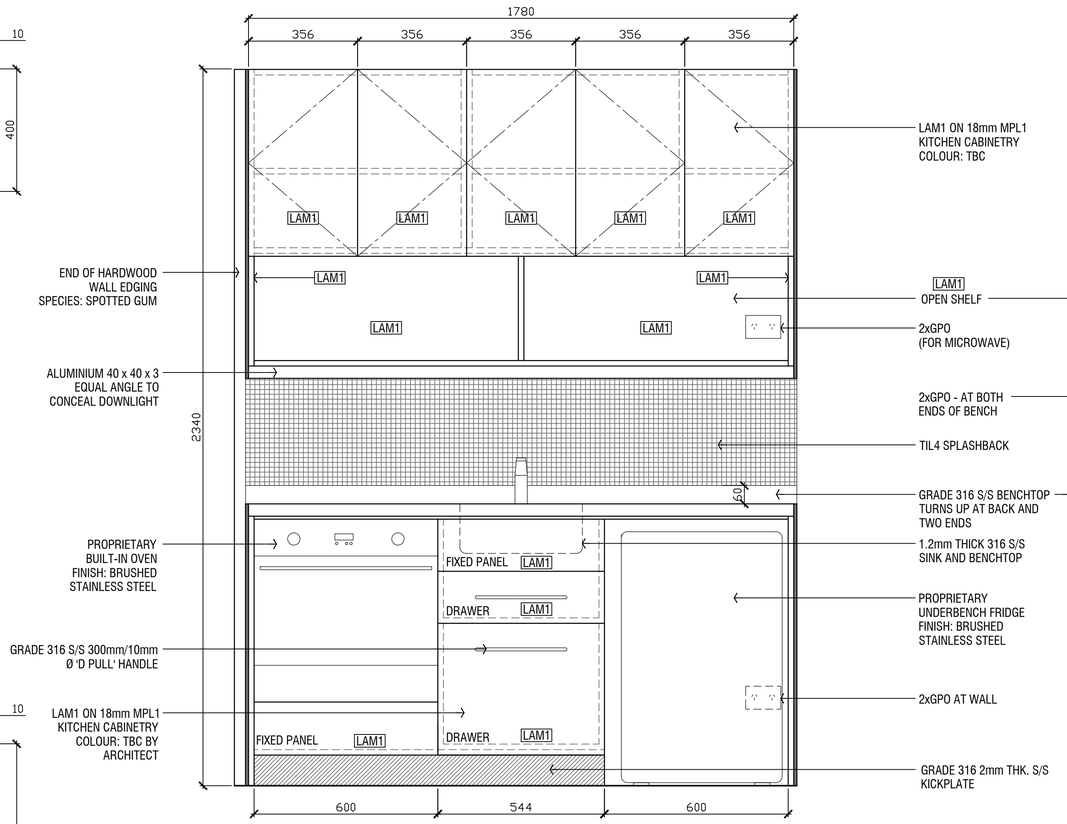


P1 - PLAN - OVERHEAD CUPBOARDS
1:10 @ A1/ 1:20 @ A3

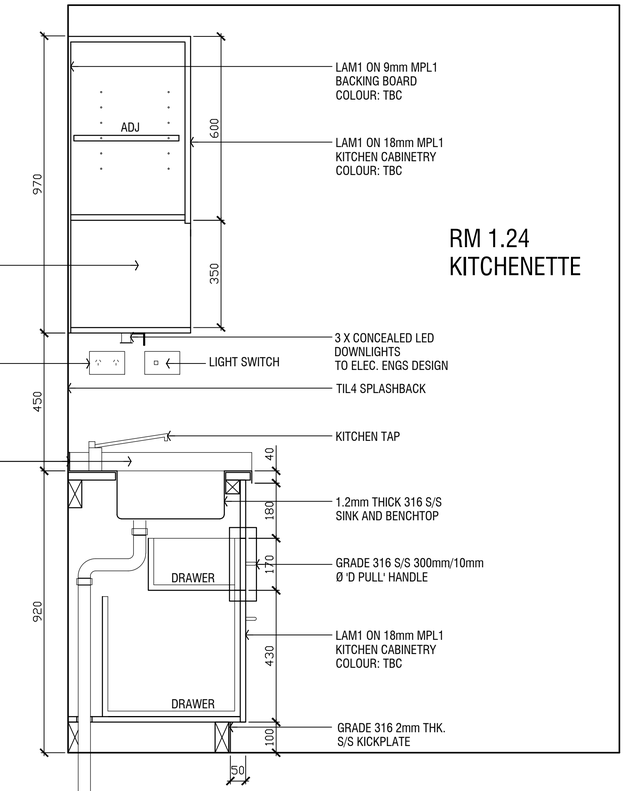


RM 1.24
VIP KITCHENETTE

P2 - PLAN - KITCHEN COUNTER
1:10 @ A1/ 1:20 @ A3



E1 - ELEVATION - KITCHENETTE
1:10 @ A1/ 1:20 @ A3



RM 1.24
KITCHENETTE

S1 - SECTION - KITCHENETTE
1:10 @ A1/ 1:20 @ A3

FINISHES SCHEDULE:

LAM1 — LAMINATE FINISH TO CABINETRY - PROVIDE MATCHING PROPRIETARY EDGING.
COLOUR: TBC

APPLIANCE SCHEDULE:

APPLIANCE	MODEL	SUPPLIED BY	INSTALLED BY
OVEN	(TBA)	OWNER	BUILDER
CERAMIC COOKTOP	(TBA)	OWNER	BUILDER
REFRIGERATOR	(TBA)	OWNER	BUILDER

NOTES:

- ALL SHELVES (OPEN & CLOSED) TO BE 18mm MARINE PLYWOOD FOR LESS THAN 900mm WIDE, IF MORE THAN 900mm TO BE 25mm MARINE PLYWOOD UNLESS OTHERWISE NOTED

- ALL CUPBOARD DOORS TO BE 18mm MARINE PLYWOOD LAMINATE FINISH WITH MATCHING EDGE STRIP

- ALL JOINERY PLINTHS TO BE 80mm HIGH AND SET BACK 50mm

- DRAWER RUNNERS TO BE FULL EXTENSION BALL BEARING DRAWER RUNNERS WITH LENGTH TO SUIT

- ADJUSTABLE SHELF SUPPORTS TO BE TAB 18 PLUG-IN SHELF CONNECTORS TO SUIT SHELF THICKNESS. PLUG INTO 5mm DRILLED HOLES.

- CUPBOARD DOOR HINGES TO BE CLIP-TOP HINGES WITH HIGH CORROSION RESISTANCE. PROVIDE GRADE 316 S/S OEA HINGES.

- PROVIDE GRADE 316 S/S OEA HEAVY DUTY DRAWER RUNNERS WITH HIGH CORROSION RESISTANCE.

- ALL INTERNAL SURFACES TO JOINERY & INTERNAL CARCASS TO BE WHITE MELAMINE FINISH UNLESS OTHERWISE NOTED

- ENSURE TIMBER REINFORCING IN PARTITION FRAME IS SUFFICIENT TO SUPPORT SHELVING

- MAKE GOOD ALL SURFACES DISTURBED BY THE WORKS. ALL DAMAGED SURFACES TO MATCH TYPE, FINISH, TEXTURE AND COATING OF EXISTING SURFACES UNLESS OTHERWISE NOTED

NOTES CONT.:

- ALL PRODUCTS TO BE AS SPECIFIED. IF THE CONTRACTOR WISHES TO PROVIDE AN EQUIVALENT PRODUCT THEY MUST PROVIDE FULL TECHNICAL DETAILS AND SAMPLES FOR THE OWNER FOR WRITTEN APPROVAL BEFORE ORDERING OR UNDERTAKING THE WORK

- BENCH TOP: PROVIDE 1.2mm THICK, 316 GRADE STAINLESS STEEL BENCH TOP on 25mm MPL1 BENCH SUBSTRATE WITH INTEGRAL SINK

- WORK TO COMPLY WITH CURRENT VERSION OF NZBC AND ALL RELEVANT LOCAL GOVERNMENT REQUIREMENTS

- ALL WORK TO COMPLY WITH NEW ZEALAND/AUS. STANDARDS. ALL WORK TO BE COMPLETED IN A WORKMANLIKE MANNER, TO BE NEAT AND CLEAN. ALL JUNCTIONS OF NEW WALLS AND CEILINGS WITH EXISTING SURFACES TO BE BUILT NEATLY SO THAT SURFACES ALIGN AND ARE NEATLY FINISHED. PROVIDE ALL NECESSARY ITEMS TO SATISFACTORILY COMPLETE THE WORKS TO A FIRST CLASS STANDARD WHETHER OR NOT THEY ARE SPECIFIED AND / OR NOTED.

- USE ALL NEW MATERIALS UNLESS OTHERWISE NOTED.

- FINAL CLEAN: ENSURE SITE IS FREE FROM RUBBISH AND LEFT IN GOOD CONDITION. ALL INSTALLATIONS ARE TO BE IN WORKING ORDER AND ALL MANUFACTURERS WARRANTIES (WHERE APPLICABLE) TO BE RECORDED AND GIVEN TO THE CLIENT AT THE END OF THE PROJECT.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	13.10.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 400 1000mm

Scale 1:10 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

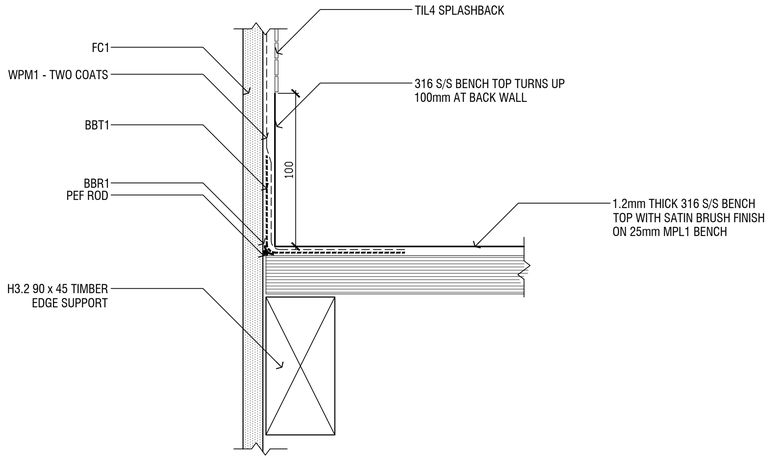
CLIENT:

TUVALU·MOTEATEA

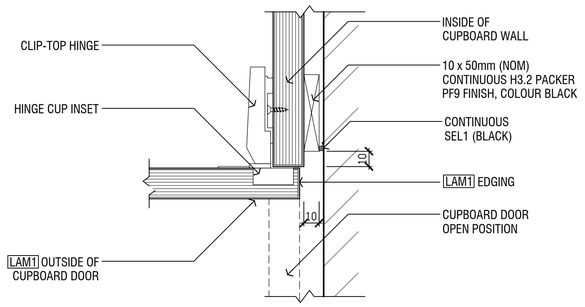
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
KITCHENETTE DETAILS - SHEET 1

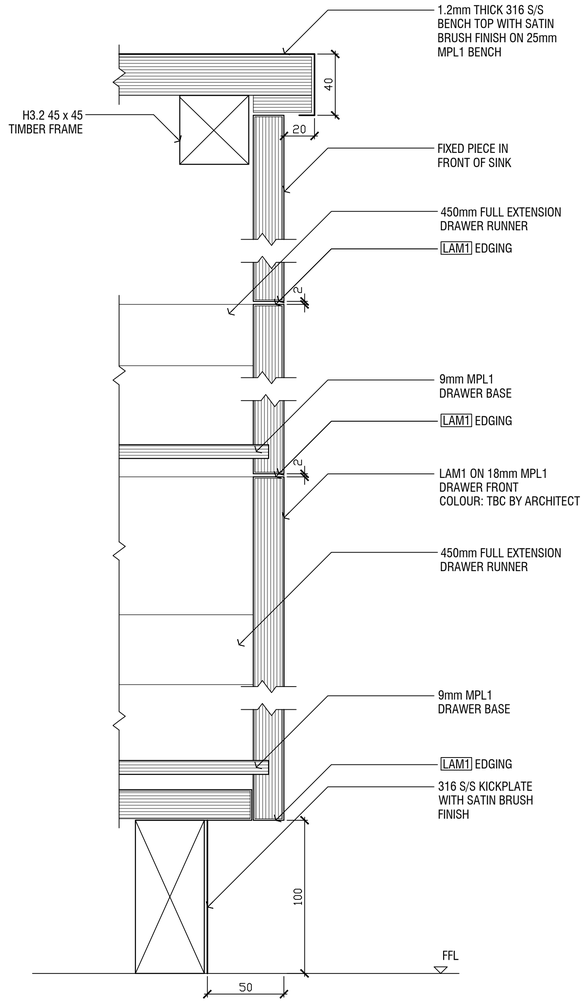
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5323	REV: 02



D1 - SECTION - WALL TO COUNTER JUNCTION
1:2 @ A1/ 1:4 @ A3



D2 - PLAN - CUPBOARD DOOR HINGE EDGE
1:2 @ A1/ 1:4 @ A3



D3 - SECTION - BENCH UNIT WITH DRAWERS
1:2 @ A1/ 1:4 @ A3

D4 - SECTION - CONCEALED DOWNLIGHT
1:2 @ A1/ 1:4 @ A3

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THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	19.09.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 50 100 200mm

Scale 1:2 at A1

AECOM

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tim mein architects

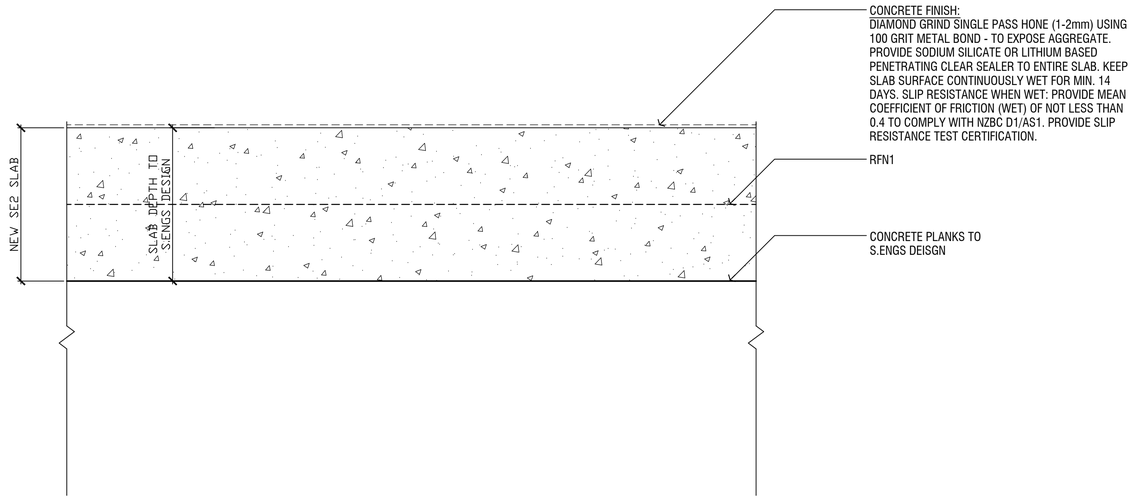
CLIENT:

TUVALU•MOTE•ATUA

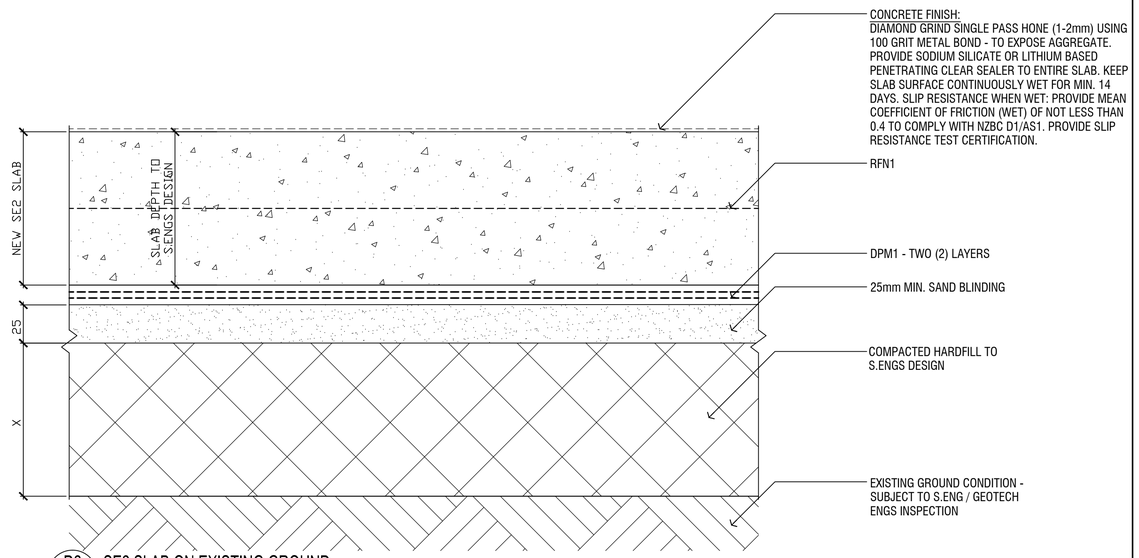
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
KITCHENETTE DETAILS - SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5324	REV: 02



D1 SE2 OVER CONCRETE PLANKS
1:2 @ A1/ 1:4 @ A3



D2 SE2 SLAB ON EXISTING GROUND
1:2 @ A1/ 1:4 @ A3

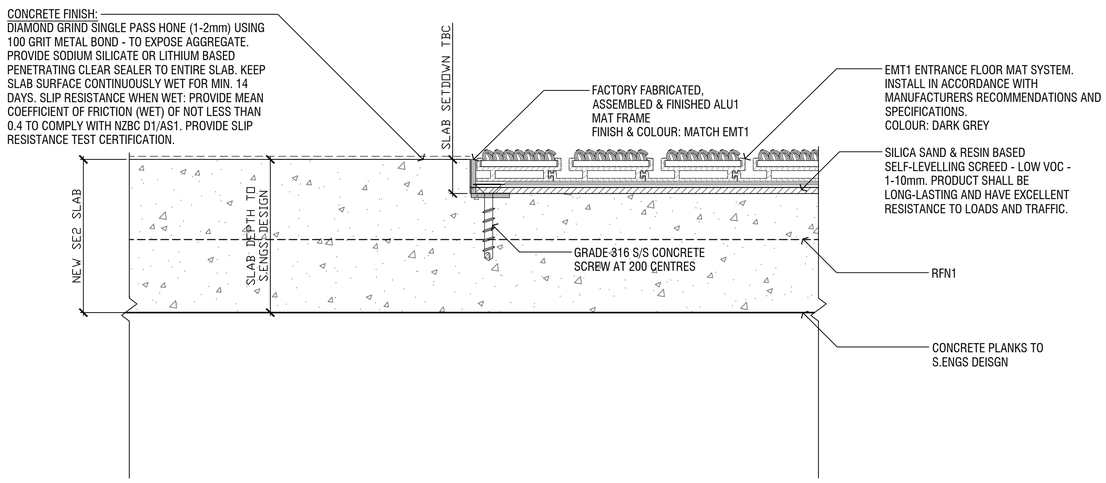
NOTE - ALL FLOOR FINISH TYPES:

1. NEW FLOOR SUBSTRATE (RC SLAB) ACCEPTABLE LEVEL VARIATION TOLERANCES SHALL BE IN ACCORDANCE WITH FLOOR FINISH MANUFACTURERS SPECIFIED REQUIREMENTS I.E. +/- 1mm TOLERANCE UNO.
2. PRIOR TO LAYING ALL FLOOR FINISHES AND ASSOCIATED PRODUCTS TEST AND CONFIRM MOISTURE CONTENT OF NEW AND EXISTING RC SLABS TO ENSURE COMPLIANCE WITH FLOORING MANUFACTURERS/SUPPLIERS SPECIFIED REQUIREMENTS.
3. USE ONLY SPECIALIST FLOORING INSTALLATION CONTRACTORS APPROVED BY THE FLOORING MANUFACTURER/SUPPLIER.
4. SLAB SETDOWN SHALL BE BASED ON THE TILE SPECIFICATION CONFIRMED DURING CONSTRUCTION. FOR ALL TILED FLOORS: TO CONFIRM SETDOWN DIMENSION CONSULT WITH ARCHITECT, CLIENT AND TILE SUPPLIER PRIOR TO POURING RC SLAB.
5. FLOOR LEVELLING SCREEDS SHALL BE COMPATIBLE WITH OTHER PRODUCTS USED IN THE FLOOR FINISH INSTALLATION INCLUDING FLOOR PRIMERS, FLOORING ADHESIVE AND OTHER PRODUCTS. USE ONLY COMPATIBLE PRODUCTS. CHECK COMPATIBILITY WITH MANUFACTURERS/SUPPLIERS.

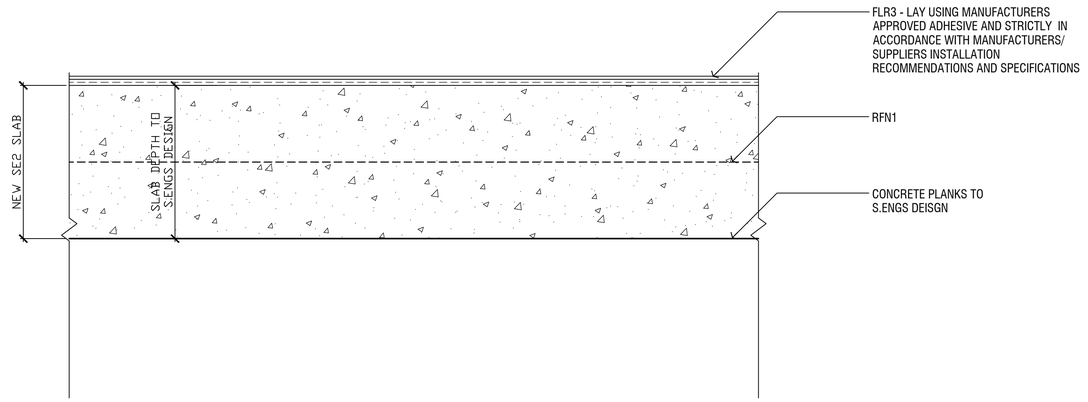
CONTROL SAMPLES:

PRIOR TO INSTALLATION OF FLOOR FINISHES:

1. PROVIDE TWO (2) 600 x 600 x 75 FINISHED CONTROL SAMPLES OF SE2 RC SLAB INCLUDING THE PENETRATING CLEAR SEALER ON SINGLE HONE (1.0 - 2.0mm) FINISH. SOURCE AND USE SPECIFIED COLOUR ADDITIVES AND AGGREGATE MIX.
2. PROVIDE TWO (2) 600 x 600 FINISHED TIL1 TILING CONTROL SAMPLES INCLUDING MOV3 GRADE 316 S/S MOVEMENT JOINT.
3. THE CONTROL SAMPLES SHALL BE ISSUED TO ARCHITECT AND CLIENT FOR APPROVAL BEFORE PROCEEDING WITH THE WORK.
4. PROVIDE 'SLIP RESISTANCE WHEN WET' TEST CERTIFICATES FOR THE TWO SE2 AND TIL1 CONTROL SAMPLES. TESTS SHALL BE BY OPUS (NZ) OEA. PROVIDE TEST CERTIFICATES TO CLIENT AND ARCHITECT. ALL FLOOR FINISHES SHALL HAVE SLIP RESISTANCE AS FOLLOWS: PROVIDE MEAN COEFFICIENT OF FRICTION (WET) OF NOT LESS THAN 0.4 TO COMPLY WITH NZBC D1/AS1.



D3 SE2 JOINT TO EMT1 ENTRANCE FLOOR MAT
1:2 @ A1/ 1:4 @ A3



D4 FLR3 ON NEW SE2 SLAB
1:2 @ A1/ 1:4 @ A3

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	09.06.14.	FOR APPROVAL	
02	TMA	10.10.13.	FOR APPROVAL	
01	TMA	25.09.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 50 100 200mm

Scale 1:2 at A1

AECOM

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tim mein architects

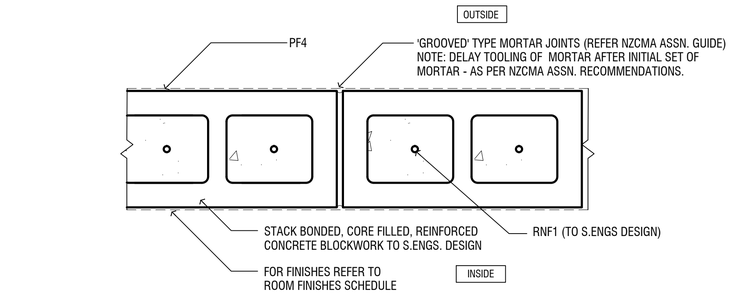
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

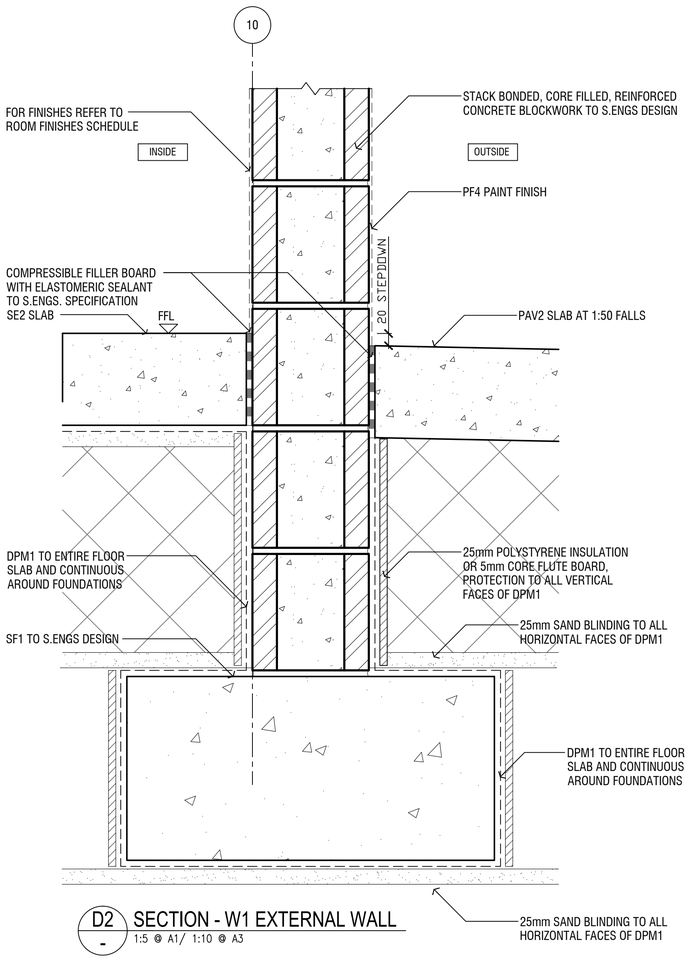
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

FLOOR FINISHES & FLOOR SLAB DETAILS

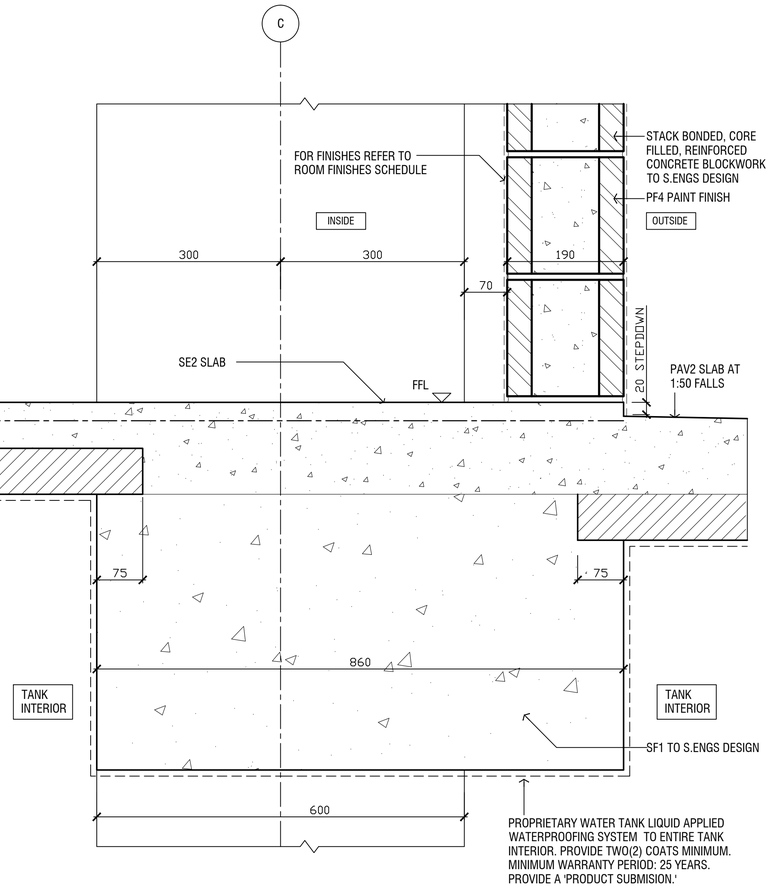
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5339	REV: 04



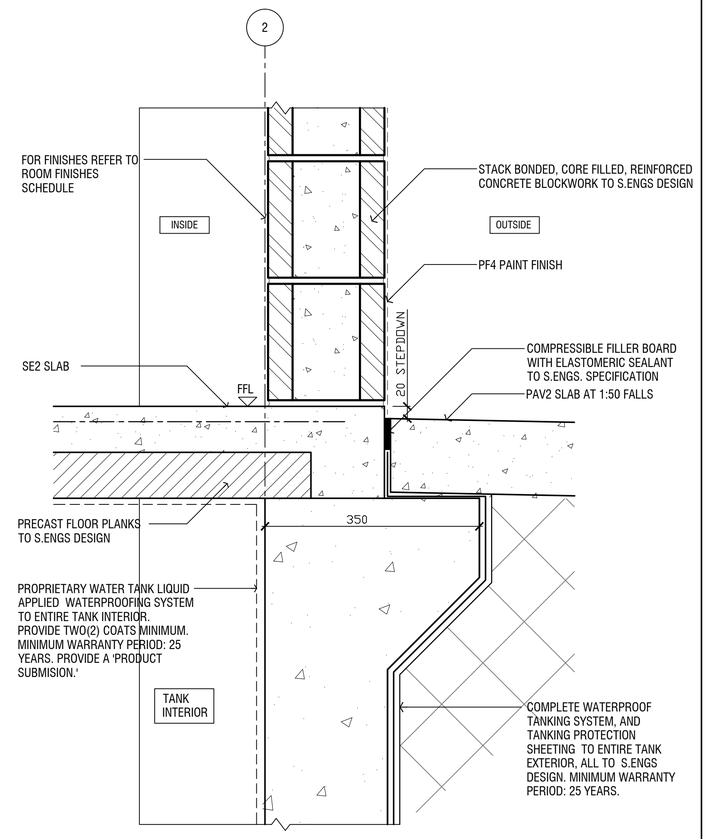
D1 - PLAN - W1 EXTERNAL WALL
1:5 @ A1/ 1:10 @ A3



D2 - SECTION - W1 EXTERNAL WALL
1:5 @ A1/ 1:10 @ A3



D3 - SECTION - W1 EXTERNAL WALL OVER TANK
1:5 @ A1/ 1:10 @ A3



D4 - SECTION - W1 EXTERNAL WALL OVER TANK EDGE
1:5 @ A1/ 1:10 @ A3

NOTE:
THE BELOW GROUND WATER STORAGE TANK AND WATERPROOF 'TANKING' SYSTEM ARE ALL TO AECOM ENGINEERS DESIGN. REFER TO AECOM DRAWINGS AND SPECIFICATION FOR WATERPROOF TANKING DESIGN, CONSTRUCTION DETAILS & SPECIFICATION. MINIMUM WARRANTY PERIOD: 25 YEARS.

NOTE:
1. REFER TO STRUCTURAL ENGINEERS DRAWINGS.

2 CONCRETE REINFORCEMENT
REFER TO STRUCTURAL ENGINEERS DRAWINGS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
05	TMA	30.06.15.	FOR TENDER ISSUE	
04	TMA	27.03.15.	FOR TENDER ISSUE	
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	06.08.13.	FOR APPROVAL	
01	TMA	02.07.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 100 250 500mm
Scale 1:5 at A1

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CLIENT:
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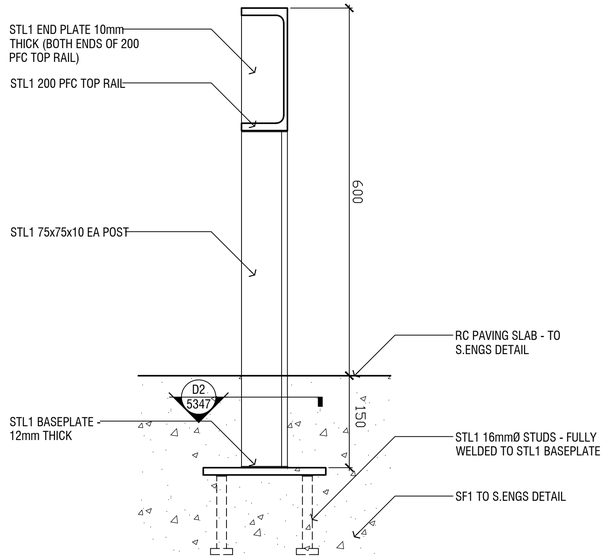
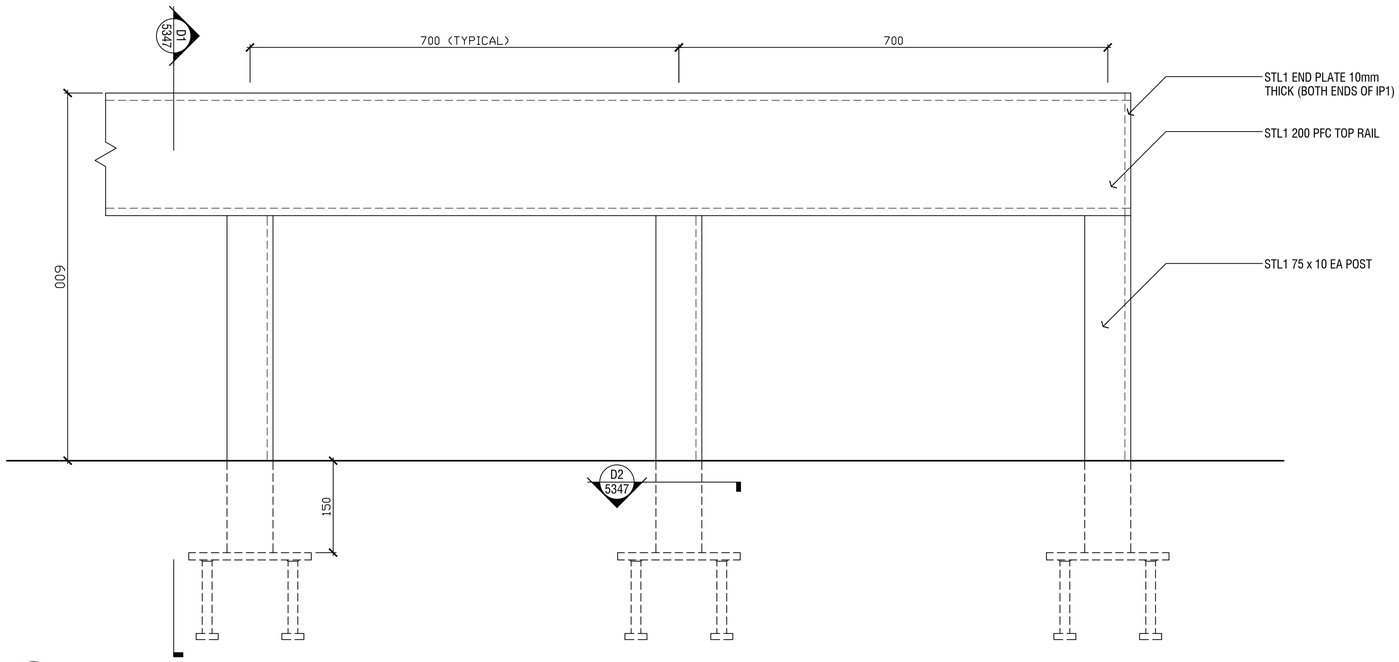
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
EXTERNAL WALL DETAILS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5343	REV: 05



D1 SECTION - IP1/IP3 IMPACT PROTECTION
1:5 @ A1/ 1:10 @ A3



E1 ELEVATION - IP1 IMPACT PROTECTION
1:5 @ A1/ 1:10 @ A3

NOTE:
1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH IMPACT PROTECTION TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH IMPACT PROTECTION TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. PROVIDE PF10 SPECIALIST STEEL PAINT FINISH OVER GALVANISING. ACCEPTABLE SPECIALIST STEEL PAINT MANUFACTURERS: INTERNATIONAL PAINTS (AKZO NOBEL) OEA.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	17.06.14.	FOR APPROVAL	
01	TMA	05.08.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

AECOM
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tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
EXTERIOR IMPACT PROTECTION DETAILS

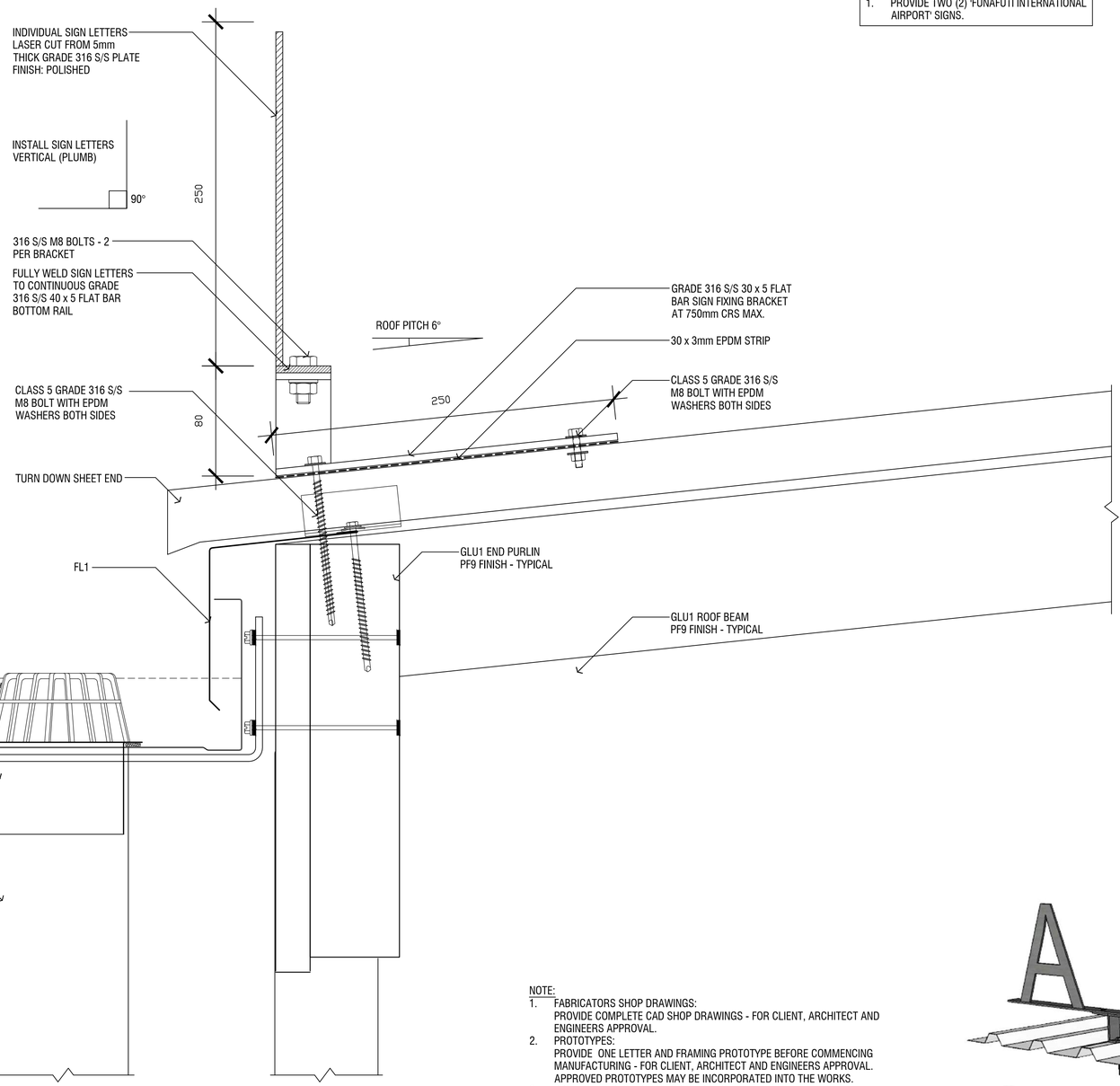
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5347	REV: 03

14500

250

F U N A F U T I I N T E R N A T I O N A L A I R P O R T

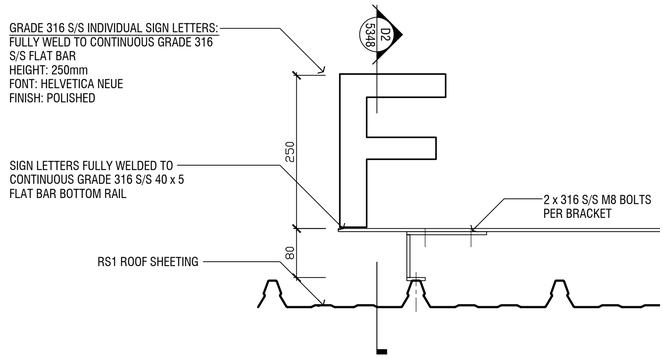
E1 ROOF SIGNAGE 2 ELEVATION - LANDSIDE & AIRSIDE SIGN
1:25 @ A1/ 1:50 @ A3



D2 ROOF SIGNAGE SECTION DETAIL
1:2 @ A1/ 1:4 @ A3

NOTE:

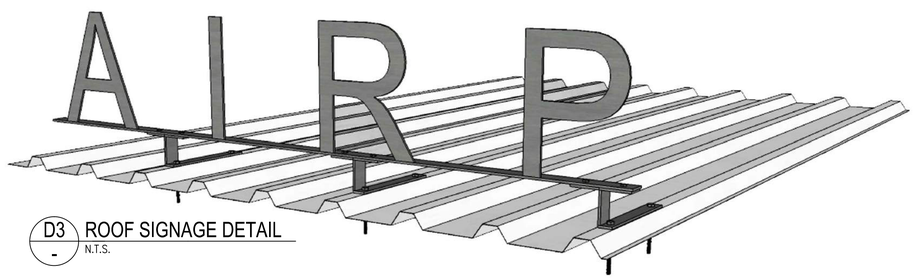
1. PROVIDE TWO (2) 'FUNAFUTI INTERNATIONAL AIRPORT' SIGNS.



D1 ROOF SIGNAGE ELEVATION DETAIL
1:5 @ A1/ 1:10 @ A3

NOTE:

1. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
2. PROTOTYPES:
   PROVIDE ONE LETTER AND FRAMING PROTOTYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
3. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
4. POLISHED STAINLESS STEEL FINISH:
   PROVIDE POLISHED FINISH TO VISIBLE GRADE 316 STAINLESS STEEL SURFACES.
5. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
6. ALL WELDS: FULLY WELD AND GRIND SMOOTH.



D3 ROOF SIGNAGE DETAIL
N.T.S.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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No.	BY	DATE	DESCRIPTION	APPD
01	TMA	03.11.14.	FOR TENDER ISSUE	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 50 100 200mm

Scale 1:2 at A1

AECOM

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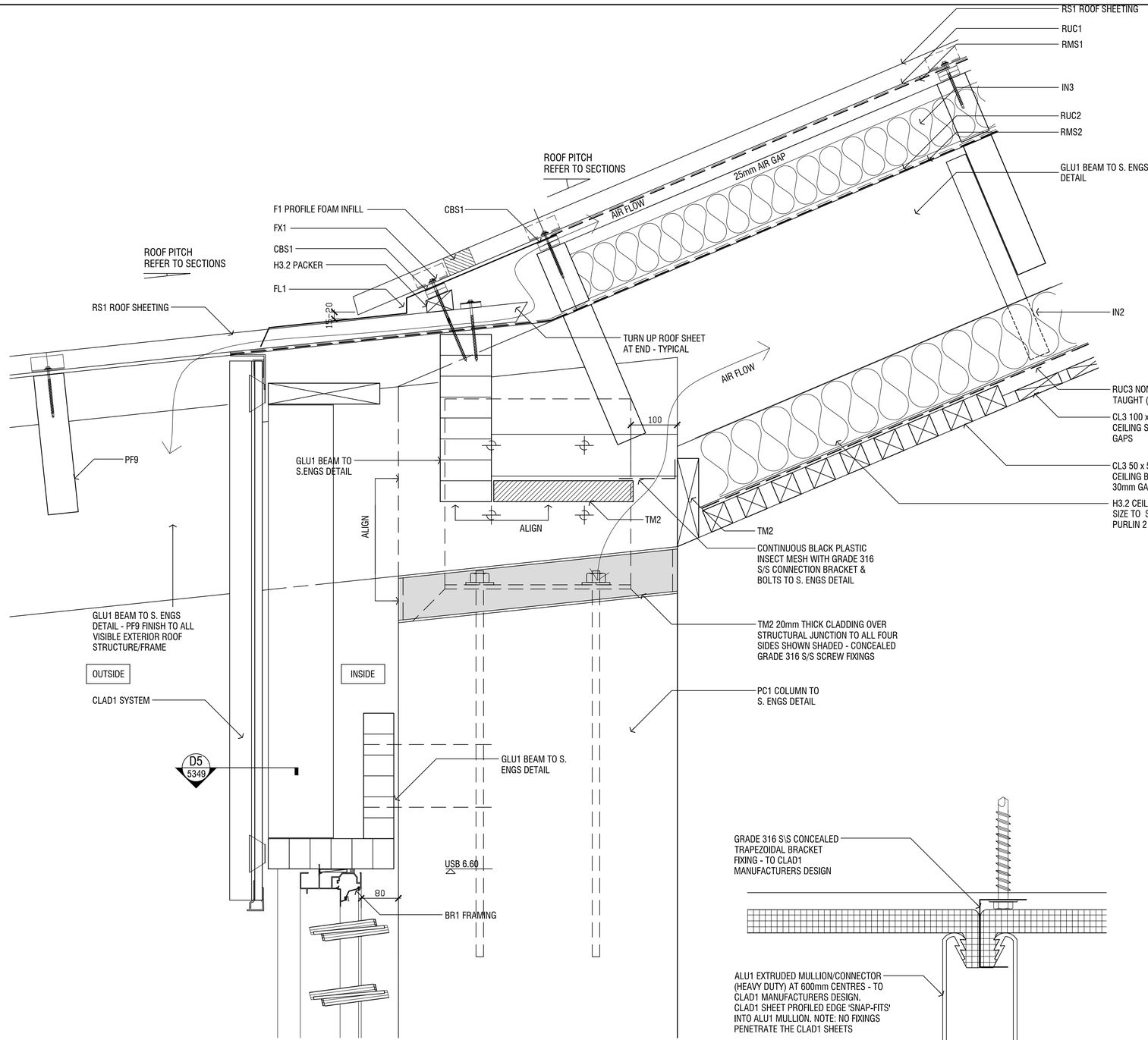
CLIENT:

TUVALU•MO•TE•ATUA

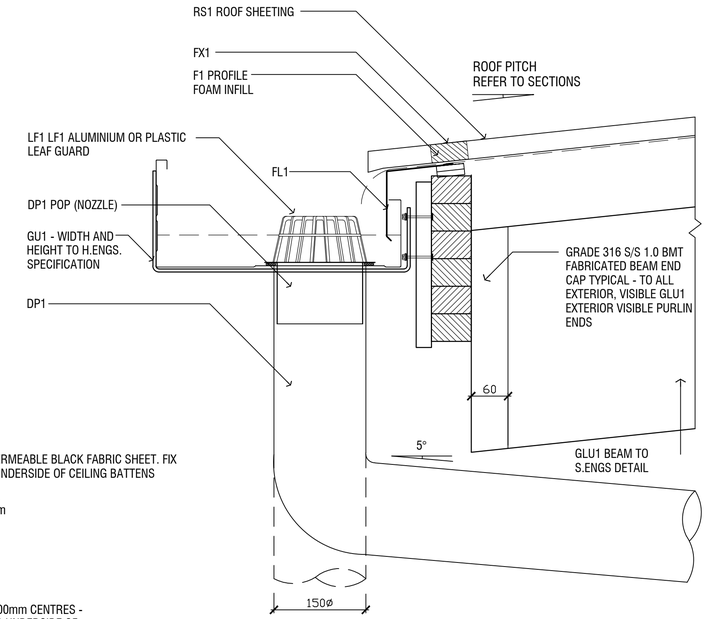
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
ROOF SIGNAGE DETAILS

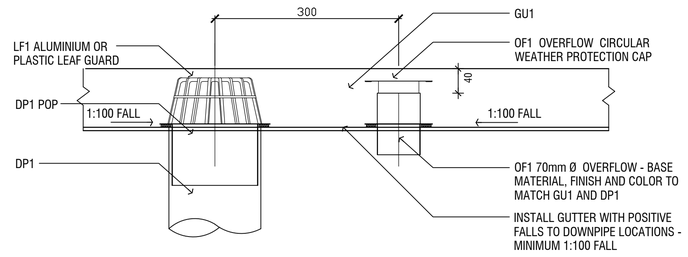
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5348	REV: 01



D1 SECTION - CHANGE IN ROOF PITCH DETAIL
1:5 @ A1/ 1:10 @ A3

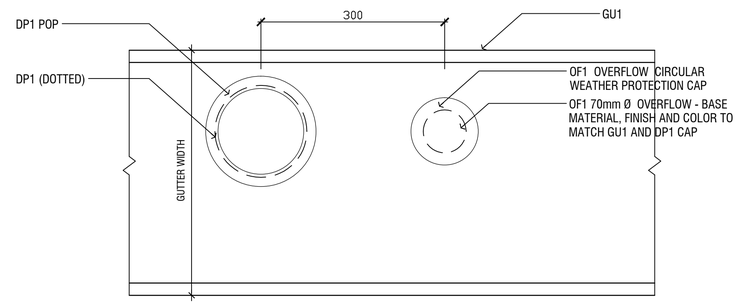


D2 SECTION - GUTTER & DOWNPIPE DETAIL
1:5 @ A1/ 1:10 @ A3



D3 SECTION - DOWNPIPE & OVERFLOW DETAIL
1:5 @ A1/ 1:10 @ A3

D5 PLAN - CLAD1 CONNECTION DETAIL
1:1 @ A1/ 1:2 @ A3



D4 PLAN - DOWNPIPE & OVERFLOW DETAIL
1:5 @ A1/ 1:10 @ A3

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02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	29.08.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
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APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

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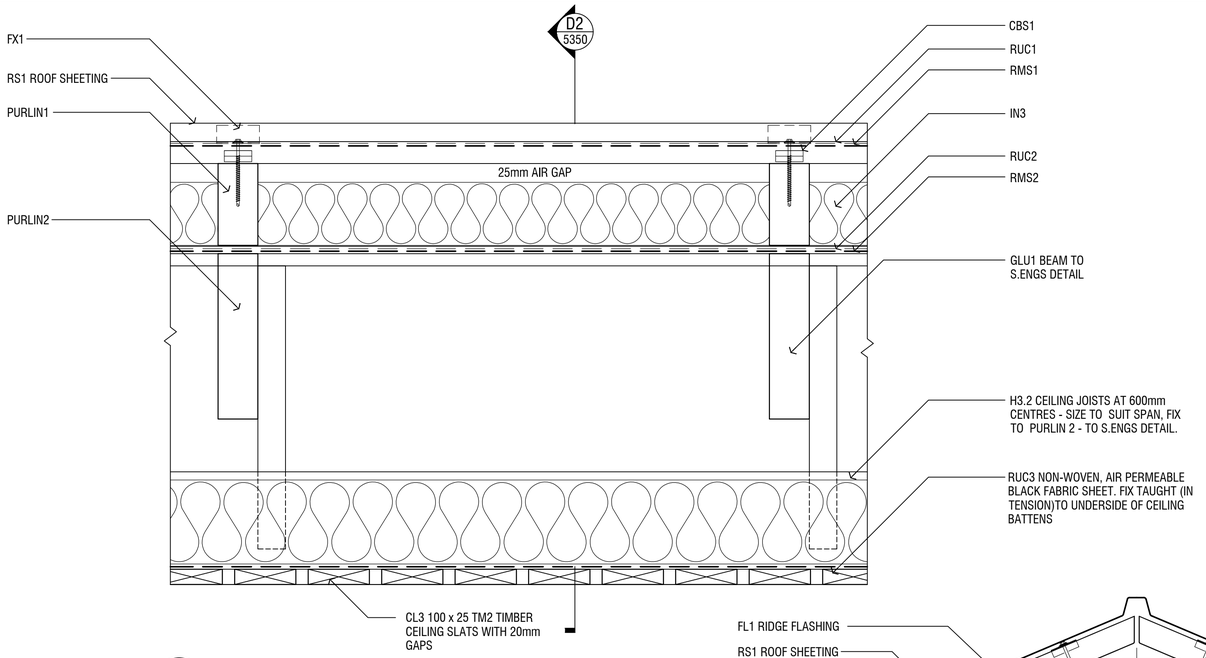
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

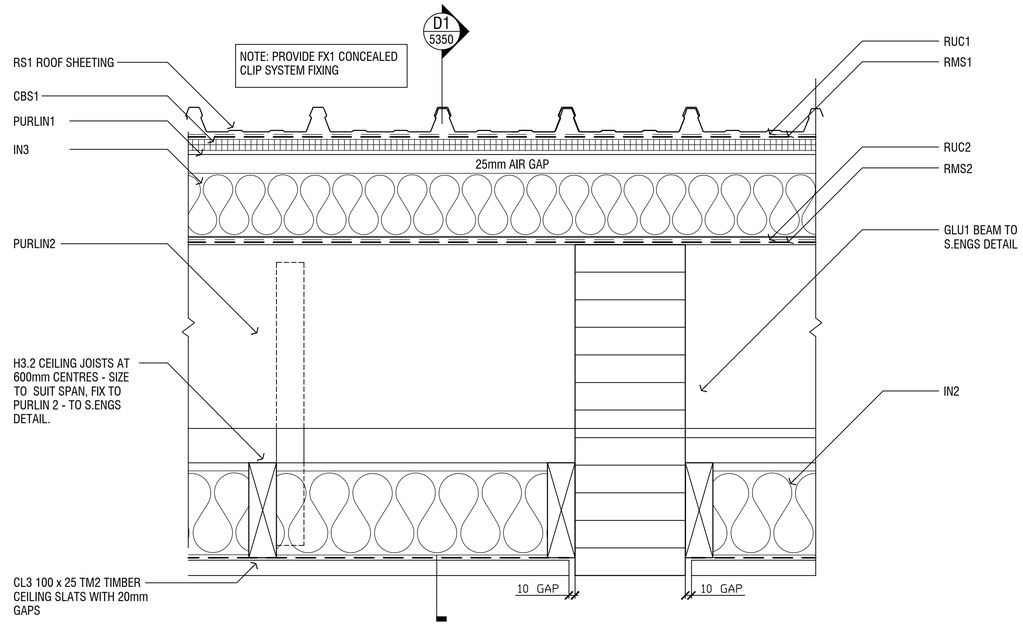
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

ROOF DETAILS - SHEET 1

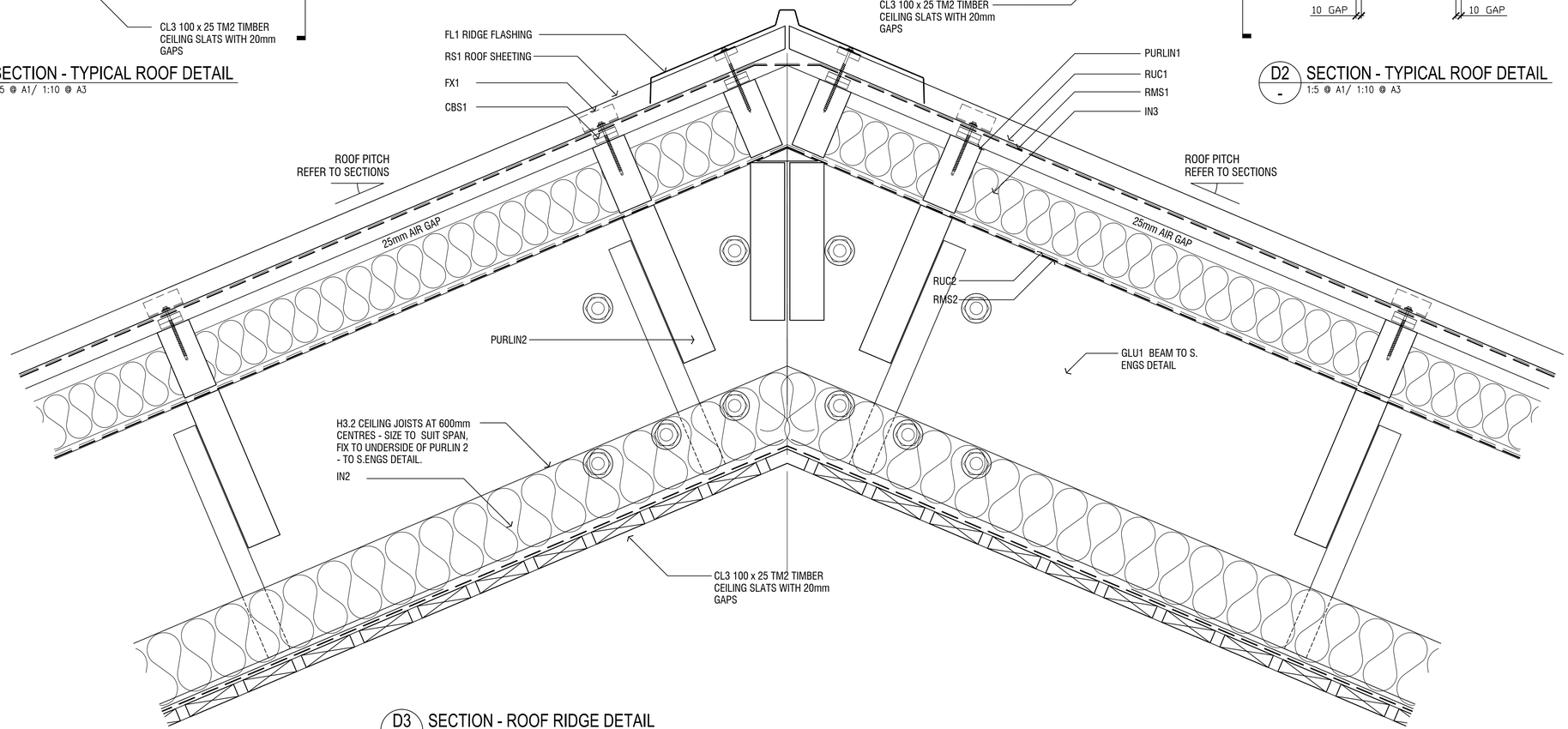
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5349 | REV: 02



D1 / - SECTION - TYPICAL ROOF DETAIL
1:5 @ A1/ 1:10 @ A3



D2 / - SECTION - TYPICAL ROOF DETAIL
1:5 @ A1/ 1:10 @ A3



D3 / - SECTION - ROOF RIDGE DETAIL
1:5 @ A1/ 1:10 @ A3

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

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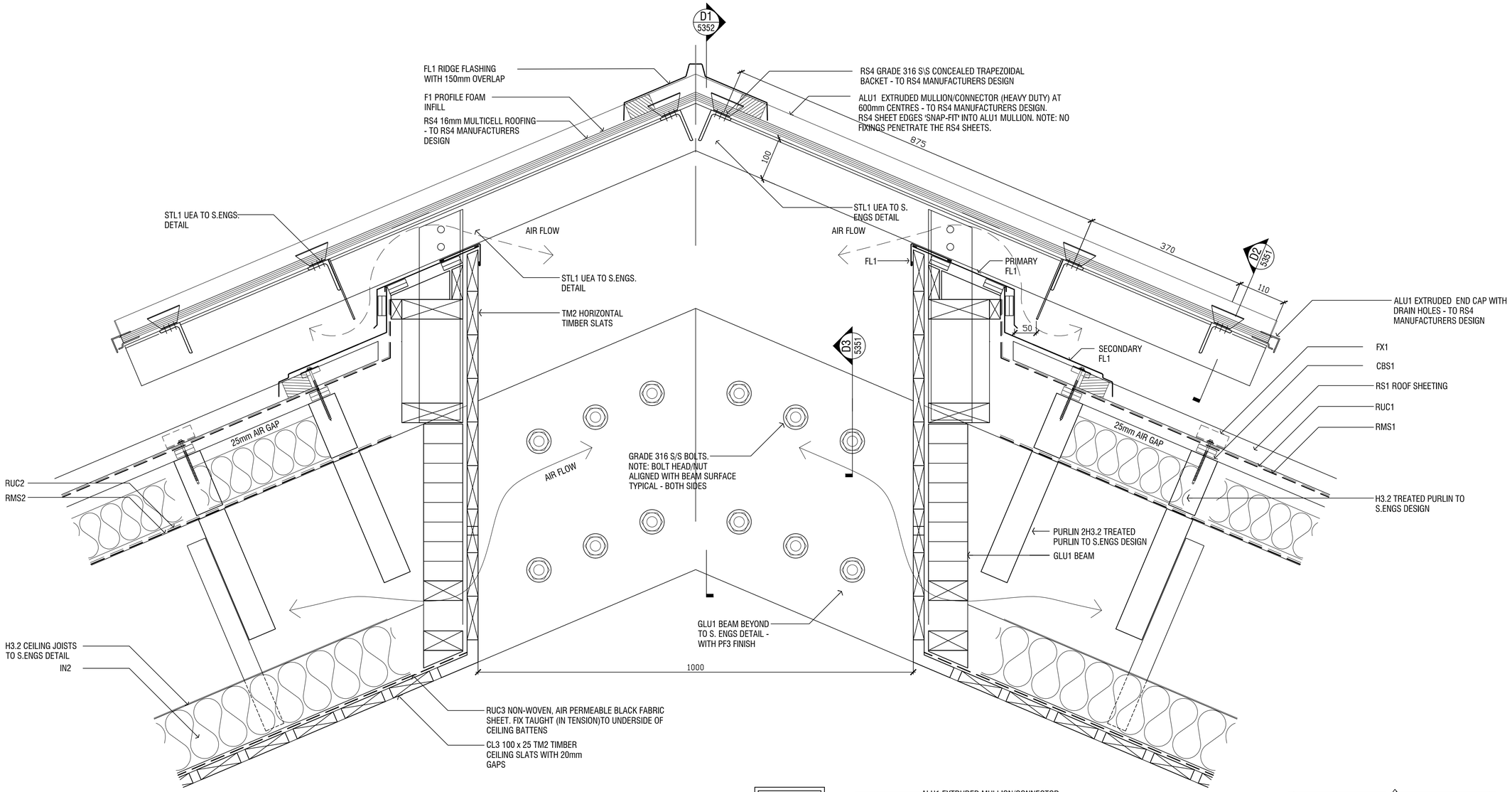
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

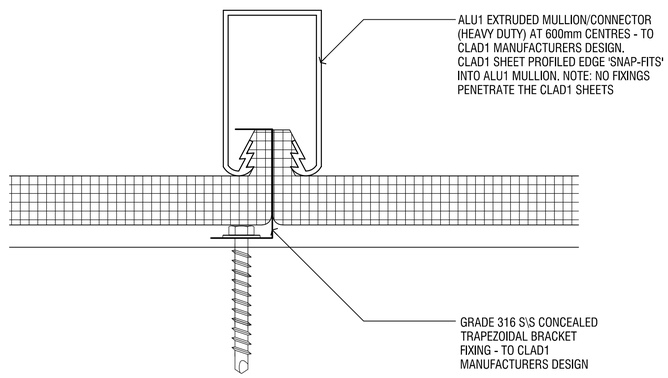
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

ROOF DETAILS - SHEET 2

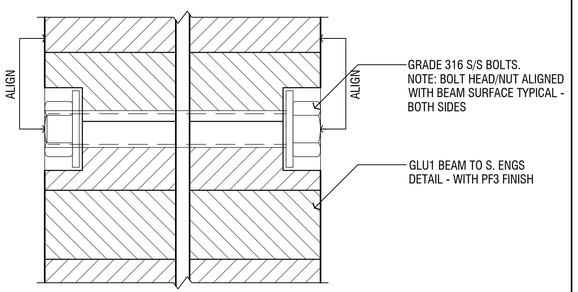
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5350	REV.: 02



D1 - SECTION - RS4 ROOF RIDGE VENTILATION DETAIL
1:5 @ A1/ 1:10 @ A3



D2 - SECTION - RS4 PANEL JOINT/FRAME DETAIL
1:1 @ A1/ 1:2 @ A3



D3 - SECTION - GLU1 CONCEALED FIXING DETAIL
1:2 @ A1/ 1:4 @ A3

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01	TMA	29.08.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

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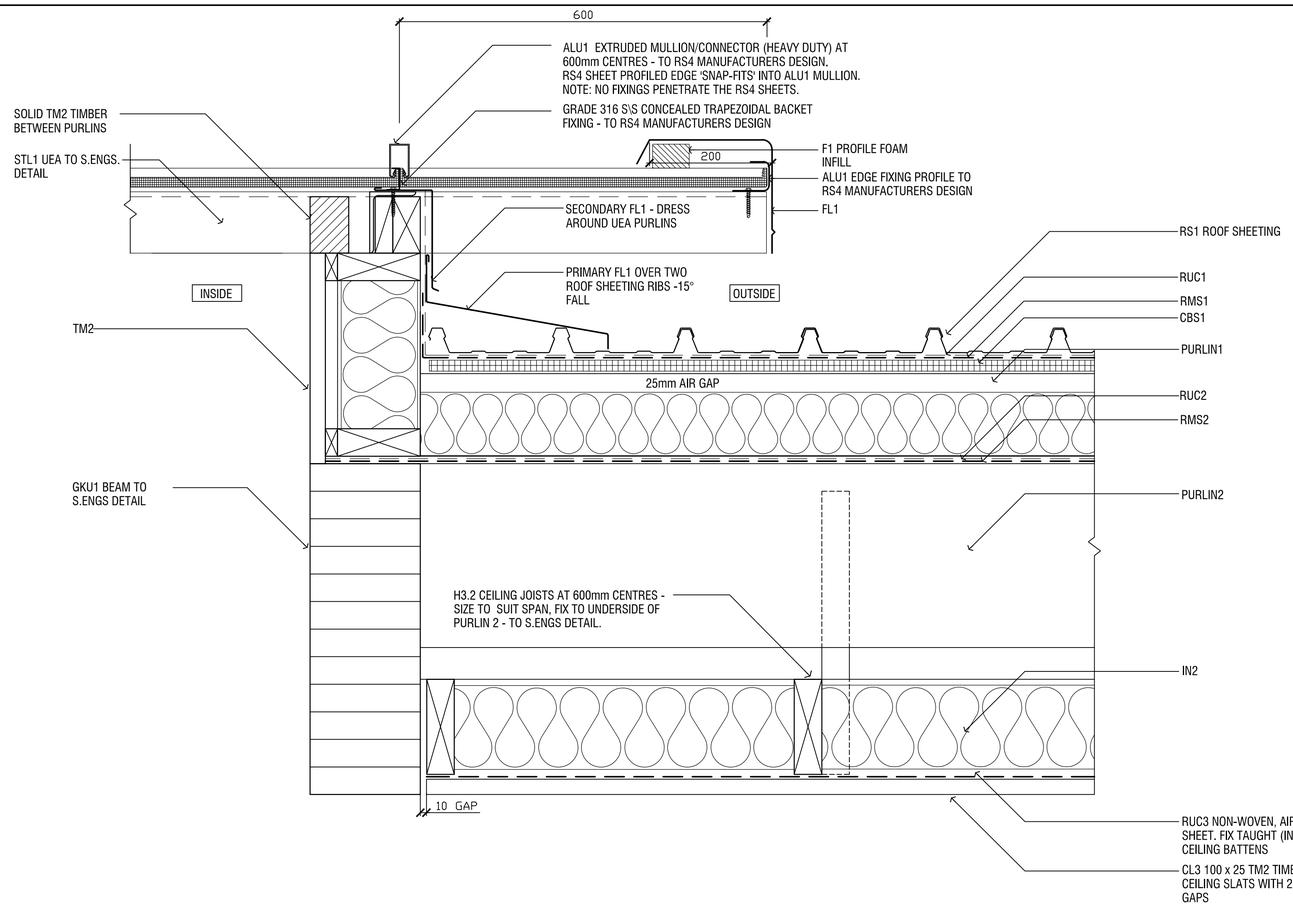
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
ROOF DETAILS - SHEET 3

A1 | STATUS: FOR TENDER | DRAWING NO. 60277008–AR–5351 | REV. 02



D1 / - SECTION - RS4 ROOF RIDGE VENTILATION END DETAIL

1:5 @ A1/ 1:10 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	29.08.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

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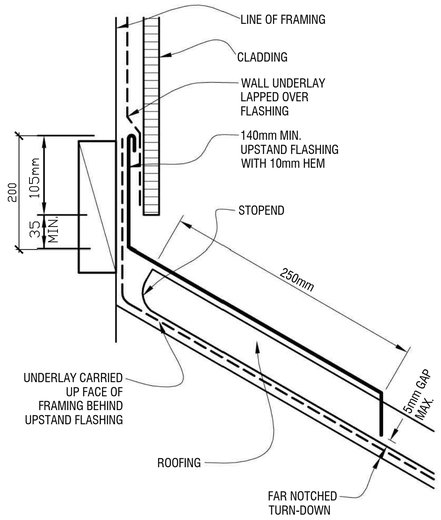
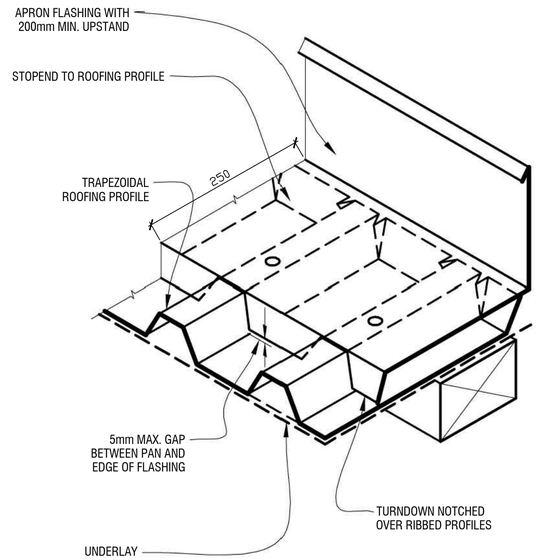
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
ROOF DETAILS - SHEET 4

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5352	REV: 02



D1 APRON FLASHING DIAGRAM
NTS



D3 NOTCHED FLASHING DIAGRAM
NTS

NOTES:

RIVET FIXINGS:

1. RIVETS SHALL BE PRE-FINISHED - COLOUR TO MATCH ROOF SHEETING COLOUR.
2. RIVETS SHALL BE MINIMUM 4mm DIAMETER.
3. RIVET BASE MATERIAL SHALL BE STAINLESS STEEL FOR STEEL ROOF SHEETING.
4. RIVET BASE MATERIAL SHALL BE ALUMINIUM FOR ALUMINIUM ROOF SHEETING.

NOTES:

CYCLONIC FIXINGS:

1. ALL ROOFING SCREWS SHALL BE FIT FOR PURPOSE FOR CYCLONE CONDITIONS.
2. REFER TO ROOF DETAILS TO DETERMINE REQUIRED ROOF SCREW LENGTH FOR EACH LOCATION. CONSULT STRUCTURAL ENGINEER FOR MINIMUM SCREW EMBEDMENT REQUIREMENTS.

NOTES:

SCREW FIXINGS:

1. PROVIDE MINIMUM 45mm EMBEDMENT INTO TIMBER PURLINS.
2. PROVIDE MINIMUM 20mm EMBEDMENT INTO GALVANISED STEEL PURLINS.

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	16.05.14.	FOR APPROVAL	
02	TMA	07.04.14.	FOR APPROVAL	
01	TMA	28.02.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES: N.T.S.

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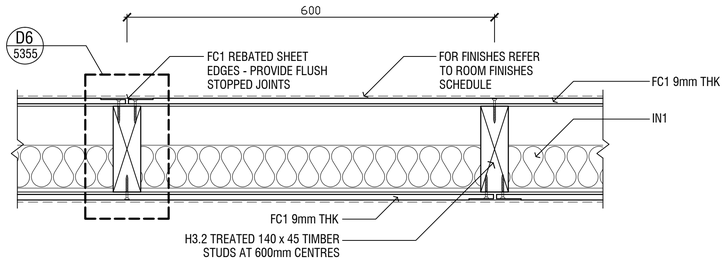
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

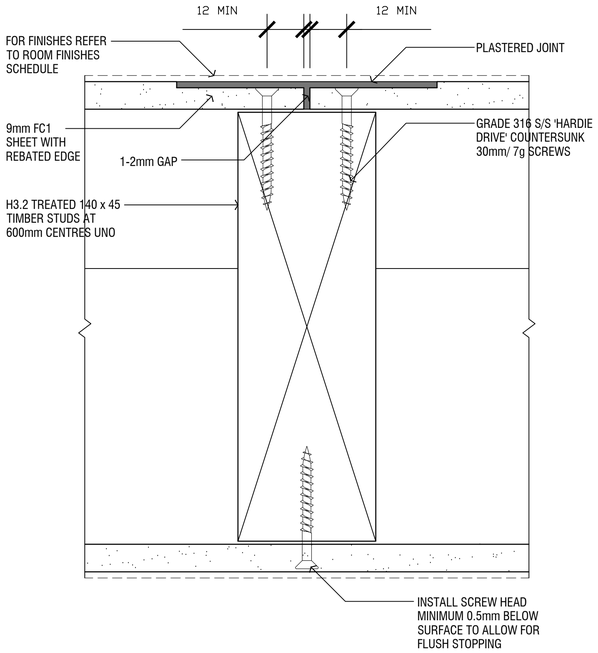
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
ROOF FLASHING & FIXING DETAILS

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5354 | REV: 04



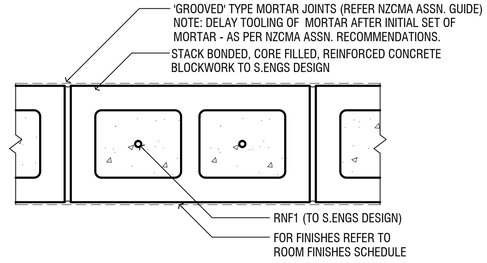
D1 - PLAN - INTERNAL WALL TYPE P2

1:5 @ A1/ 1:10 @ A3



D6 - PLAN - P2 VERTICAL FLUSH JOINT DETAIL

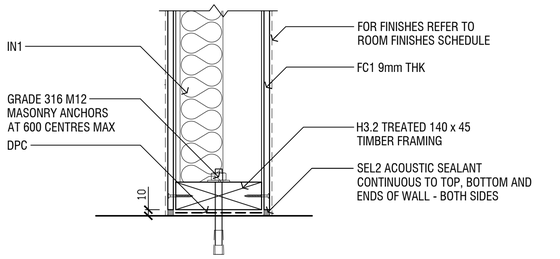
1:1 @ A1/ 1:2 @ A3



D7 - PLAN: INTERNAL WALL TYPE P1

1:5 @ A1/ 1:10 @ A3

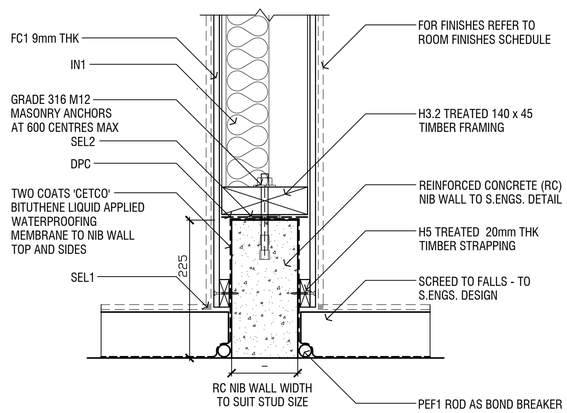
NOTE:
1. PROVIDE CONSTRUCTION JOINTS TO S.ENGS DESIGN AT 2800mm CENTRES MAXIMUM.



TYPE	STUD	MAX HEIGHT	STC	FIRE	NOTE
P2	140 X 45 TIMBER H3.2	2700 mm	41	-	PROVIDE 140 x 45 NOGS AT 800mm MAX. VERTICAL CENTRES

D2 - SECTION - INTERNAL WALL TYPE P2 BASE DETAIL

1:5 @ A1/ 1:10 @ A3



D3 - SECTION - INTERNAL WALL TYPE P2 - TOILET/SHOWER RM BASE DETAIL

1:5 @ A1/ 1:10 @ A3

NOTES:
1. INSTALL FC1 9mm THK IN ACCORDANCE WITH MANUFACTURERS DATA SHEET/SPECIFICATIONS AND FIXING REQUIREMENTS - PROVIDE FRAMING SETOUT TO SUIT MANUFACTURERS REQUIREMENTS.
2. FC1 FIXINGS : GRADE 316 S/S 'HARDIE DRIVE' COUNTERSUNK 30mm/ 7g SCREWS. INSTALL SCREW HEAD MINIMUM 0.5mm BELOW SURFACE TO ALLOW FOR FLUSH STOPPING.
   FC1 FIXING SETOUT FOR WALLS/CEILINGS: IN ACCORDANCE WITH MANUFACTURERS DATA SHEET/SPECIFICATIONS AND FIXING REQUIREMENTS.
3. FC1 CONTROL JOINTS
   PROVIDE CONTROL JOINTS TO THE FC1 SYSTEM SUPPLIERS REQUIREMENTS SETOUT AS FOLOWS:
   -PAINTED FC1 WALLS: 7.2m MAXIMUM
   -TILED FC1 WALLS: 4.2m MAXIMUM - OR 10SM OF WALL AREA WHICH EVER IS THE LESSER
4. STUD SETOUT FOR TILED (TL2) FC1 CLAD WALLS:
   PROVIDE STUDS AT 400mm CENTRES MAXIMUM FOR ALL TILED (TIL2) WALLS.
5. PAPER (CELLULOSE) BASED STOPPING ACCESSORIES NOT PERMITTED. USE SYNTHETIC/PLASTIC BASED PRODUCTS ONLY.
6. REFER TO STRUCTURAL ENGINEERS DRAWINGS.
7. CONCRETE REINFORCEMENT
   REFER TO STRUCTURAL ENGINEERS DRAWINGS.

D8 - SECTION - INTERNAL WALL TYPE P1

1:5 @ A1/ 1:10 @ A3

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	30.06.15.	FOR TENDER ISSUE	
03	TMA	27.03.15.	FOR TENDER ISSUE	
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	23.06.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

AECOM

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tim mein architects

CLIENT:

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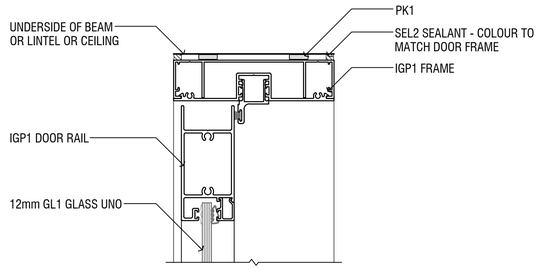
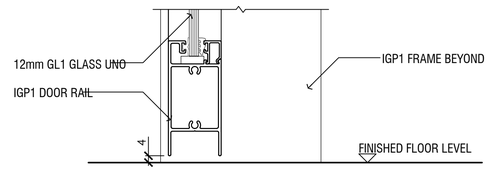
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
INTERNAL WALL DETAILS

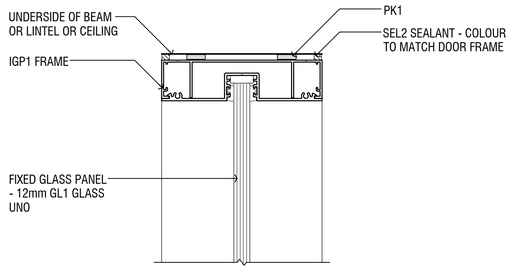
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5355	REV: 04



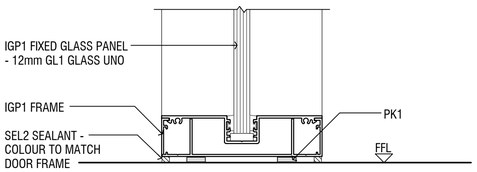
D1 - SECTION - IGP1 DOOR HEAD DETAIL
1:2 @ A1/ 1:4 @ A3



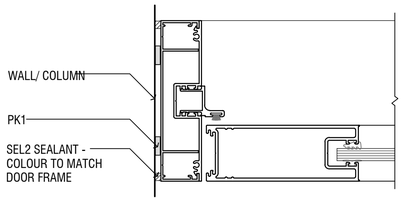
D2 - SECTION - IGP1 DOOR SILL DETAIL
1:2 @ A1/ 1:4 @ A3



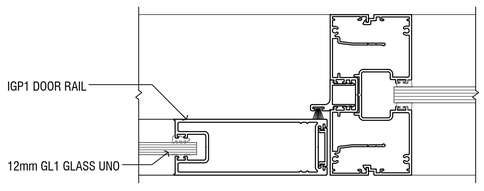
D3 - SECTION - IGP1 FIXED GLAZING PANEL HEAD DETAIL
1:2 @ A1/ 1:4 @ A3



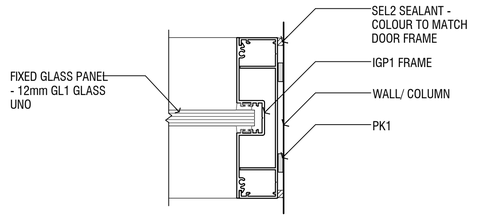
D4 - SECTION - IGP1 FIXED GLAZING PANEL SILL DETAIL
1:2 @ A1/ 1:4 @ A3



D5 - PLAN - IGP1 DOOR JAMB DETAIL
1:2 @ A1/ 1:4 @ A3



D6 - PLAN - IGP1 DOOR + FIXED GLAZING PANEL JAMB DETAIL
1:2 @ A1/ 1:4 @ A3



D7 - SECTION - IGP1 FIXED GLAZING PANEL JAMB DETAIL
1:2 @ A1/ 1:4 @ A3

NOTE:
1. PROVIDE SHOP DRAWINGS INCLUDING ELEVATIONS OF ALL IGP1 AND 1:5 HEAD, SILL AND JAMB DETAILS.
2. FIXINGS: FIX USING GRADE 316 S/S SCREWS OR SLEEVE ANCHORS AT 450 CENTRES MAX. FIXING SIZE TO SUIT COUNTRY'S ULS/SLS WIND PRESSURES.
2. REFER TO DRAWING AR-5394 DOOR & HARDWARE SCHEDULE FOR DOOR LEAF WIDTHS AND HEIGHTS.
3. DOOR HARDWARE TO BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURERS/SUPPLIERS INSTRUCTIONS AND SPECIFICATIONS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	28.06.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 50 100 200mm
Scale 1:2 at A1

AECOM
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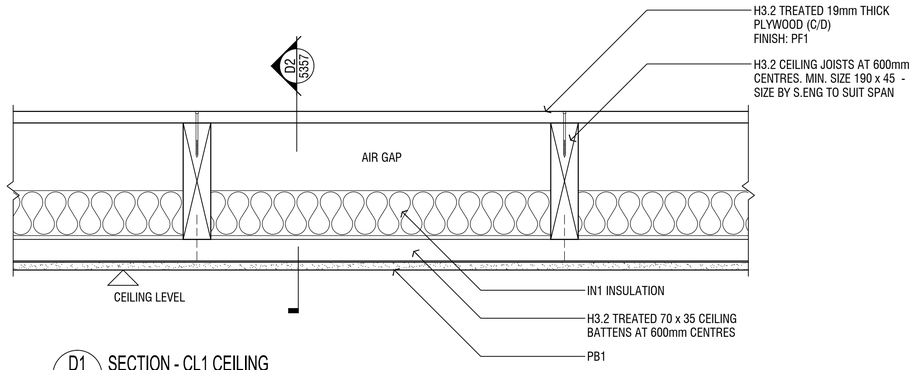
CLIENT:

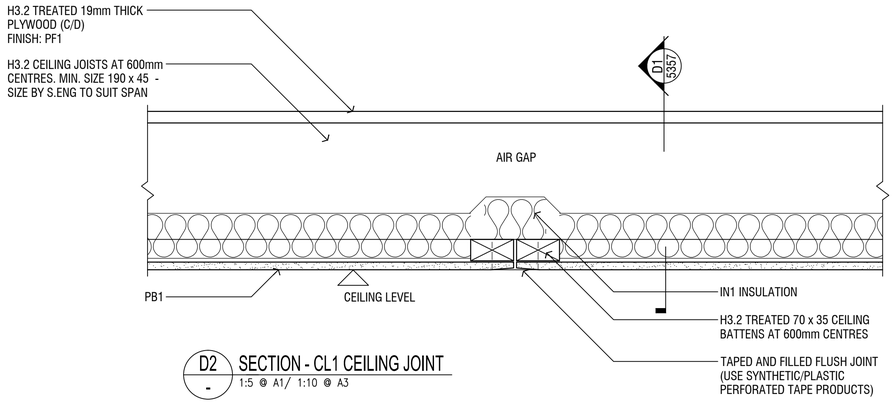
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL INTERNAL GLAZED PARTITION DETAILS

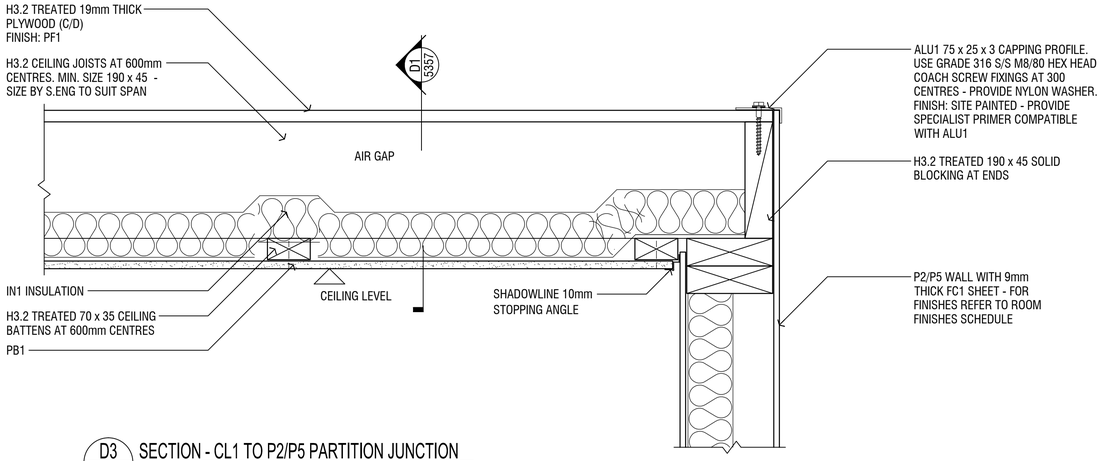
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5356	REV: 02



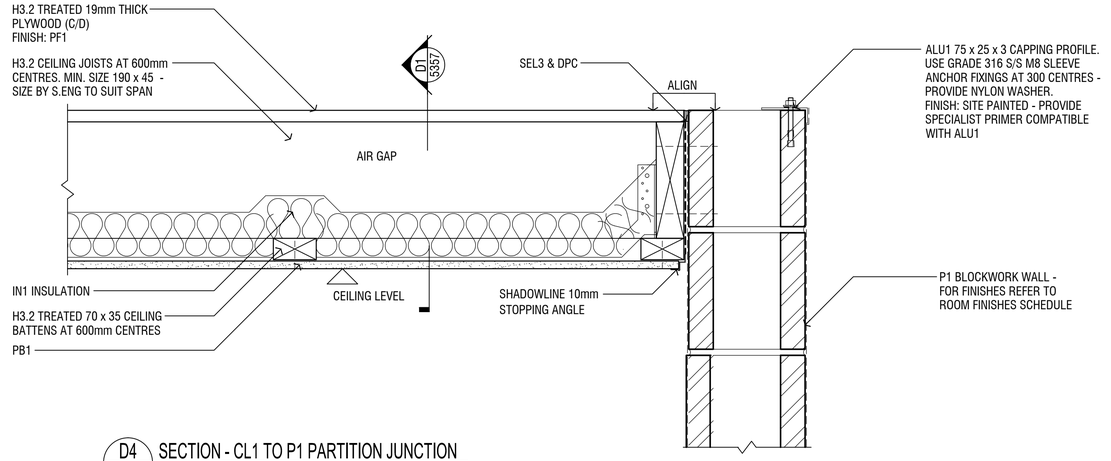
D1 - SECTION - CL1 CEILING
1:5 @ A1/ 1:10 @ A3



D2 - SECTION - CL1 CEILING JOINT
1:5 @ A1/ 1:10 @ A3



D3 - SECTION - CL1 TO P2/P5 PARTITION JUNCTION
1:5 @ A1/ 1:10 @ A3



D4 - SECTION - CL1 TO P1 PARTITION JUNCTION
1:5 @ A1/ 1:10 @ A3

NOTES:
1. PAPER (CELLULOSE) BASED STOPPING/FILLING ACCESSORIES NOT PERMITTED. USE SYNTHETIC/PLASTIC BASED PRODUCTS ONLY.
2. H3.2 TIMBER FRAMING (MSG10) - SIZES AND SETOUT IN ACCORDANCE WITH PB1/FC1 MANUFACTURERS REQUIREMENTS AND TO S.ENGS DETAIL.
3. WHERE WATER HEADER TANKS ARE LOCATED ABOVE CEILING REFER TO S.ENGS DESIGN FOR ADDITIONAL BEAMS AND TANK FIXING DETAILS.
4. REFER TO DRAWING AR-5305 REFLECTED CEILING PLAN FOR CEILING HEIGHTS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 100 250 500mm
Scale 1:5 at A1

AECOM
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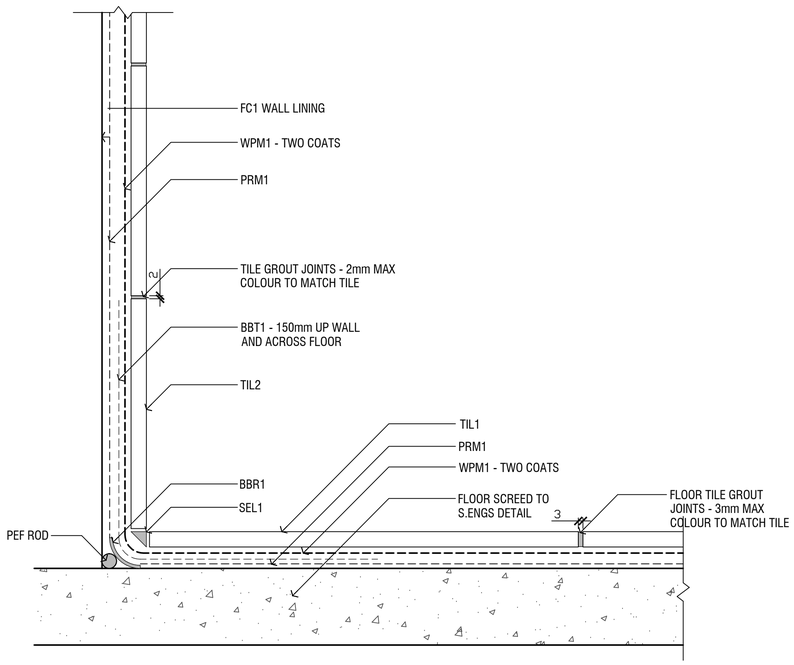
CLIENT:

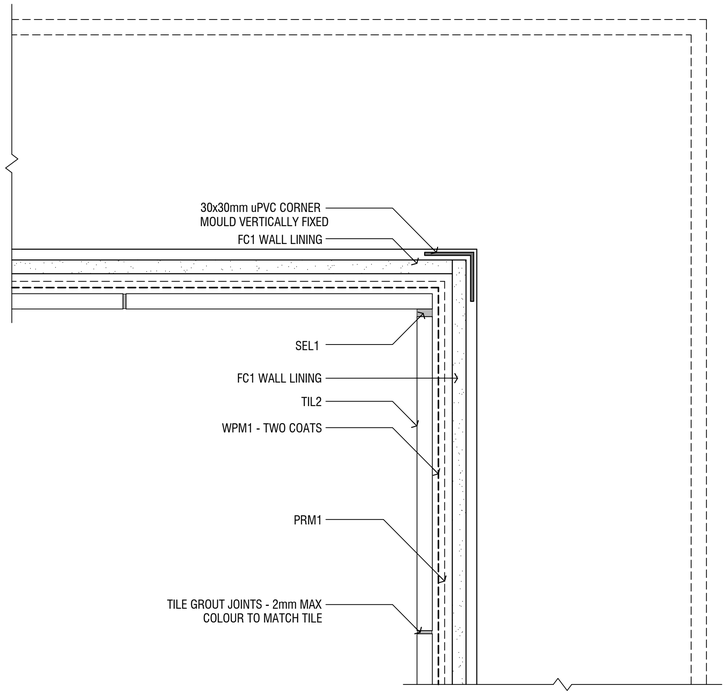
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
CEILING DETAILS

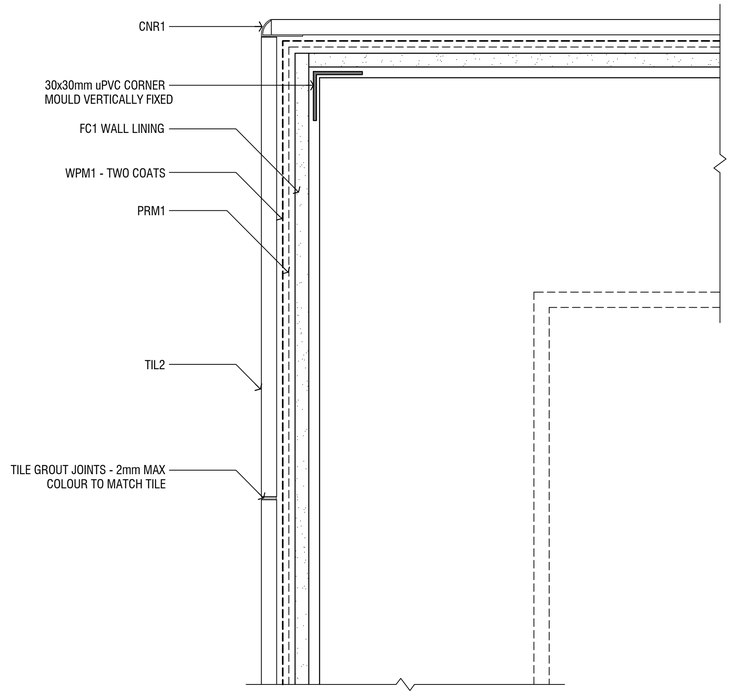
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-AR-5357 | REV: 01



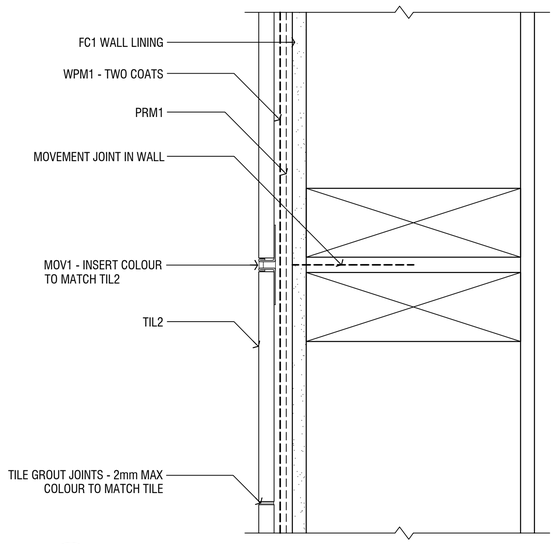
D1 - SECTION - TILING FLOOR-WALL CORNER DETAIL
1:2 @ A1/ 1:4 @ A3



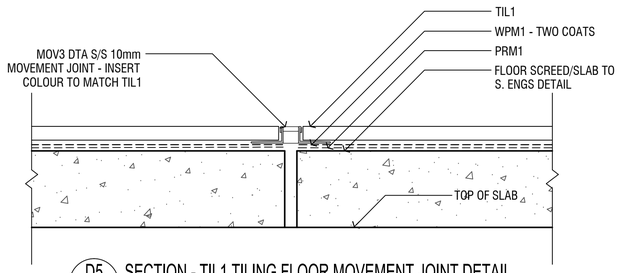
D2 - PLAN - TIL2 TILING INTERNAL CORNER DETAIL
1:2 @ A1/ 1:4 @ A3



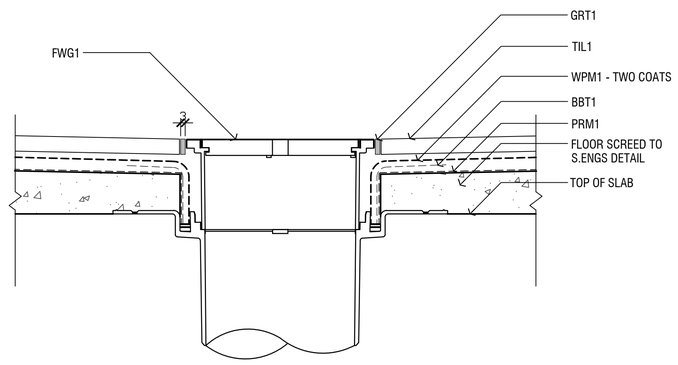
D3 - PLAN - TIL2 TILING EXTERNAL CORNER DETAIL
1:2 @ A1/ 1:4 @ A3



D4 - PLAN - TIL2 TILING WALL MOVEMENT JOINT DETAIL
1:2 @ A1/ 1:4 @ A3



D5 - SECTION - TIL1 TILING FLOOR MOVEMENT JOINT DETAIL
1:2 @ A1/ 1:4 @ A3



D6 - SECTION - TILING FLOOR WASTE GULLY (FWG1) DETAIL
1:2 @ A1/ 1:4 @ A3

NOTE:
1. TILE GROUT: USE 'MAPEI KERAPOXY DESIGN GROUT' UNO. GROUT COLOUR: MATCH TILE COLOUR. INSTALL GROUT IN ACCORDANCE WITH GROUT MANUFACTURER/ SUPPLIER INSTALLATION RECOMMENDATIONS AND SPECIFICATION.
2. PROVIDE TILE GROUT TO ALL TILE JOINTS - TIL1 & TIL2.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	02.07.13.	FOR APPROVAL	

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DESIGNED	CD	CHECKED	TM
DRAWN	CD	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 50 100 200mm

Scale 1:2 at A1

AECOM

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CLIENT:

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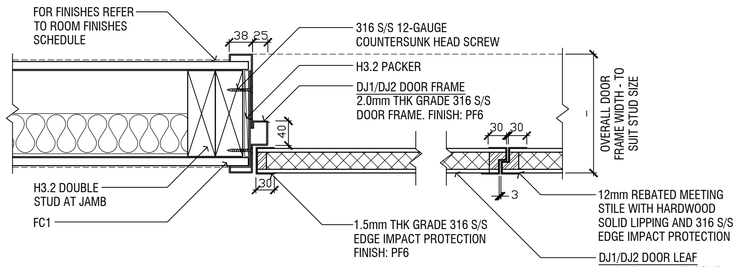
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

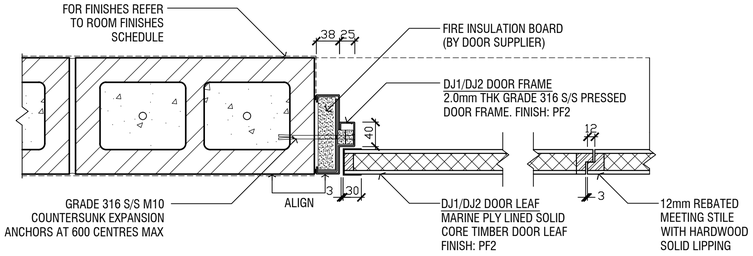
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
TILING DETAILS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5358	REV: 02



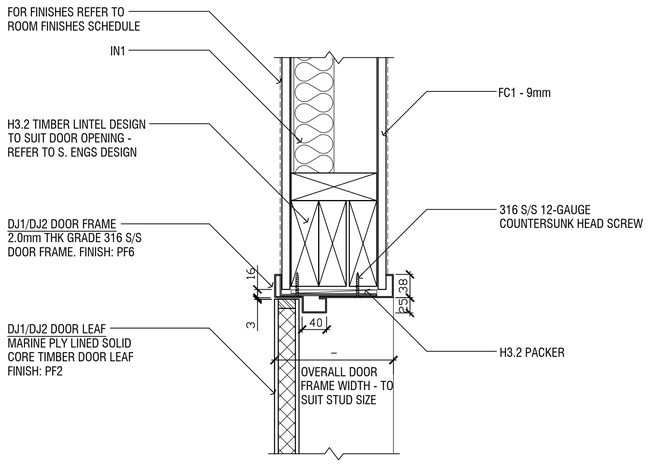
D1 DJ1/DJ2 DOOR JAMB PLAN DETAIL - FOR WALL TYPE P3

1:5 @ A1/ 1:10 @ A3



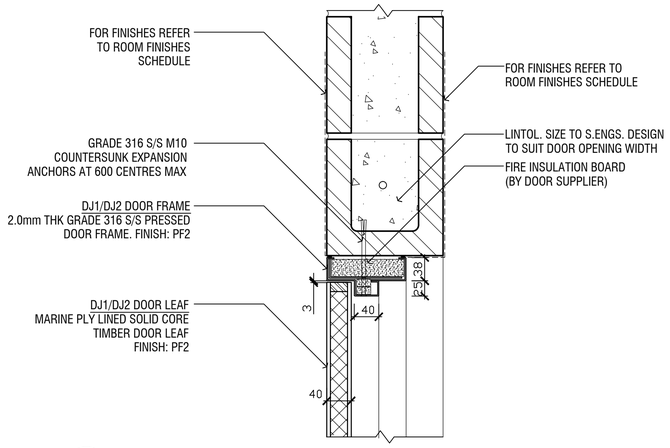
D4 DJ1/DJ2 DOOR JAMB PLAN DETAIL - FOR WALL TYPE P1

1:5 @ A1/ 1:10 @ A3



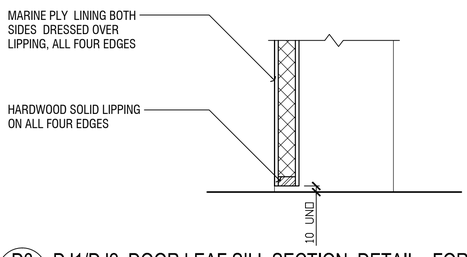
D2 DJ1/DJ2 DOOR HEAD SECTION DETAIL - FOR WALL TYPE P3

1:5 @ A1/ 1:10 @ A3



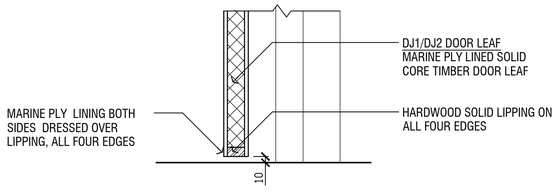
D5 DJ1/DJ2 DOOR HEAD SECTION DETAIL - FOR WALL TYPE P1

1:5 @ A1/ 1:10 @ A3



D3 DJ1/DJ2 DOOR LEAF SILL SECTION DETAIL - FOR WALL TYPE P3

1:5 @ A1/ 1:10 @ A3



D6 DJ1/DJ2 DOOR LEAF SILL SECTION DETAIL - FOR WALL TYPE P1

1:5 @ A1/ 1:10 @ A3

NOTE:

1. DJ1/DJ2 DOOR LEAF PF2 FINISH - PROVIDE PF2 PRIMER/SEALER COAT IN THE FACTORY PRIOR TO SHIPPING. PROVIDE TWO(2) PF2 TOP COATS AFTER DOOR INSTALLATION ON SITE.
2. DELIVER DJ1 AND DJ2 DOORS/FRAMES AS COMPLETE PREHUNG UNITS FITTED WITH GRADE 316 S/S DOOR HARDWARE AND GRADE 316 S/S HINGES.
3. HINGES: PROVIDE A MINIUMUM OF FOUR (4) GRADE 316 S/S HINGES PER DOOR LEAF. FINISH: BRUSHED.
4. PROVIDE 2mm THICK GRADE 316 S/S KICKPLATES TO BOTH SIDES OF ALL SOLID CORE DOOR LEAVES

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	23.06.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

AECOM

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CLIENT:

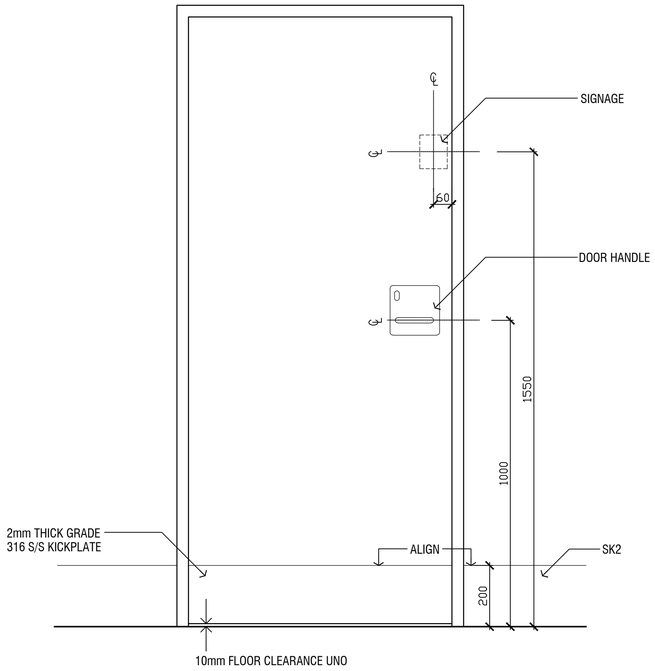
TUVALU•MOOTEA•ATEA

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

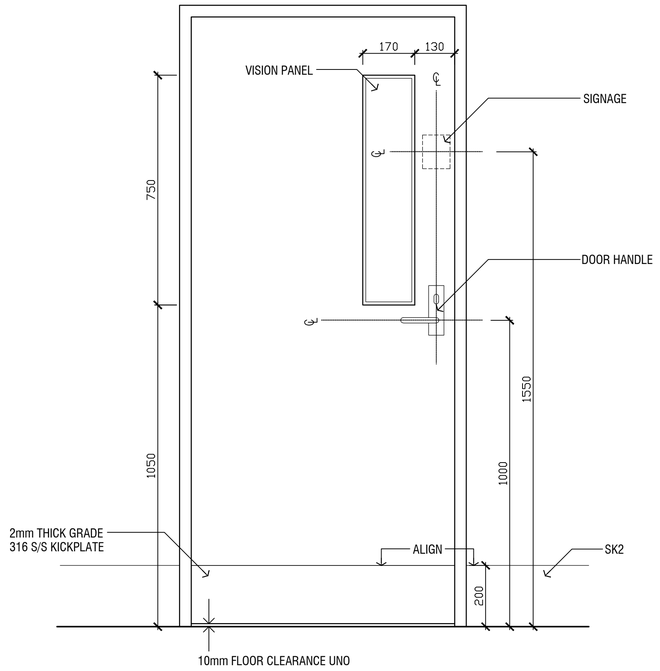
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

INTERNAL DOOR DETAILS

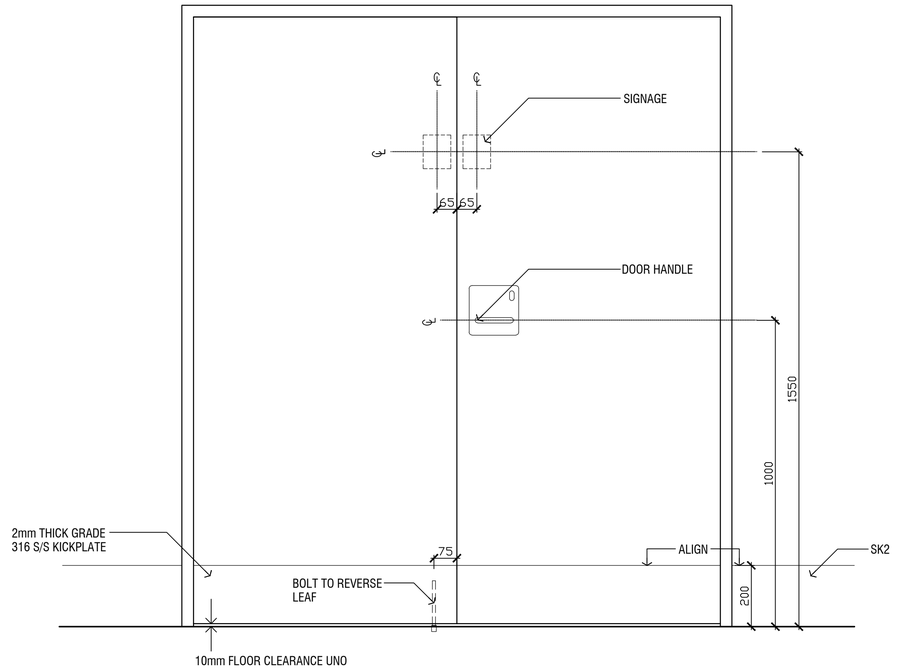
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5359	REV: 02



E1 - DJ1 SOLID CORE DOOR
1:10 @ A1/ 1:20 @ A3



E2 - DJ1 SOLID CORE DOOR - WITH VISION PANEL
1:10 @ A1/ 1:20 @ A3



E3 - DJ2 SOLID CORE DOOR
1:10 @ A1/ 1:20 @ A3

NOTES:
1. REFER TO DOOR DETAIL DRAWINGS:
   -AR 5344 EXTERNAL DOOR DETAILS
   -AR 5359 INTERNAL DOOR DETAILS
2. REFER TO DRAWING AR 5394 FOR DOOR & HARDWARE SCHEDULE FOR DOOR LEAF WIDTHS AND HEIGHTS.
3. PROVIDE 2mm THICK GRADE 316 S/S KICKPLATES TO BOTH SIDES OF ALL SOLID CORE DOOR LEAVES.
4. DOOR HARDWARE TO BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURERS/SUPPLIERS INSTRUCTIONS AND SPECIFICATIONS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	13.06.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 200 400 1000mm
Scale 1:10 at A1

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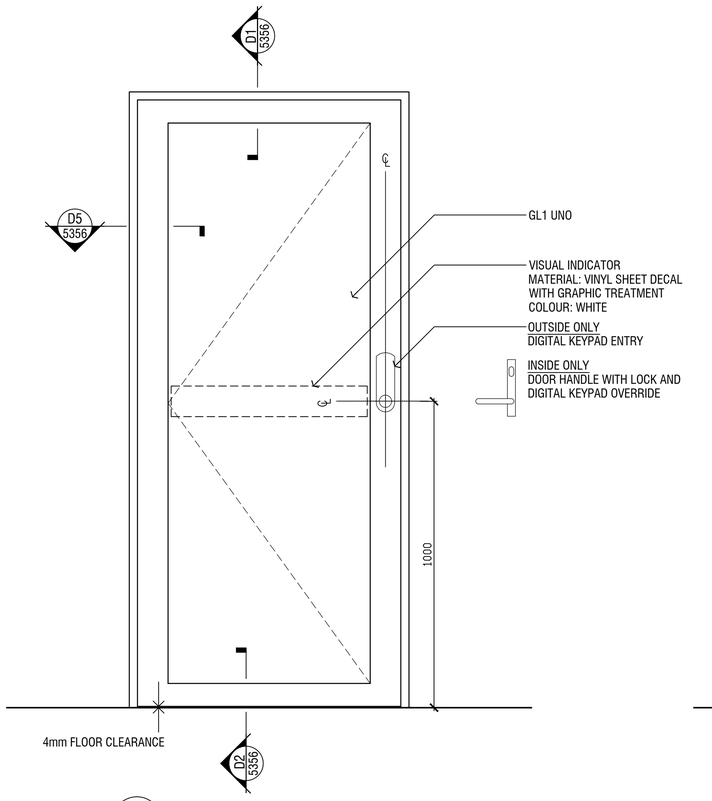
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

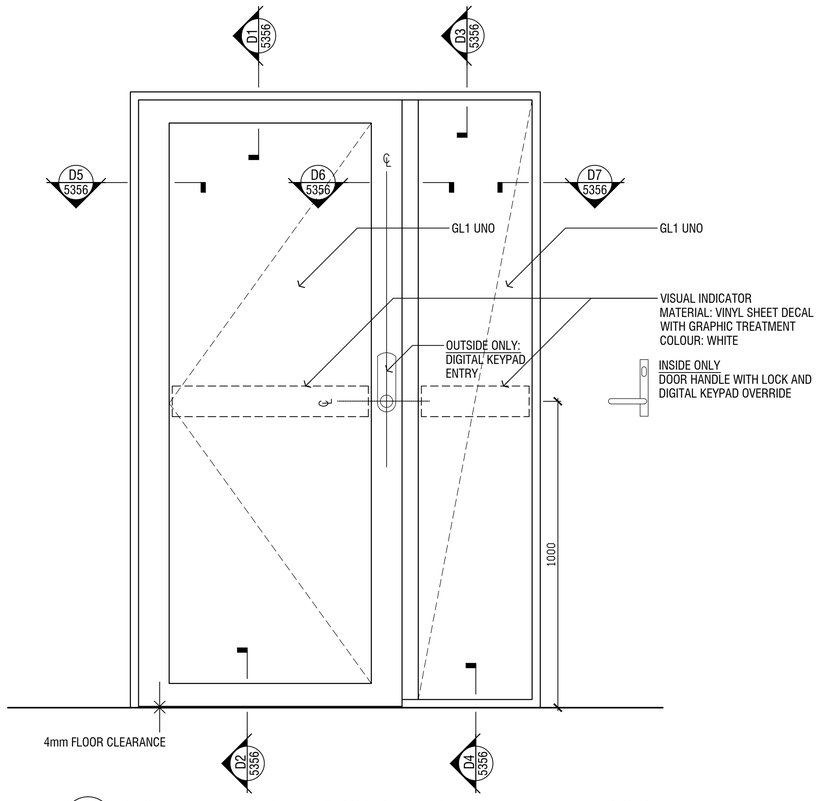
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
DOOR TYPES - SHEET 1

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5361 | REV: 02



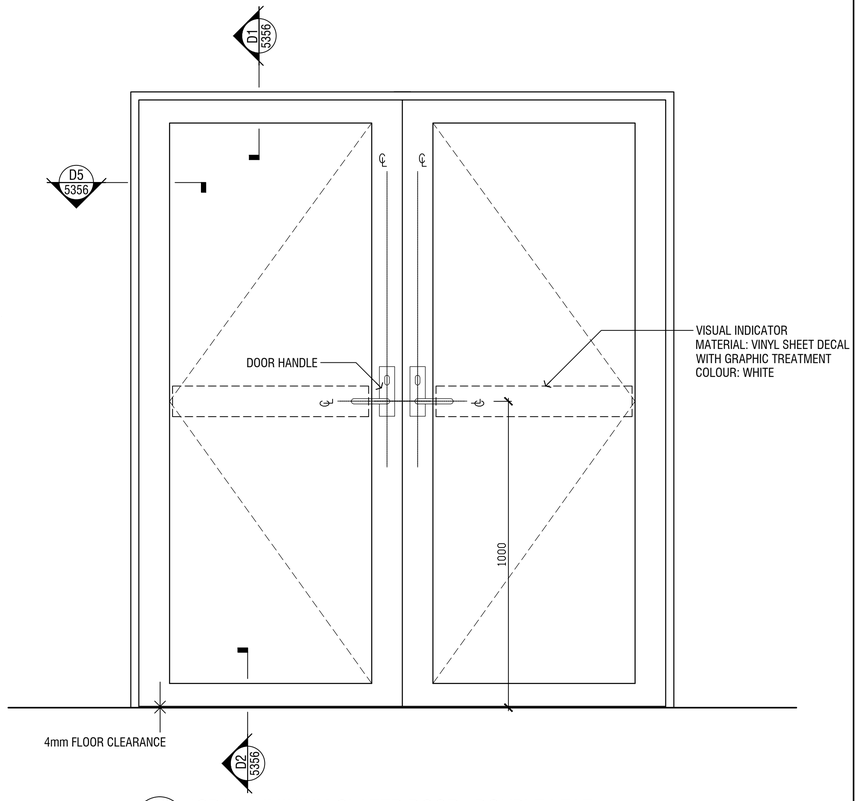
E1 - IGP1 ALUMINIUM GLAZED DOOR - SINGLE LEAF

1:10 @ A1/ 1:20 @ A3



E2 - IGP1 ALUMINIUM GLAZED DOOR - SINGLE LEAF WITH FIXED SIDE PANEL

1:10 @ A1/ 1:20 @ A3



E3 - IGP1 ALUMINIUM GLAZED DOOR - DOUBLE LEAF

1:10 @ A1/ 1:20 @ A3

NOTE:
1. REFER TO DOOR DETAIL DRAWINGS:
   -AR 5356 INTERNAL GLAZED PARTITION DETAILS
2. REFER TO DRAWING AR 5394 DOOR & HARDWARE SCHEDULE FOR DOOR LEAF WIDTHS AND HEIGHTS.
3. DOOR HARDWARE TO BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURERS/SUPPLIERS INSTRUCTIONS AND SPECIFICATIONS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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01	TMA	13.06.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 400 1000mm

Scale 1:10 at A1

AECOM

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CLIENT:

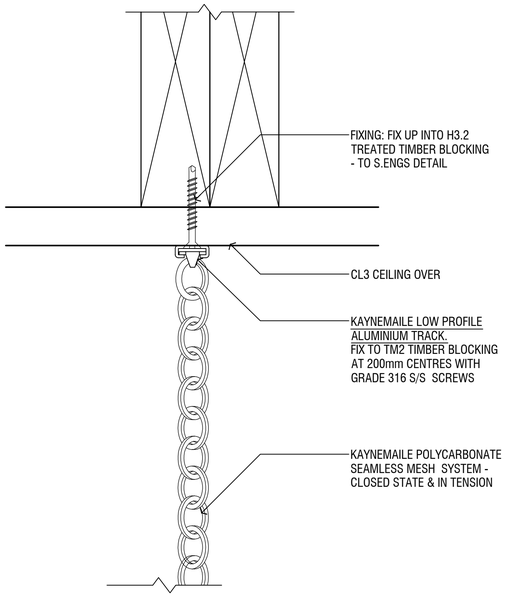
TUVALU-MO-TE-ATEA

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

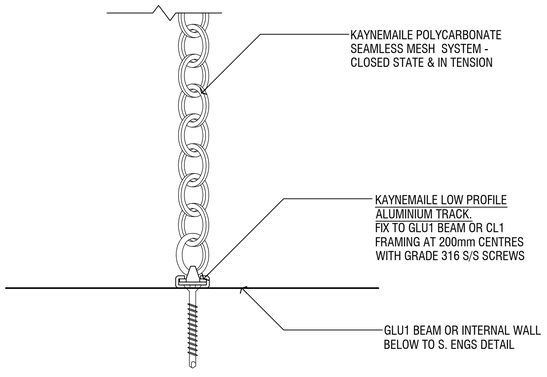
DOOR TYPES - SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5362	REV: 02



D1 / - SECTION - HEAD DETAIL SCR3 KAYNEMAILE SCREEN

1:2 @ A1/ 1:4 @ A3



NOTE:
1. FINAL SCR3 FRAME AND FIXING DESIGN SHALL BE TO KAYNEMAILES' DESIGN AND INSTALLATION. ALLOW FOR ALL SYSTEM ELEMENTS AND GRADE 316 S/S FIXINGS REQUIRED FOR THE INSTALLATION AS SHOWN ON INTERNAL ELEVATIONS.

D2 / - SECTION - SILL DETAIL SCR3 KAYNEMAILE SCREEN

1:2 @ A1/ 1:4 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
01	TMA	03.11.14.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 50 100 200mm

Scale 1:2 at A1

AECOM

AECOM New Zealand Limited

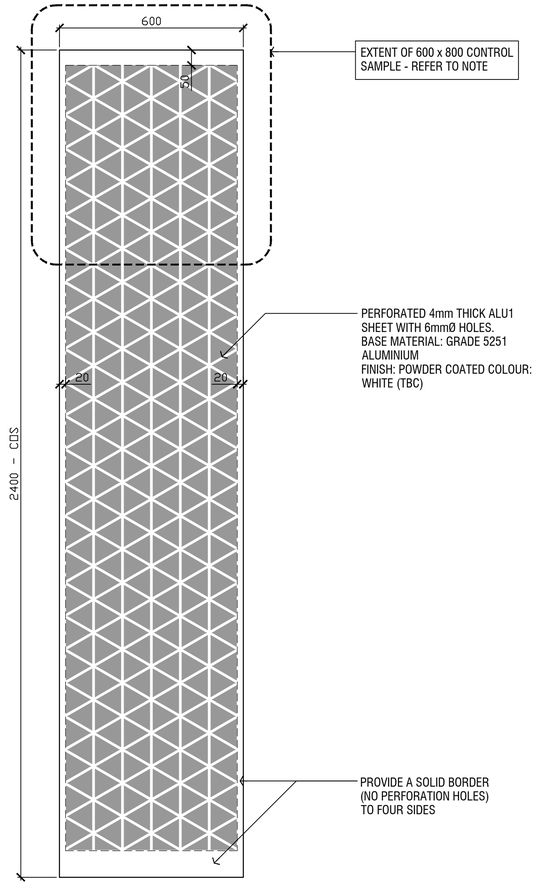
tim mein architects

CLIENT:

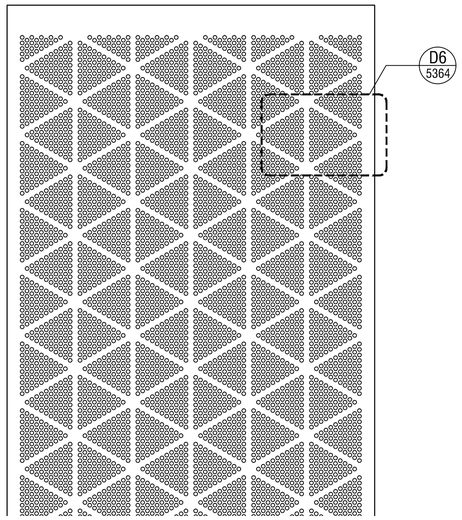
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
SCR3 KAYNEMAILE DETAILS

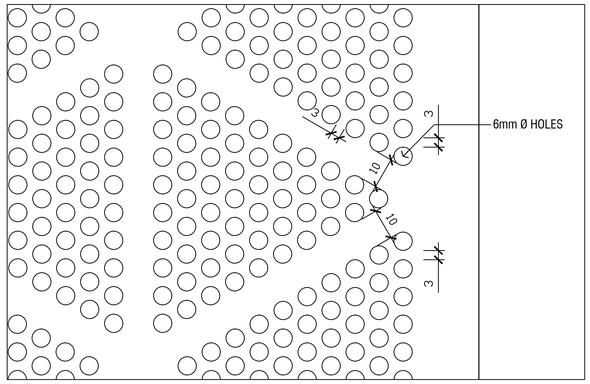
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5363	REV: 01



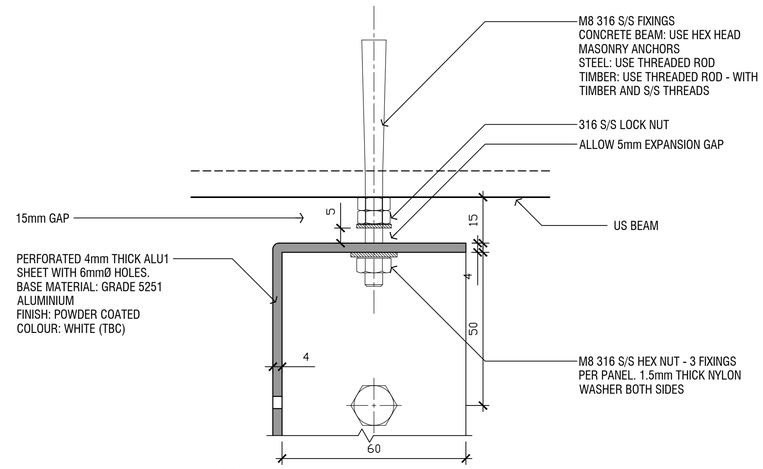
D1 - ELEVATION - TYPICAL SCREEN PANEL
1:10 @ A1/ 1:20 @ A3



D5 - DETAIL ELEVATION - PERFORATION SETOUT
1:5 @ A1/ 1:10 @ A3



D6 - PERFORATION SETOUT DETAIL
1:1 @ A1/ 1:2 @ A3

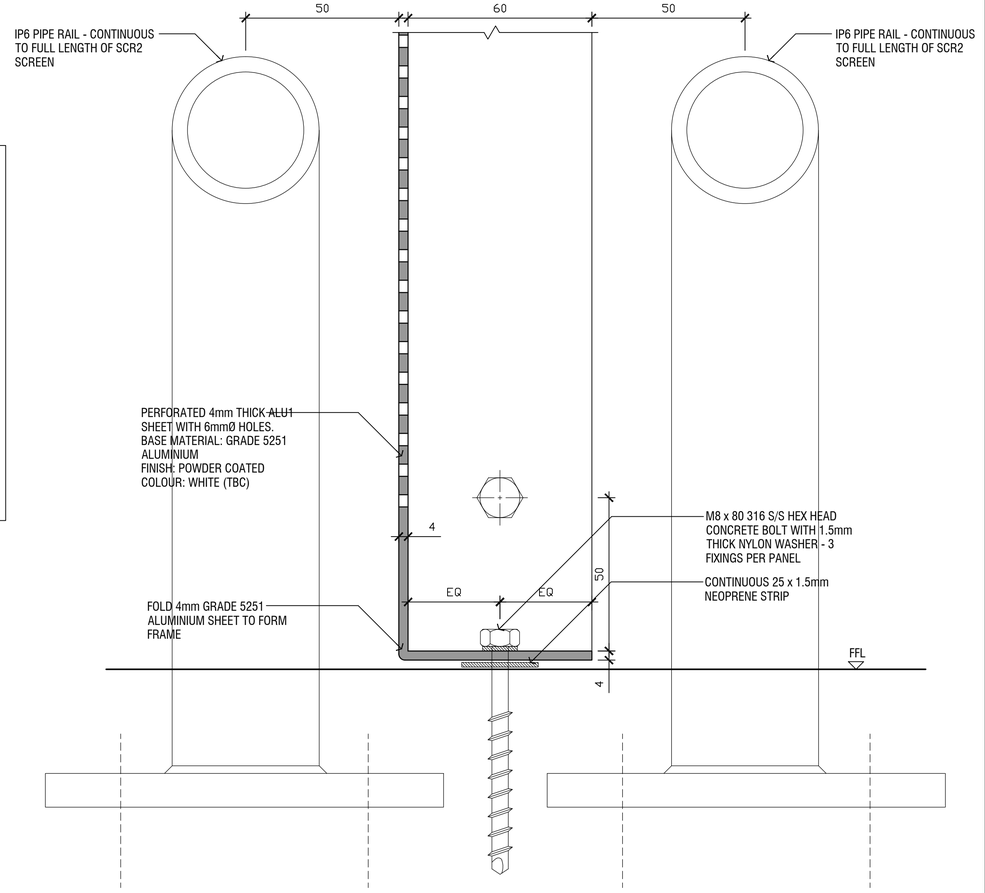


D3 - SECTION - HEAD DETAIL
1:1 @ A1/ 1:2 @ A3

D2 - PLAN - CONNECTION DETAIL
1:1 @ A1/ 1:2 @ A3

NOTE:

1. PROVIDE 90° PANEL EDGE FOLDS AS DRAWN.
2. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
3. PROTOTYPES:
   PROVIDE TWO IDENTICAL 600 x 800 FINISHED PROTOTYPES INCLUDING SIDE AND TOP 90° PANEL EDGE FOLDS BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
4. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.



D4 - SECTION - SILL DETAIL
1:1 @ A1/ 1:2 @ A3

FOR TENDER

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	04.09.14	FOR APPROVAL	
02	TMA	07.04.14.	FOR APPROVAL	
01	TMA	28.02.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

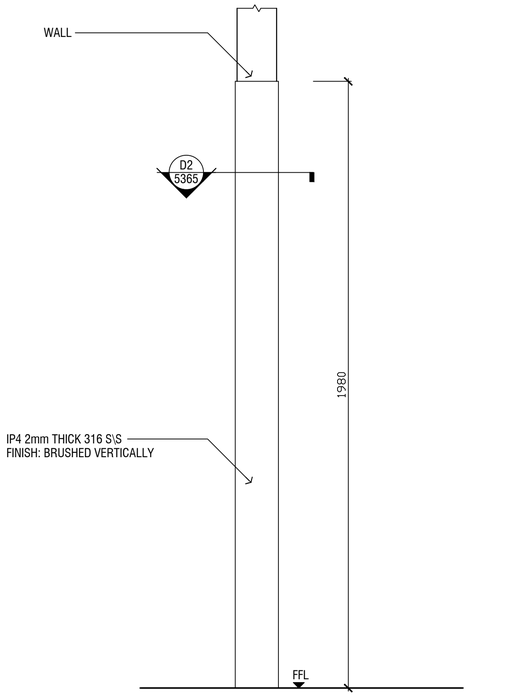
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

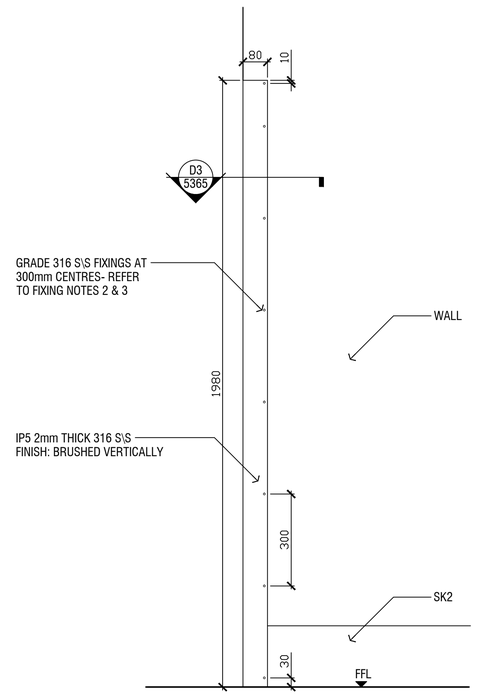
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
PERFORATED SCREEN DETAILS

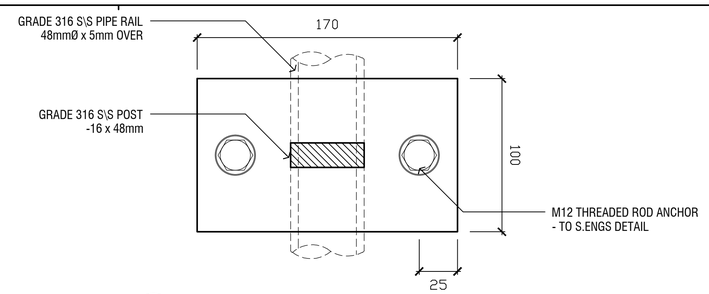
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008–AR–5364 | REV: 04



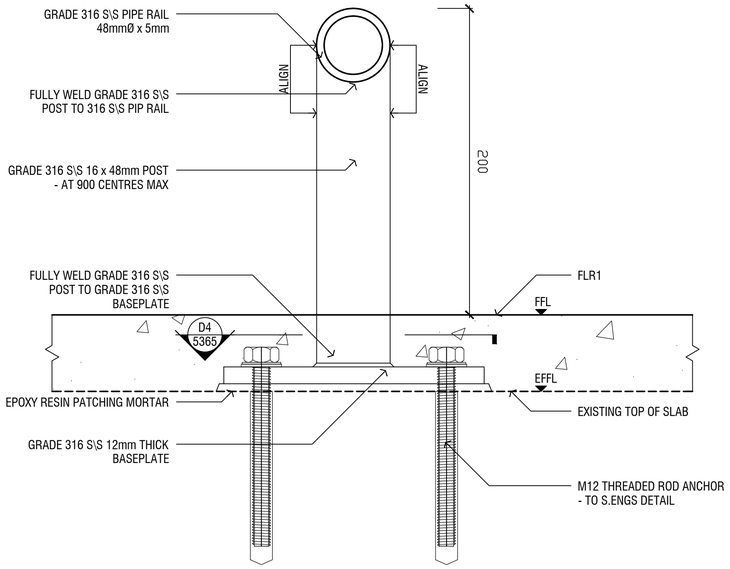
E1 - ELEVATION - IP4 INTERIOR IMPACT PROTECTION - END WALL
1:10 @ A1/ 1:20 @ A3



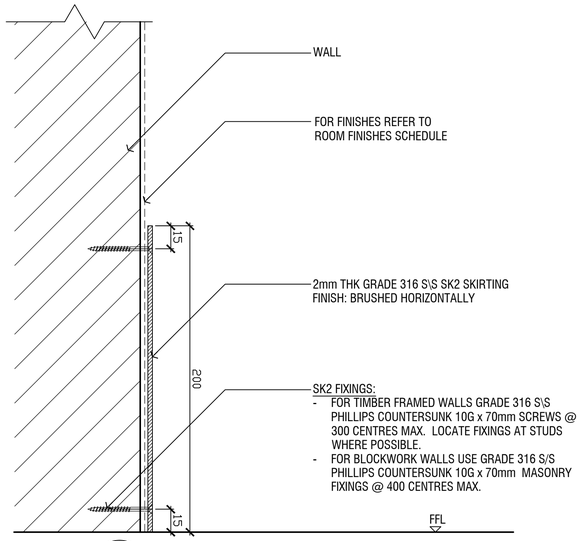
E2 - ELEVATION - IP5 INTERIOR IMPACT PROTECTION - CORNER
1:10 @ A1/ 1:20 @ A3



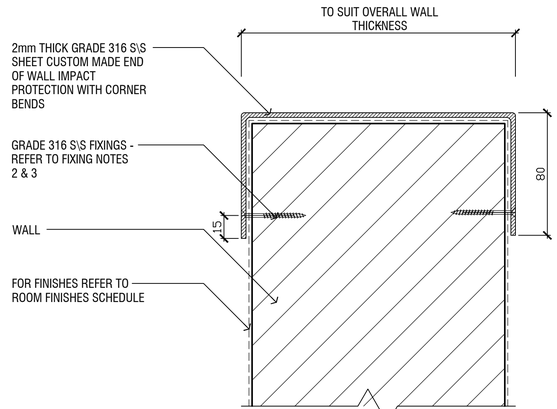
D4 - PLAN - IP6 RAIL IMPACT PROTECTION
1:2 @ A1/ 1:4 @ A3



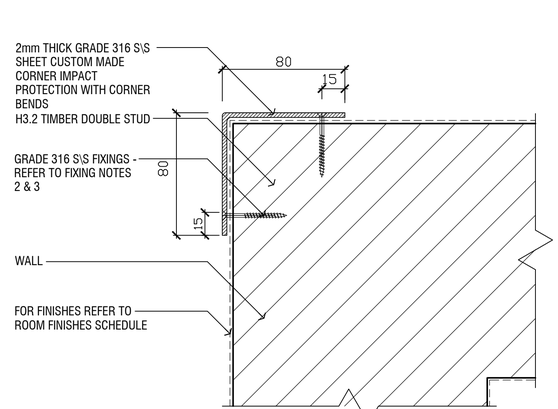
D5 - SECTION - IP6 RAIL IMPACT PROTECTION
1:2 @ A1/ 1:4 @ A3



D1 - SECTION - SK2 SKIRTING
1:2 @ A1/ 1:4 @ A3



D2 - PLAN - IP4 INTERIOR IMPACT PROTECTION - END WALL
1:2 @ A1/ 1:4 @ A3



D3 - PLAN - IP5 INTERIOR IMPACT PROTECTION - CORNER
1:2 @ A1/ 1:4 @ A3

FIXING NOTES:
1. PROVIDE CONTINUOUS CONSTRUCTION ADHESIVE FIXINGS (IN ADDITION TO SCREW FIXING) FOR SK2, IP4 & IP5.
2. FOR TIMBER FRAMED WALLS GRADE 316 S\S PHILLIPS COUNTERSUNK 10G x 70mm SCREWS @ 300 CENTRES MAX. LOCATE FIXINGS AT STUDS WHERE POSSIBLE.
3. FOR BLOCKWORK WALLS USE GRADE 316 S/S PHILLIPS COUNTERSUNK 10G x 70mm MASONRY FIXINGS @ 400 CENTRES MAX.

NOTES:
1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH IMPACT PROTECTION TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
PROVIDE ONE COMPLETE PROTOTYPE OF EACH IMPACT PROTECTION TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	18.06.14.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

AECOM
AECOM New Zealand Limited
tim mein architects

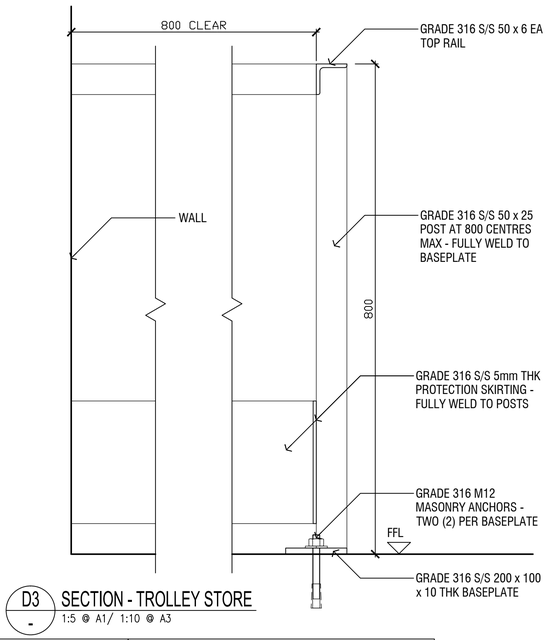
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

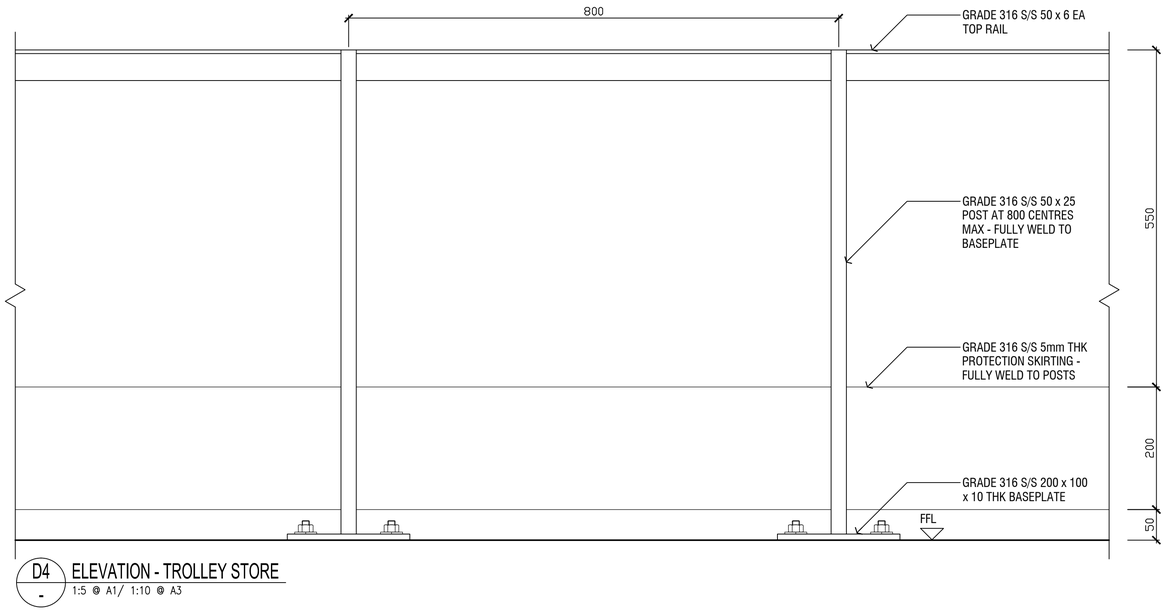
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
INTERIOR IMPACT PROTECTION DETAILS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5365	REV: 02

NOTE:
1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH HANDRAIL, POST & BASEPLATE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH HANDRAIL, POST AND BASEPLATE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.



D3 - SECTION - TROLLEY STORE
1:5 @ A1/ 1:10 @ A3



D4 - ELEVATION - TROLLEY STORE
1:5 @ A1/ 1:10 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	08.10.14.	FOR TENDER ISSUE	
02	TMA	18.06.14.	FOR APPROVAL	
01	TMA	05.08.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

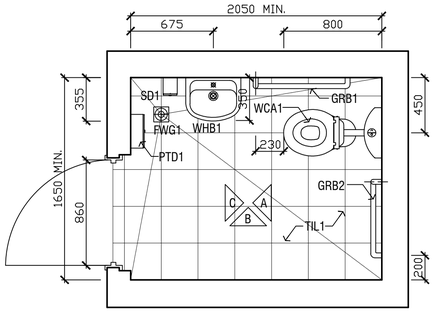
SCALES:
0 100 250 500mm
Scale 1:5 at A1

AECOM
AECOM New Zealand Limited
tim mein architects

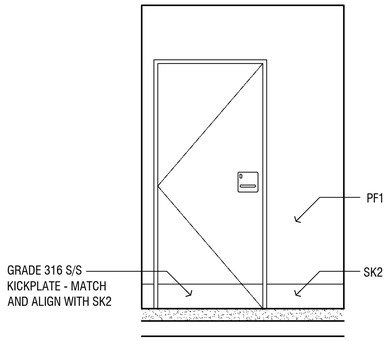
CLIENT:
TUVALU•MO•TE•ATUA

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
HR1 HANDRAIL & TROLLEY STORE DETAILS

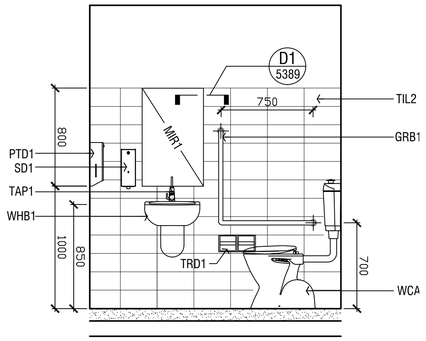
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5367 | REV: 04



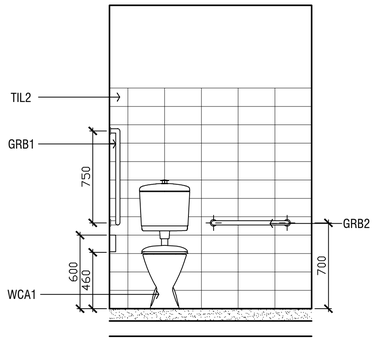
P1 ACCESSIBLE TOILET PLAN
1:25 @ A1/ 1:50 @ A3



TOILET ELEVATION A

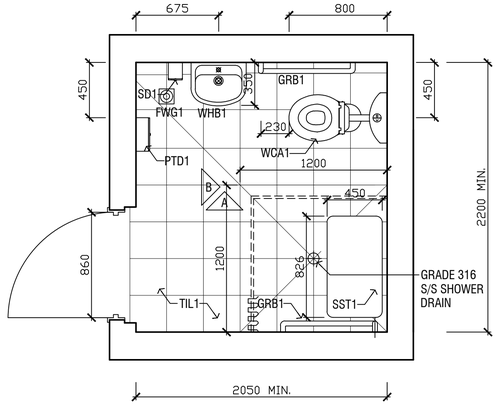


TOILET ELEVATION B

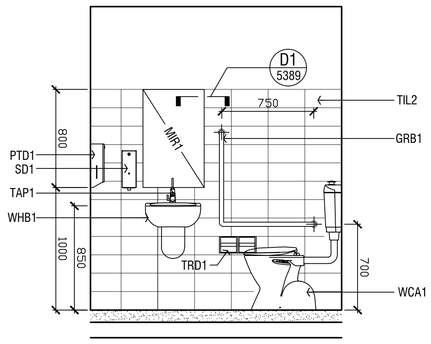


TOILET ELEVATION C

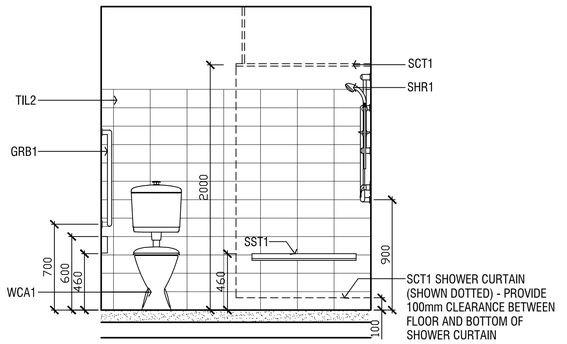
E1 ACCESSIBLE TOILET ELEVATIONS
1:25 @ A1/ 1:50 @ A3



P2 ACCESSIBLE TOILET + SHOWER PLAN
1:25 @ A1/ 1:50 @ A3



TOILET ELEVATION A



TOILET ELEVATION B

E2 ACCESSIBLE TOILET + SHOWER ELEVATIONS
1:25 @ A1/ 1:50 @ A3

TOILET NOTES:

1. CHECK & CONFIRM ALL DIMENSIONS ON SITE.
2. PROVIDE TIL1 FLOOR TILES TO ALL TOILET FLOORS, ON SCREED LAID TO FALLS (SCREED TO S.ENGS. DESIGN). PROVIDE FALLS TO FLOOR WASTE GULLY (FWG1). PROVIDE 75mm SLAB SETDOWN THROUGHOUT TOILETS TO ALLOW FOR SCREED TO FALLS.
3. MIR1: PROVIDE 6MM MIRROR GLASS COPPER BACKED, WITH ALL EDGES POLISHED.
4. PROVIDE H3.2 TREATED TIMBER DOUBLE NOGGING AND STUD STRUCTURAL FRAMING FOR ALL FIXTURES AND FITTINGS. LOCATE TO SUIT MANUFACTURERS FIXING AND STRUCTURAL SUPPORT REQUIREMENTS.
5. PROVIDE FC1 INTERIOR WALL LINING TO ALL EXISTING AND NEW TOILET WALLS. PROVIDE TIL2 TILE WALL FINISHES IN LOCATIONS SHOWN ON TOILET PLANS/ELEVATIONS.
6. PF1 TOILET PAINT FINISHES SHALL BE MOULD, BACTERIA AND WATER RESISTANT TYPE THROUGHOUT TOILETS. ACCEPTABLE PAINT MANUFACTURERS RESENE OR DULUX.
7. FUTURE HAND DRIERS: PROVIDE POWER SUPPLY ADJACENT TO EACH PTD1 PAPER TOWEL DISPENSER FOR FUTURE HAND DRIERS AS FOLLOWS:
   - ONE S/S BLANK PLATE 1300mm AFFL AND 300mm FROM PTD1
   - ONE S/S ISOLATING SWITCH 1800mm AFFL - DIRECTLY ABOVE BLANK PLATE LOCATION
8. REFER TO DRAWING AR-5358 FOR TIL1 AND TIL2 TILING DETAILS.
9. REFER TO DRAWING AR-5396 FOR BATHROOM FITTINGS & FIXTURES.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	08.10.14.	FOR TENDER ISSUE	
01	TMA	18.06.14.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	CD	CHECKED	TM
DRAWN	CD	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 0.5 1 2m

Scale 1:25 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

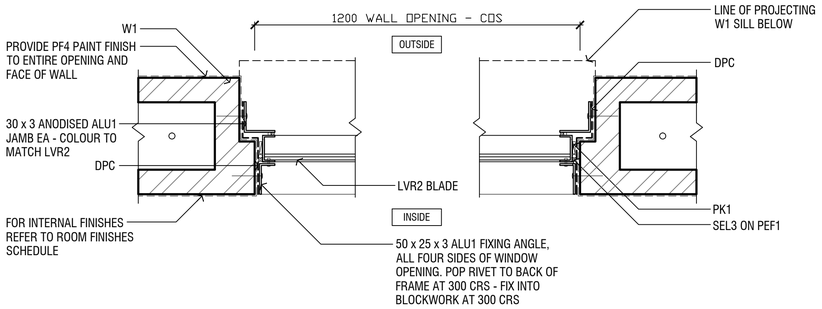
CLIENT:

TUVALU·MOTEATUA

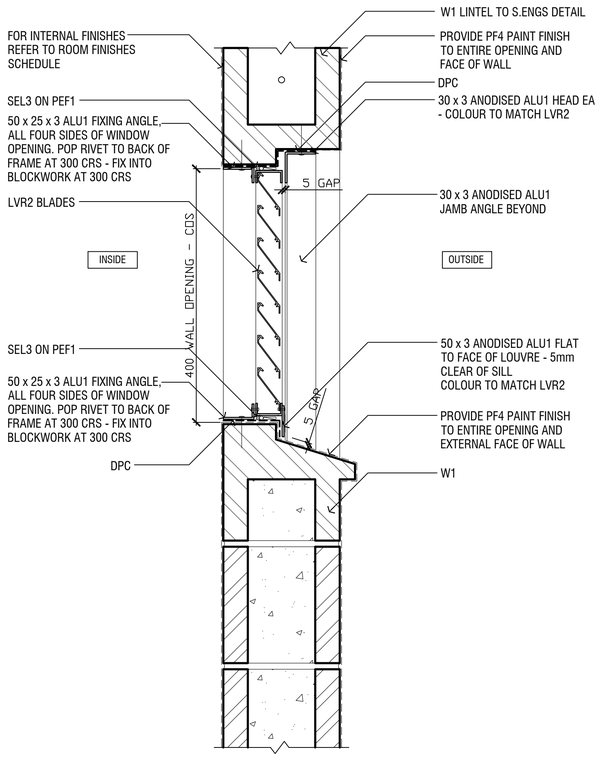
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
ACCESSIBLE TOILET + SHOWER

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-AR-5368	REV. 03



D1 – PLAN - LVR2 JAMB DETAIL
1:5 @ A1/ 1:10 @ A3



D2 – SECTION - LVR2 HEAD & SILL DETAIL
1:5 @ A1/ 1:10 @ A3

NOTES:

1. FIXINGS:
   FIX INTERIOR AND EXTERIOR ALUMINIUM ANGLES AND LVR2 LOUVRE FRAME USING GRADE 316 S/S MASONRY FIXINGS AT 300 CENTRES MAXIMUM.
2. FIXING COLOUR/FINISH:
   ALL FIXINGS INCL. MASONRY FIXINGS AND RIVETS SHALL MATCH THE LVR2 COLOUR/FINISH.
3. ALUMINIUM EXTERIOR/INTERIOR COVER:
   ALL COVER ANGLES/FLATS SHALL MATCH THE LVR2 COLOUR/FINISH.
4. INSECT MESH:
   PROVIDE GRADE 316 STAINLESS STEEL INSECT MESH - FACTORY FITTED TO EXTERIOR FACE OF LVR2 LOUVRES TO MANUFACTURERS DETAIL.
5. SHOP DRAWINGS:
   CHECK STRUCTURAL OPENING SIZE ON SITE. PROVIDE SHOP DRAWINGS INCLUDING DIMENSIONED SETOUTS AND 1:5 DETAILS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
05	TMA	30.06.15.	FOR TENDER ISSUE	
04	TMA	27.03.15.	FOR TENDER ISSUE	
03	TMA	11.09.14.	FOR APPROVAL	
02	TMA	07.04.14.	FOR APPROVAL	
01	TMA	28.02.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	27.03.15.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

AECOM

AECOM New Zealand Limited

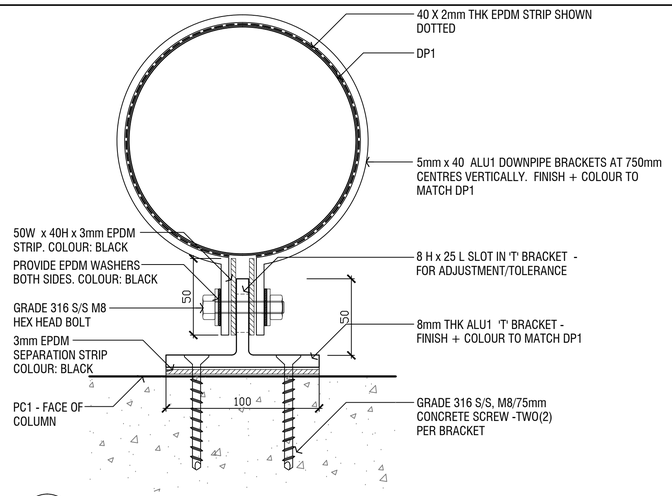
tim mein architects

CLIENT:

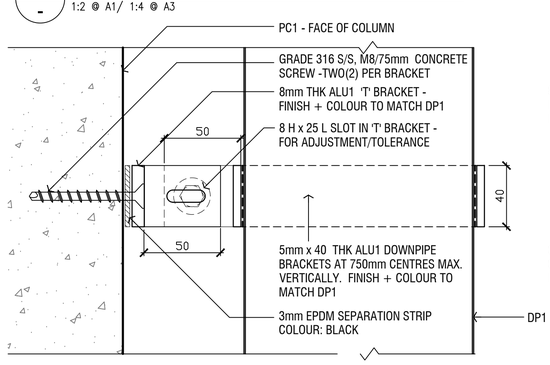
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
LVR2 FIXED LOUVRE DETAILS

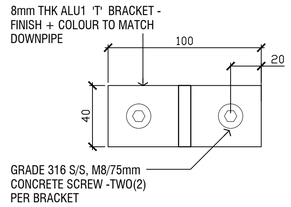
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5370	REV: 05



D1 - PLAN - SINGLE BRACKET TO COLUMN DETAIL
1:2 @ A1/ 1:4 @ A3

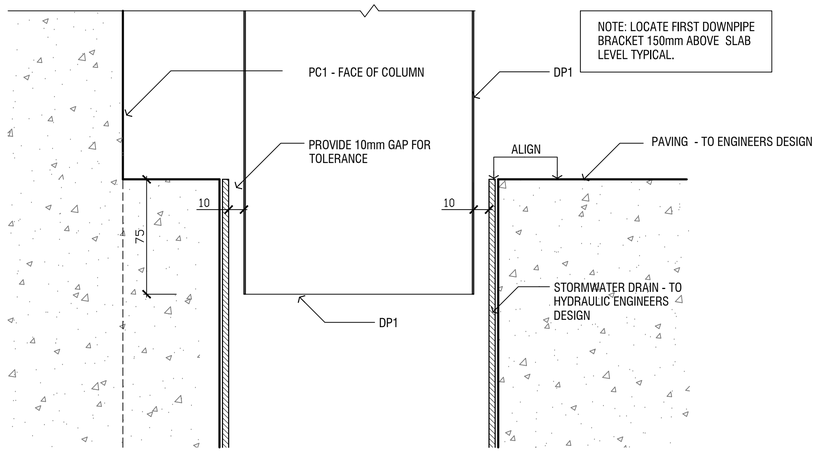


NOTE: PROVIDE AN EXTENDED VERSION 'T' BRACKET AT EAVE FASCIA BOARD (TOP DP1 BRACKET) AND WHERE REQUIRED BY A PARTICULAR DP1 LOCATION.



D3 - ELEVATION - 'T' BRACKET
1:2 @ A1/ 1:4 @ A3

D2 - SECTION - SINGLE BRACKET TO COLUMN DETAIL
1:2 @ A1/ 1:4 @ A3



D4 - SECTION - DP1 BASE DETAIL
1:2 @ A1/ 1:4 @ A3

ADDITIONAL REQUIREMENTS:

1. PROVIDE EXTENDED OR SPECIAL DOWNPIPE BRACKET TYPES WHERE REQUIRED BY A PARTICULAR DOWNPIPE LOCATION. THE ALTERNATIVE DOWNPIPE BRACKET TYPE DESIGN SHALL BE BASED ON AND FULLY CONSISTENT WITH THE DESIGN SHOWN ON DETAILS D1, D2, D3 AND D4. PROVIDE SHOP DRAWINGS FOR ARCHITECTS APPROVAL PRIOR TO MANUFACTURING.

2. PROVIDE GRADE 316 S/S 75 x 75 X 5 EA FULL HEIGHT VERTICAL STRUT (STRUCTURAL SUPPORT) FOR DOWNPIPES IN ANY LOCATION WHERE DOWNPIPES CANT BE FIXED TO A COLUMN. PROVIDE SHOP DRAWINGS INCLUDING TOP AND BOTTOM BOLT FIXING BRACKET/CLEAT.

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS, INLCLUDING SCALE 1:5 DETAILS OF EACH DOWPIPE BRACKET AND GUTTER BRACKET TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH DOWPIPE BRACKET AND GUTTER BRACKET TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE POLISHED FINISH TO VISIBLE 316 STAINLESS STEEL SURFACES

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
02	TMA	30.06.15.	FOR TENDER ISSUE	
01	TMA	27.03.15.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	06.01.15.

SCALES:

50 100 200mm

Scale 1:2 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

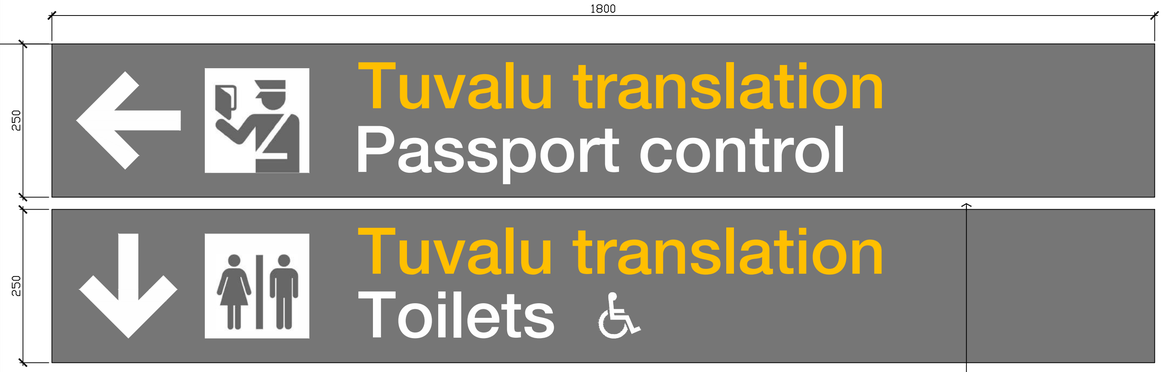
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL

DOWNPIPE BRACKET DETAILS

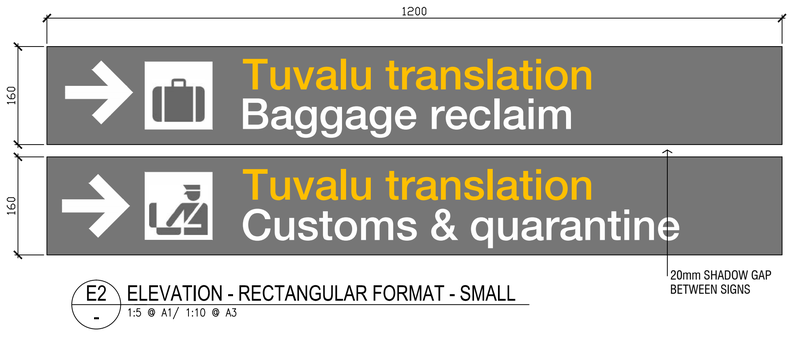
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008–AR–5371 | REV. 02



E1 - ELEVATION - RECTANGULAR FORMAT - LARGE
1:5 @ A1/ 1:10 @ A3

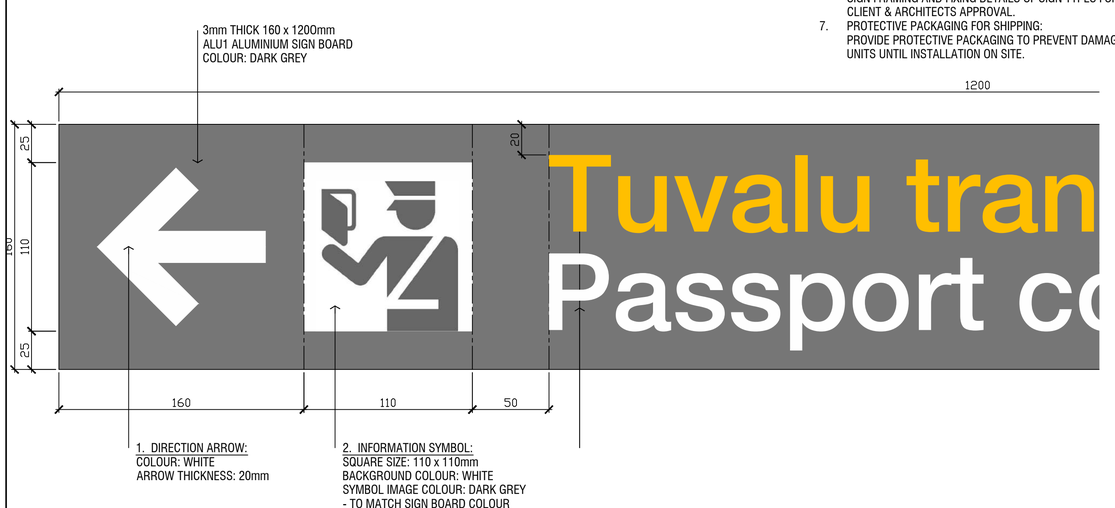
NOTE:
1. REFER TO DRAWING AR-5392 FOR SIGN SCHEDULE AND INDICATION OF TYPE.
2. DIRECTION OF ARROWS INDICATIVE ONLY. REFER TO AR-5392 FOR A FULL SCHEDULE OF TERMINAL SIGNS AND LOCATIONS. CONFIRM ARROW DIRECTION ON SHOP DRAWINGS.

FINISH & COLOUR:
PROVIDE 'POWDERCOAT' FINISH TO ALU1 ALUMINIUM SHEET AND ALL VISIBLE FIXINGS.
COLOUR: DARK GREY

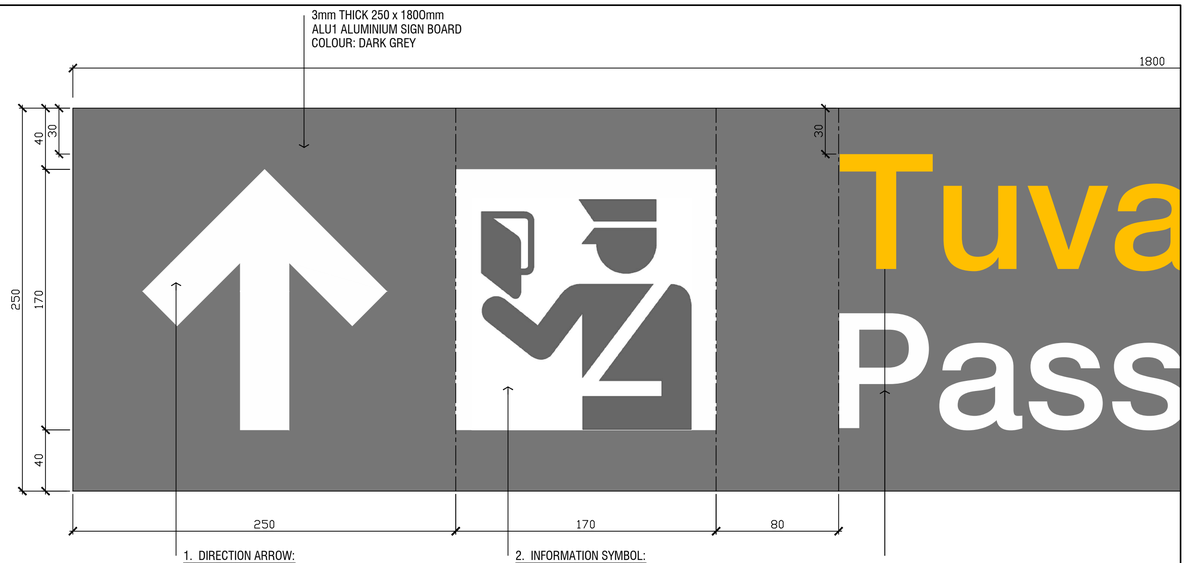


E2 - ELEVATION - RECTANGULAR FORMAT - SMALL
1:5 @ A1/ 1:10 @ A3

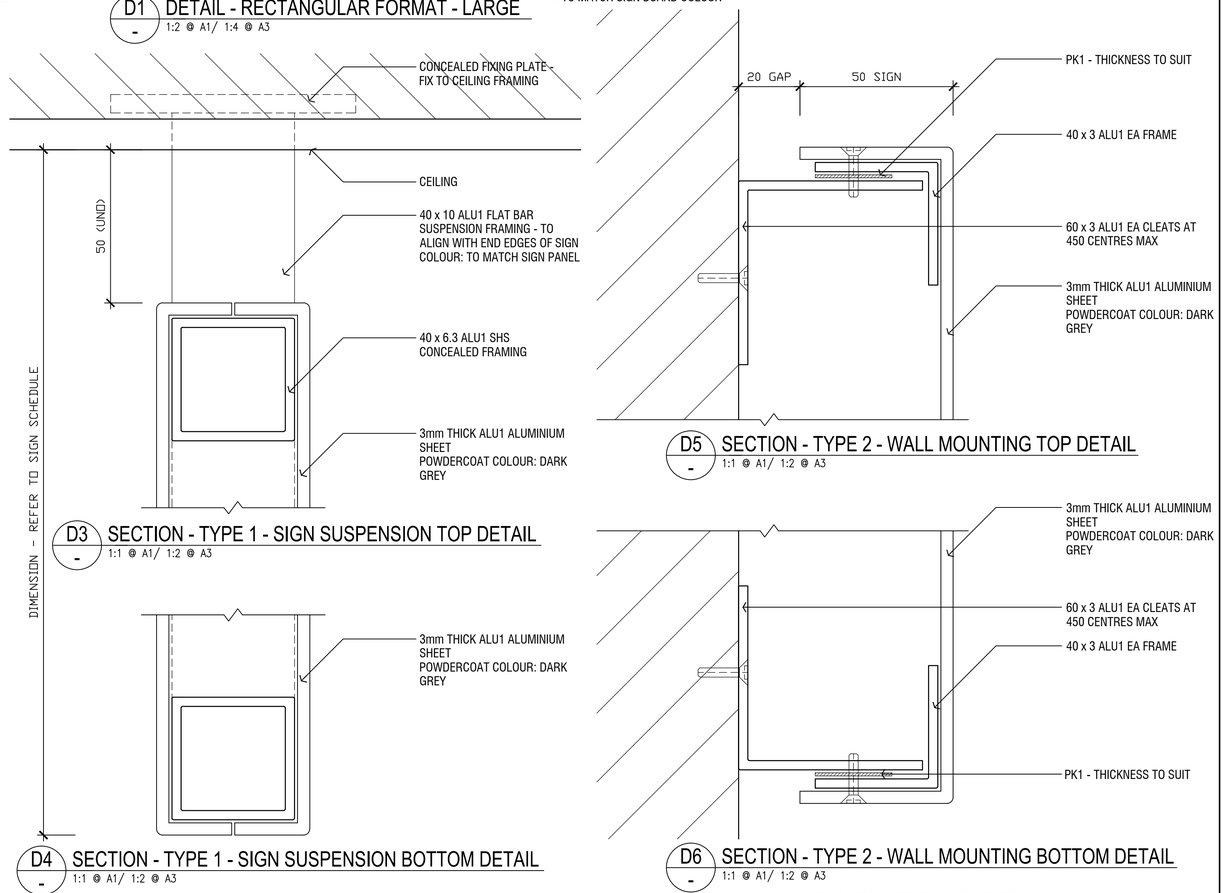
NOTES:
1. SIGNAGE SHEET MATERIAL: 3mm THICK ALU1 ALUMINIUM SHEET. CLAD BOTH SIDES OF SIGN AND ALL VISIBLE EDGES.
   COLOUR: DARK GREY
   FINISH: POWDERCOAT 30-40% GLOSS
2. TEXT AND SYMBOL MATERIAL: VINYL SHEET DECALS
3. TEXT FONT: HELVETICA NEUE STANDARD MEDIUM
   FONT SIZE: 75pt (LARGE SIGN), 50pt (SMALL SIGN).
   STANDARD SPACING
   COLOUR: YELLOW AND WHITE
4. DIRECTION ARROW THICKNESS: 30mm (LARGE), 20mm (SMALL)
   COLOUR: WHITE
5. INFORMATION SYMBOLS: AIGA DESIGN SYMBOLS
   BACKGROUND COLOUR: WHITE. 170 x 170mm (LARGE), 110 x 110mm (SMALL)
   SYMBOL COLOUR: DARK GREY - TO MATCH SIGN COLOUR.
6. PROVIDE SIGN SHOP DRAWINGS:
   SIGN MAKERS TO PROVIDE PDF ARTWORK (DRAWINGS) AND SIGN FRAMING AND FIXING DETAILS OF SIGN TYPES FOR CLIENT & ARCHITECTS APPROVAL.
7. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.



D2 - DETAIL - RECTANGULAR FORMAT - SMALL
1:2 @ A1/ 1:4 @ A3



D1 - DETAIL - RECTANGULAR FORMAT - LARGE
1:2 @ A1/ 1:4 @ A3



D3 - SECTION - TYPE 1 - SIGN SUSPENSION TOP DETAIL
1:1 @ A1/ 1:2 @ A3

D4 - SECTION - TYPE 1 - SIGN SUSPENSION BOTTOM DETAIL
1:1 @ A1/ 1:2 @ A3

D5 - SECTION - TYPE 2 - WALL MOUNTING TOP DETAIL
1:1 @ A1/ 1:2 @ A3

D6 - SECTION - TYPE 2 - WALL MOUNTING BOTTOM DETAIL
1:1 @ A1/ 1:2 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	08.04.14.	FOR APPROVAL	
01	TMA	28.02.14.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

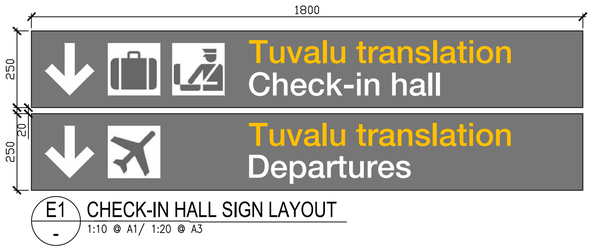
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
AIRPORT SIGNAGE DETAILS - SHEET 1

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5372 | REV: 03



E1 CHECK-IN HALL SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E2 DEPARTURES TAX SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

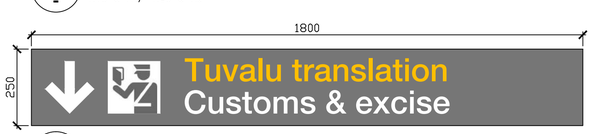
E3 DEPARTURES SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E4 DEPARTURES LOUNGE SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E5 DEPARTURES GATE SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E6 PASSPORT CONTROL SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E7 ARRIVALS EXIT SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3



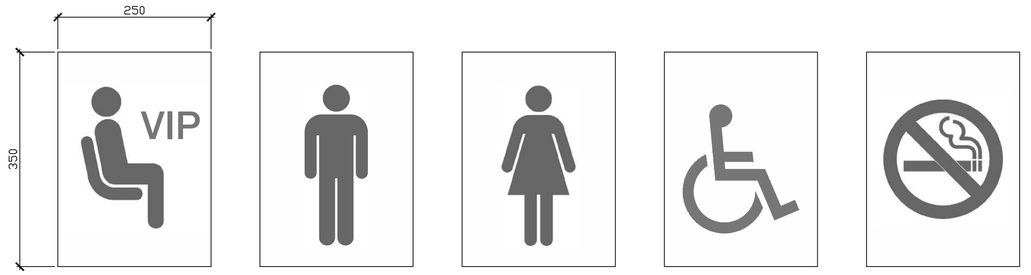
E8 CUSTOMS & EXCISE SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

E9 LIVE EXPORT & PRODUCE SIGN LAYOUT
1:10 @ A1/ 1:20 @ A3

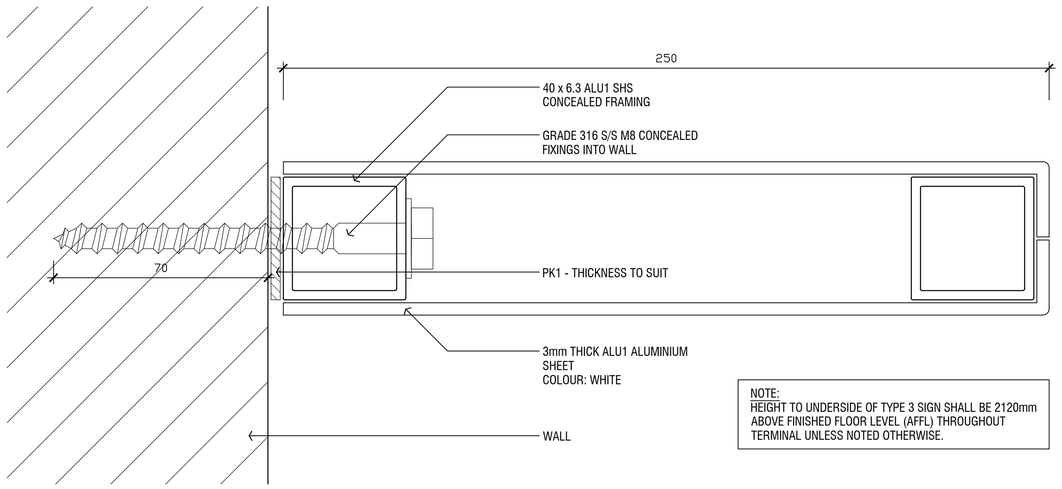
NOTE:
1. REFER TO DRAWING AR-5392 FOR SIGN SCHEDULE AND INDICATION OF TYPE.
2. DIRECTION OF ARROWS INDICATIVE ONLY. REFER TO AR-5392 FOR A FULL SCHEDULE OF TERMINAL SIGNS AND LOCATIONS. CONFIRM ARROW DIRECTION ON SHOP DRAWINGS.

FINISH & COLOUR:
PROVIDE 'POWDERCOAT' FINISH TO ALU1 ALUMINIUM SHEET AND ALL VISIBLE FIXINGS.
COLOUR: DARK GREY

NOTES:
1. SIGNAGE SHEET MATERIAL: 3mm THICK ALU1 ALUMINIUM SHEET. CLAD BOTH SIDES OF SIGN AND ALL VISIBLE EDGES.
   COLOUR: DARK GREY
   FINISH: POWDERCOAT 30-40% GLOSS
2. TEXT AND SYMBOL MATERIAL: VINYL SHEET DECALS
3. TEXT FONT: HELVETICA NEUE STANDARD MEDIUM
   FONT SIZE: 75pt (LARGE SIGN), 50pt (SMALL SIGN).
   STANDARD SPACING
   COLOUR: YELLOW AND WHITE
4. DIRECTION ARROW THICKNESS: 30mm (LARGE), 20mm (SMALL)
   COLOUR: WHITE
5. INFORMATION SYMBOLS: AIGA DESIGN SYMBOLS
   BACKGROUND COLOUR: WHITE. 170 x 170mm (LARGE), 110 x 110mm (SMALL)
   SYMBOL COLOUR: DARK GREY - TO MATCH SIGN COLOUR.
6. PROVIDE SIGN SHOP DRAWINGS:
   SIGN MAKERS TO PROVIDE PDF ARTWORK (DRAWINGS) AND SIGN FRAMING AND FIXING DETAILS OF SIGN TYPES FOR CLIENT & ARCHITECTS APPROVAL.
7. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.

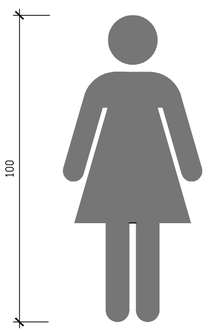


E12 ELEVATION - SIGN TYPE 3 - WALL SIDE FIXED
1:5 @ A1/ 1:10 @ A3

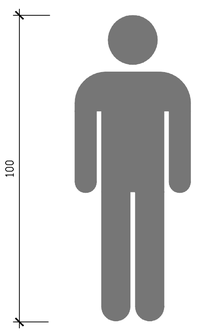


NOTE:
HEIGHT TO UNDERSIDE OF TYPE 3 SIGN SHALL BE 2120mm ABOVE FINISHED FLOOR LEVEL (AFFL) THROUGHOUT TERMINAL UNLESS NOTED OTHERWISE.

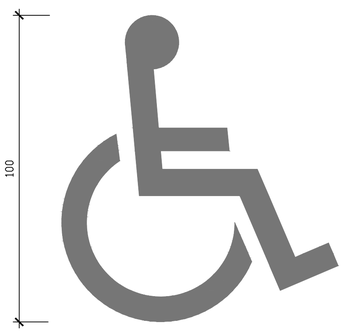
D1 PLAN - TYPE 3 - WALL FIXING SIDE DETAIL
1:1 @ A1/ 1:2 @ A3



E13 TOILET DOOR DECAL - FEMALE
1:1 @ A1/ 1:2 @ A3



E14 TOILET DOOR DECAL - MALE
1:1 @ A1/ 1:2 @ A3



E15 TOILET DOOR DECAL - ACCESSIBLE
1:1 @ A1/ 1:2 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
04	TMA	07.11.14.	FOR TENDER ISSUE	
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	08.04.14.	FOR APPROVAL	
01	TMA	03.10.13.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

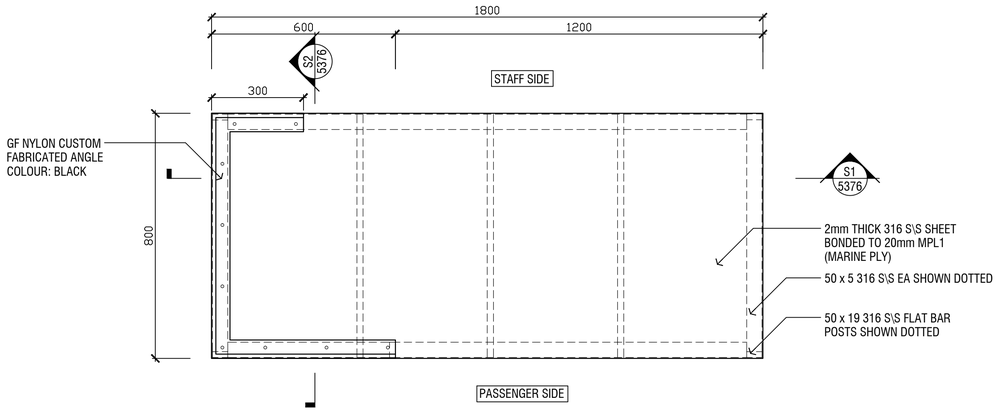
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:
TUVALU·MO·TE·ATUA

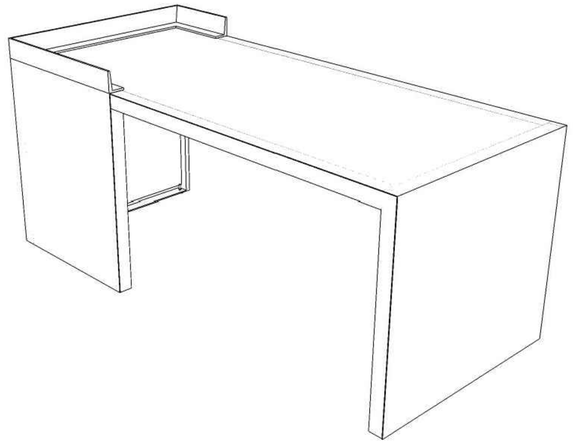
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
AIRPORT SIGNAGE DETAILS - SHEET 2

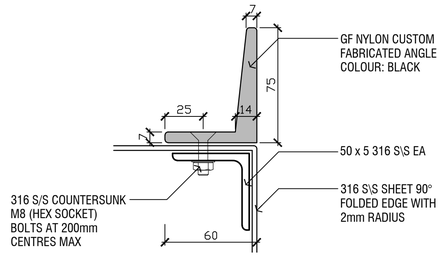
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5373	REV: 04



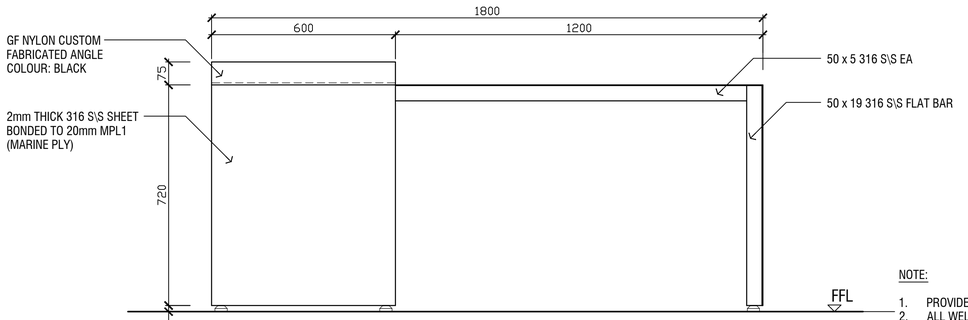
P1 PLAN 1 - MANUAL SEARCH DESK
1:10 @ A1/ 1:20 @ A3



V1 PERSPECTIVE VIEW - MANUAL SEARCH DESK
NTS



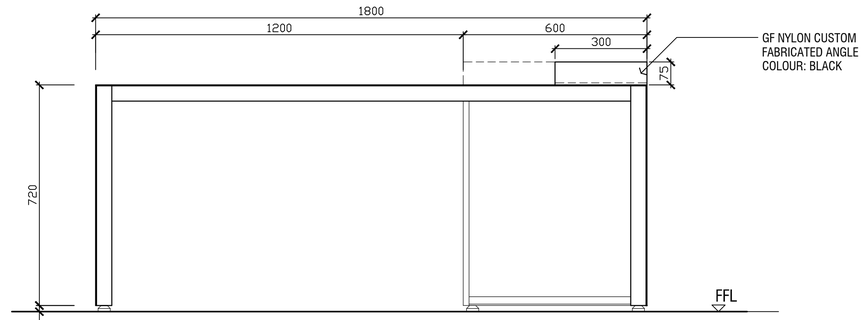
D1 SECTION - GF NYLON ANGLE DETAIL
1:2 @ A1/ 1:4 @ A3



E1 ELEVATION - MANUAL SEARCH DESK PASSENGER SIDE
1:10 @ A1/ 1:20 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH FURNITURE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.



E2 ELEVATION - MANUAL SEARCH DESK STAFF SIDE
1:10 @ A1/ 1:20 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	18.06.14.	FOR APPROVAL	
01	TMA	05.08.13.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 500 1000mm

Scale 1:10 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

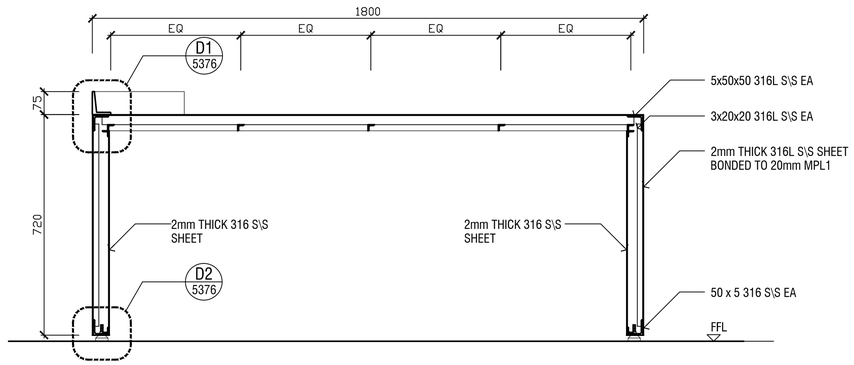
CLIENT:

TUVALU·MO·TE·ATUA

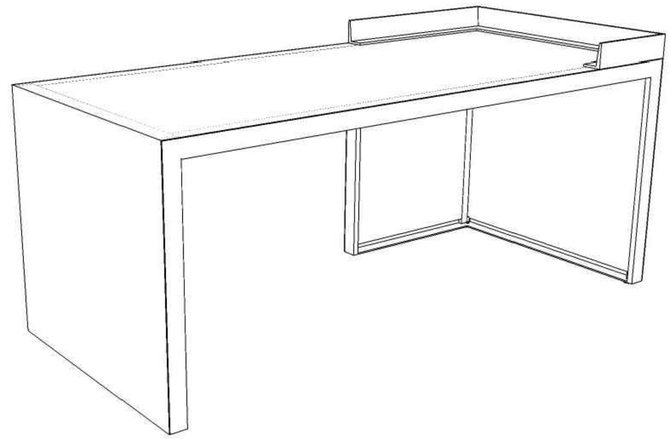
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
MANUAL SEARCH DESK – SHEET 1

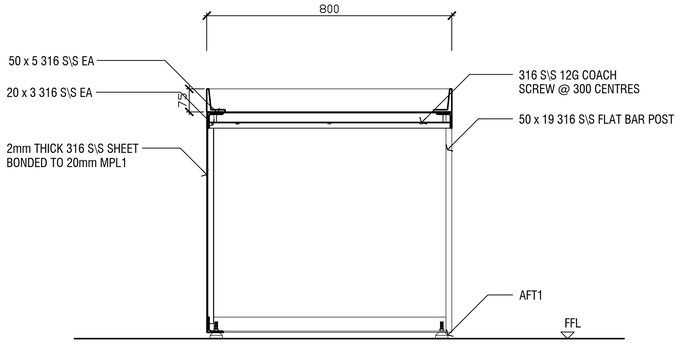
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5375	REV.: 03



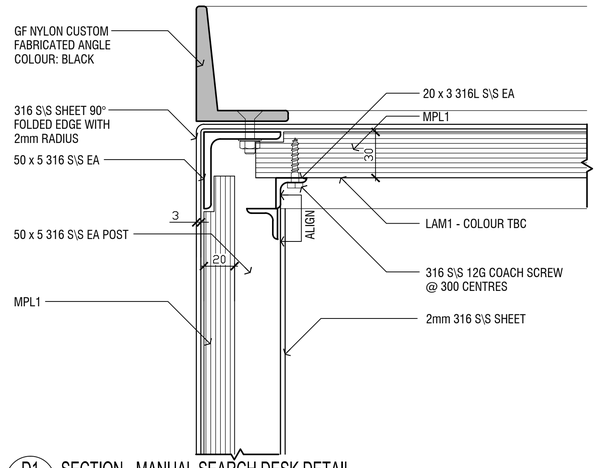
S1 SECTION - MANUAL SEARCH DESK
1:10 @ A1/ 1:20 @ A3



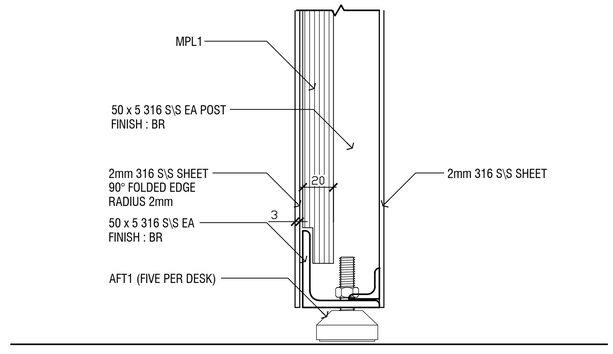
V2 PERSPECTIVE VIEW - MANUAL SEARCH DESK
NTS



S2 SECTION - MANUAL SEARCH DESK
1:10 @ A1/ 1:20 @ A3



D1 SECTION - MANUAL SEARCH DESK DETAIL
1:2 @ A1/ 1:4 @ A3



D2 SECTION - MANUAL SEARCH DESK FOOT DETAIL
1:2 @ A1/ 1:4 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH FURNITURE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	03.11.14.	FOR TENDER ISSUE	
02	TMA	18.06.14.	FOR APPROVAL	
01	TMA	05.08.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

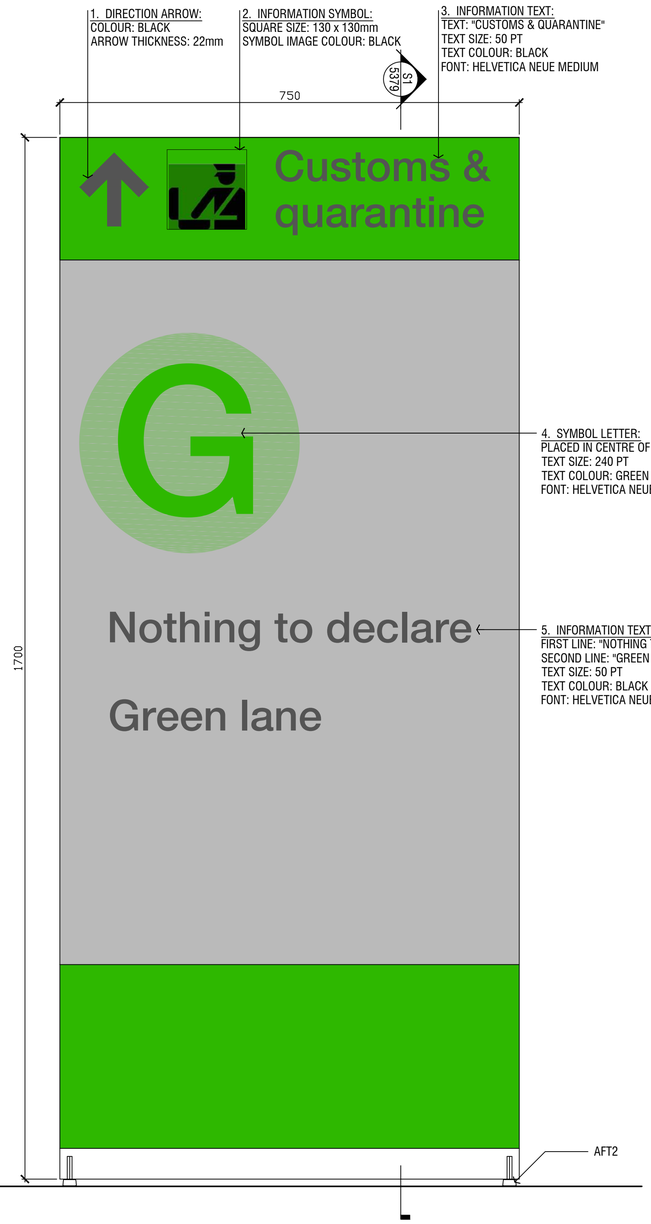
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

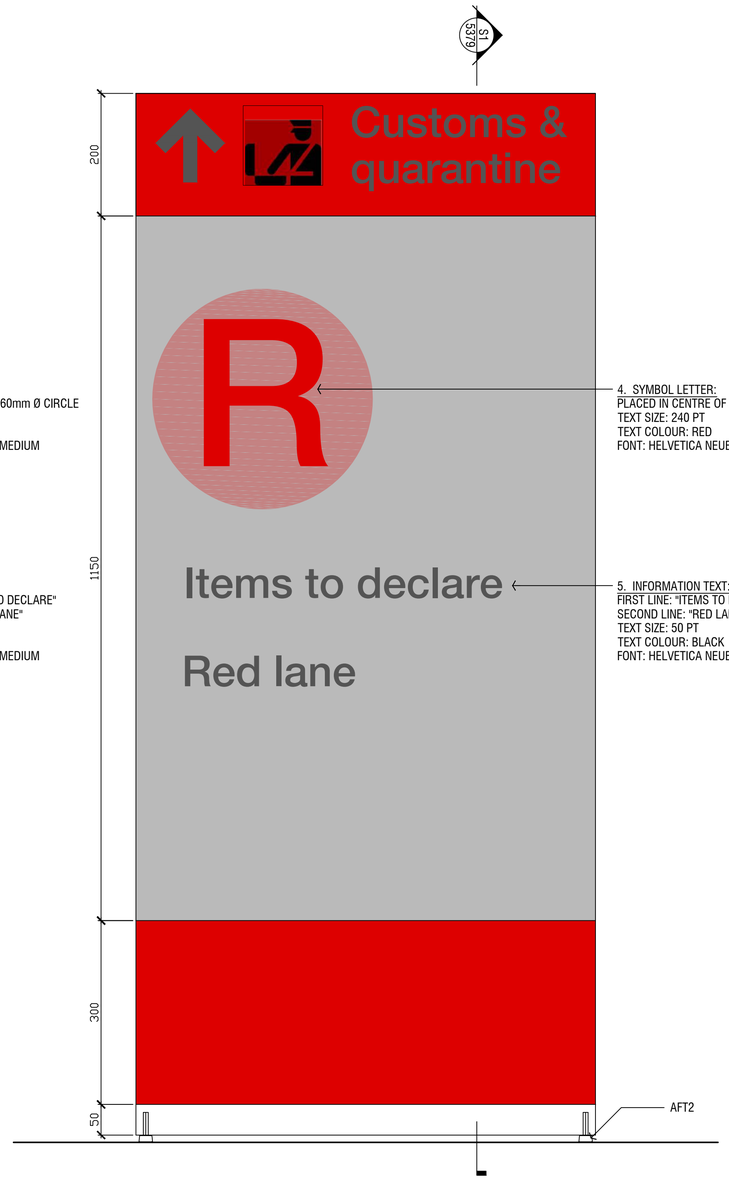
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
MANUAL SEARCH DESK – SHEET 2

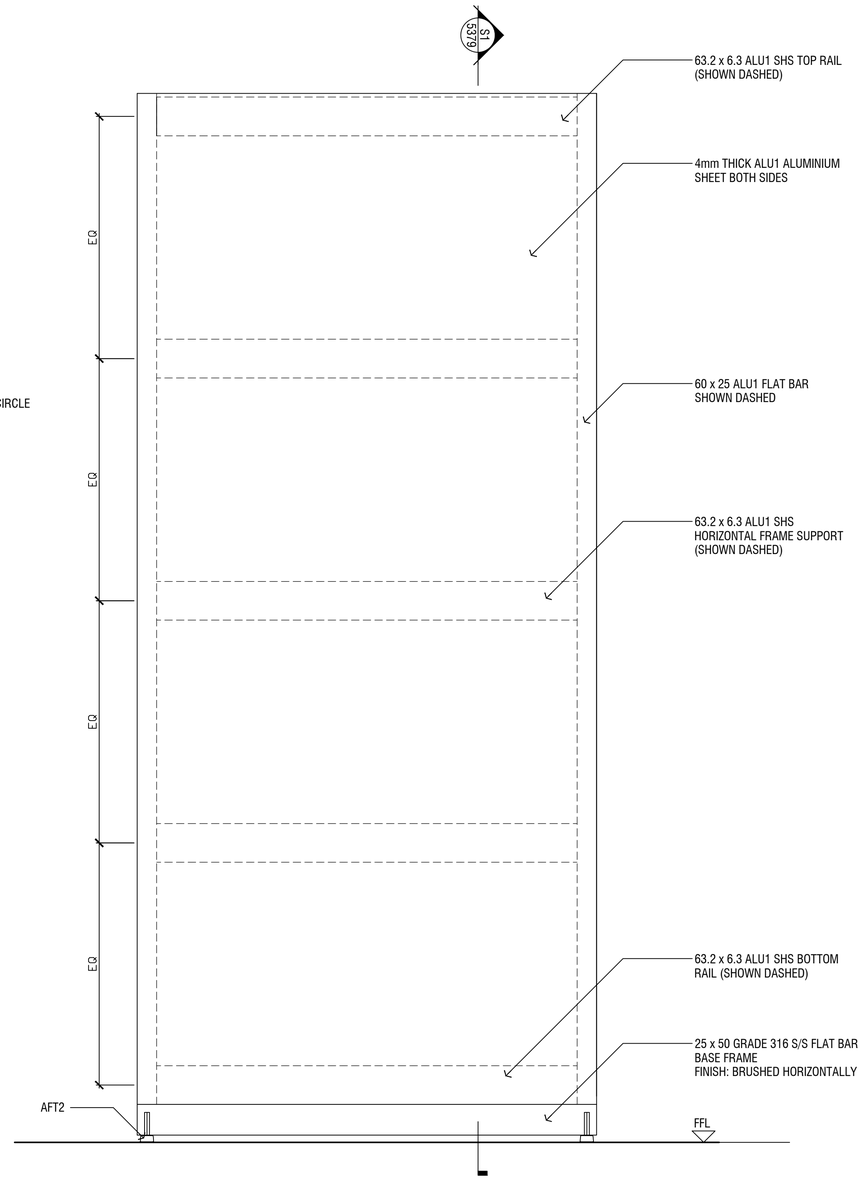
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5376	REV: 03



E1 ELEVATION - TYPE 5 MOVEABLE SIGN GREEN FORMAT
1:5 @ A1/ 1:10 @ A3



E2 ELEVATION - TYPE 5 MOVEABLE SIGN RED FORMAT
1:5 @ A1/ 1:10 @ A3



E3 ELEVATION - TYPE 5 MOVEABLE SIGN INTERNAL FRAMING
1:5 @ A1/ 1:10 @ A3

FINISH & COLOUR:
PROVIDE 'POWDERCOAT' FINISH TO ALU1 ALUMINIUM SHEET AND ALL VISIBLE FIXINGS.
COLOUR: DARK GREY

NOTE:
1. MOBILE SIGN DESIGN SUBJECT TO STRUCTURAL ENGINEERS DETAIL DESIGN AND CALCULATIONS.
2. REFER TO AR-5379 FOR MOBILE SIGN FRAMING DETAILS.
3. FIXINGS:
ALL FIXINGS SHALL BE COLOUR MATCHED TO THE SUBSTRATE.
6. PROVIDE SIGN SHOP DRAWINGS:
SIGN MAKERS TO PROVIDE PDF ARTWORK (DRAWINGS) AND SIGN FRAMING AND FIXING DETAILS OF SIGN TYPES FOR CLIENT & ARCHITECTS APPROVAL.
7. PROTECTIVE PACKAGING FOR SHIPPING:
PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
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01	TMA	13.06.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

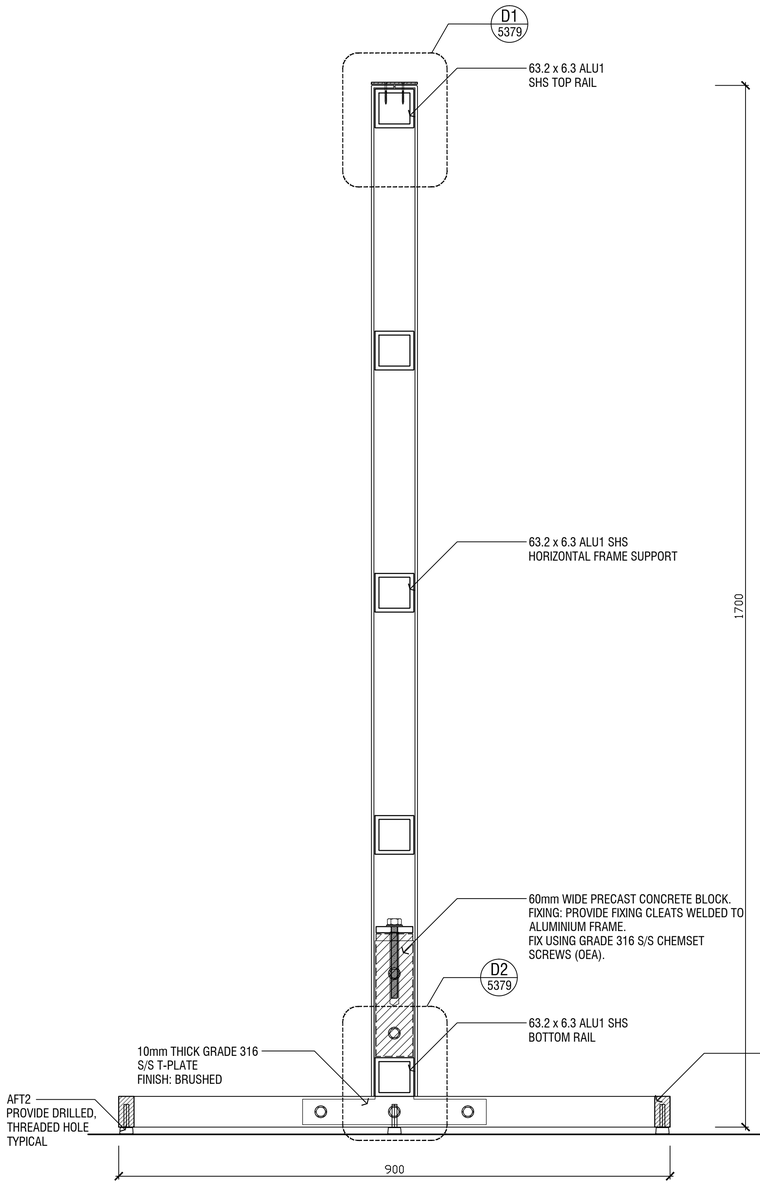
SCALES:
0 100 250 500mm
Scale 1:5 at A1

AECOM
AECOM New Zealand Limited
tim mein architects

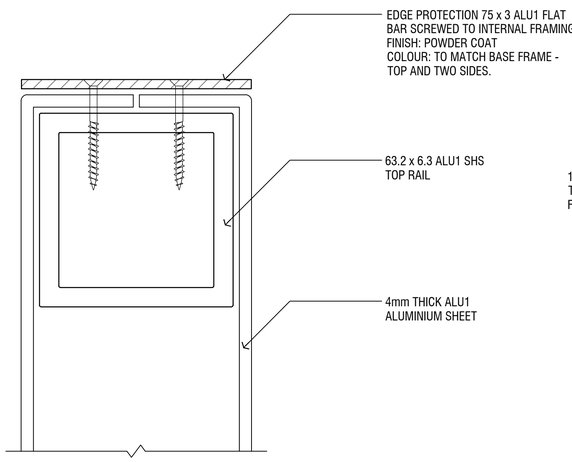
CLIENT:
TUVALU·MOTE·ATUA

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
TYPE 5 MOBILE SIGN DETAILS - SHEET 1

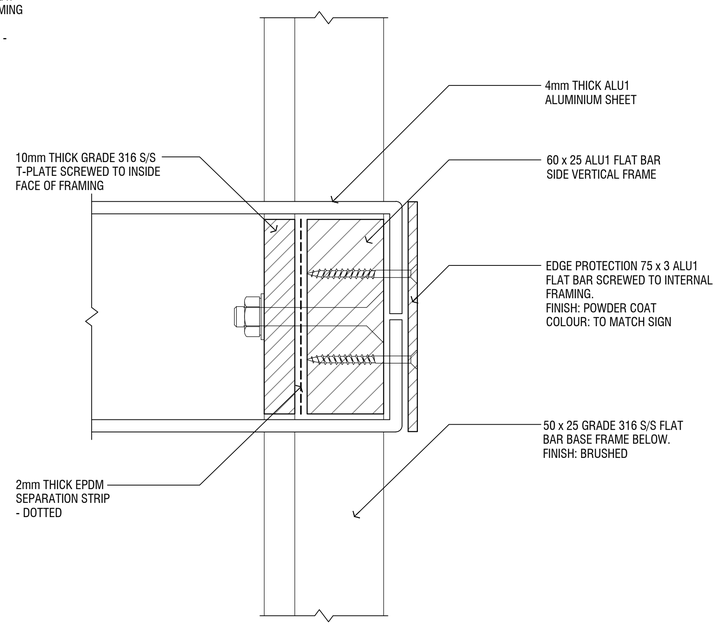
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-AR-5378 | REV: 02



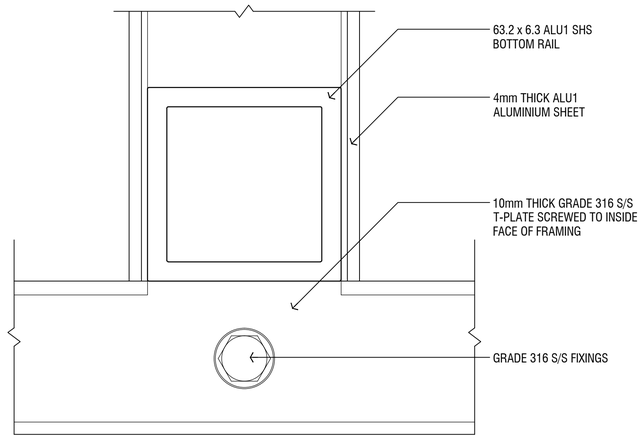
S1 - SECTION - TYPE 5 MOVEABLE SIGN DETAIL
1:5 @ A1/ 1:10 @ A3



D1 - SECTION - TYPE 5 MOVEABLE SIGN TOP DETAIL
1:1 @ A1/ 1:2 @ A3



D3 - PLAN - TYPE 5 MOVEABLE SIGN SIDE DETAIL
1:1 @ A1/ 1:2 @ A3



D2 - SECTION - TYPE 5 MOVEABLE SIGN BOTTOM DETAIL
1:1 @ A1/ 1:2 @ A3

NOTE:
1. MOBILE SIGN DESIGN SUBJECT TO STRUCTURAL ENGINEERS DETAIL DESIGN AND CALCULATIONS.
2. FIXINGS:
   ALL FIXINGS SHALL BE COLOUR MATCHED TO THE SUBSTRATE.
3. PROVIDE SIGN SHOP DRAWINGS:
   SIGN MAKERS TO PROVIDE PDF ARTWORK (DRAWINGS) AND SIGN FRAMING AND FIXING DETAILS OF SIGN TYPES FOR CLIENT & ARCHITECTS APPROVAL.
4. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.

FINISH & COLOUR:
PROVIDE 'POWDERCOAT' FINISH TO ALU1 ALUMINIUM SHEET AND ALL VISIBLE FIXINGS.
COLOUR: DARK GREY

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
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01	TMA	13.06.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 100 250 500mm

Scale 1:5 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

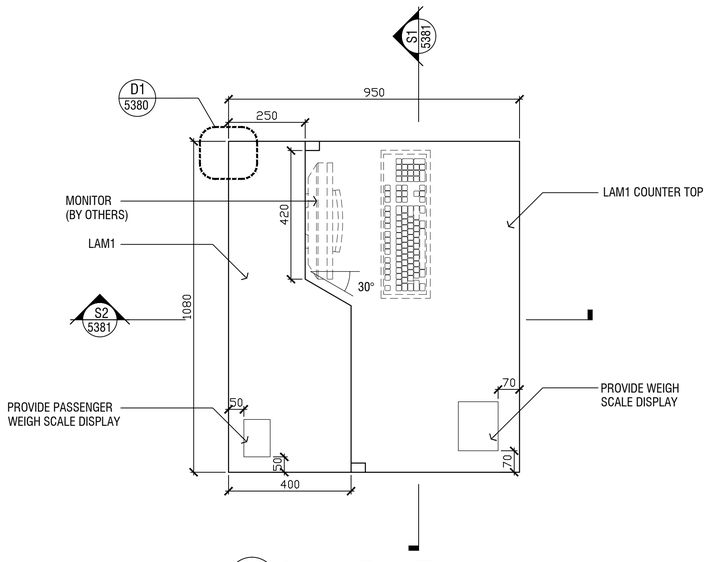
CLIENT:

TUVALU•MO•TE•ATUA

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
TYPE 5 MOBILE SIGN DETAILS - SHEET 2

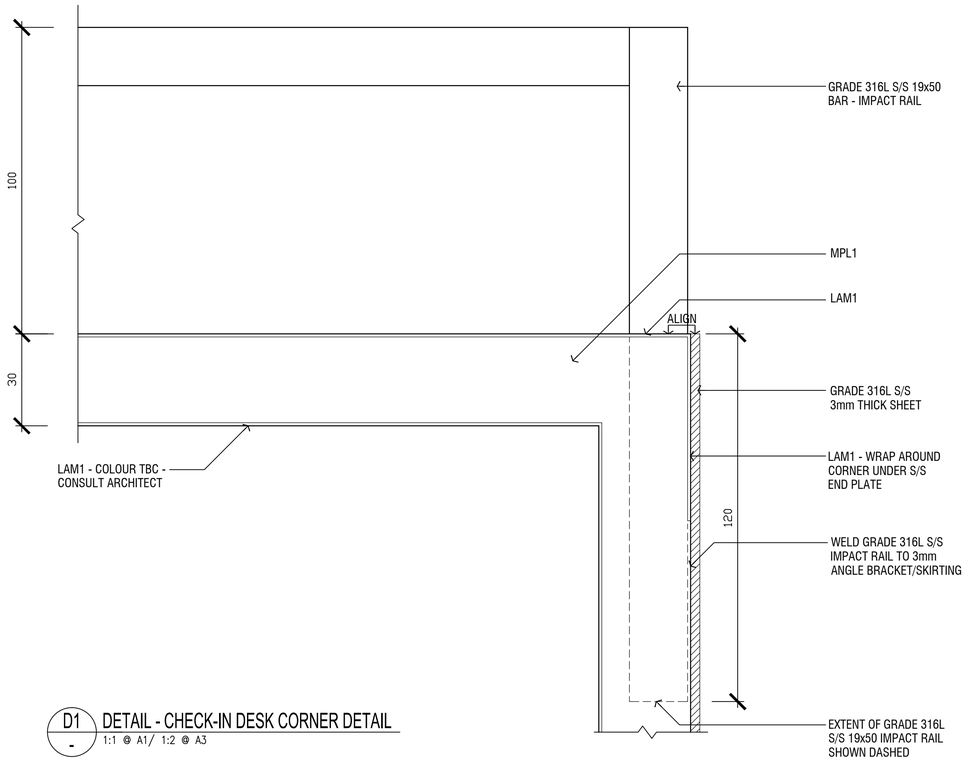
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5379	REV: 02



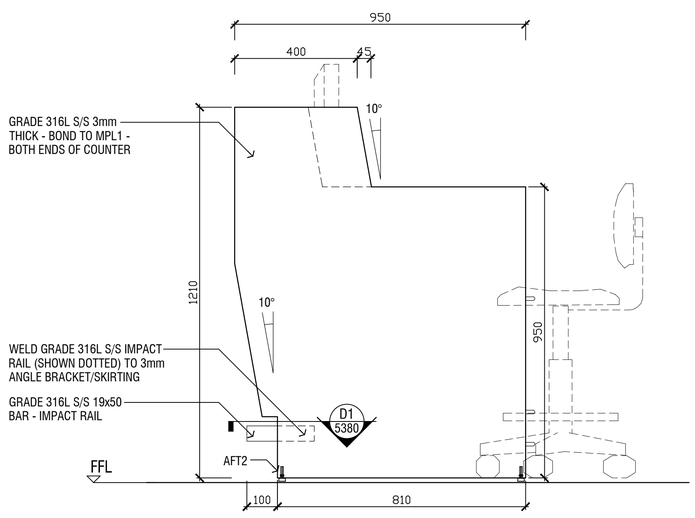
P1 PLAN 1 - CHECK-IN DESK
1:10 @ A1/ 1:20 @ A3

NOTE:

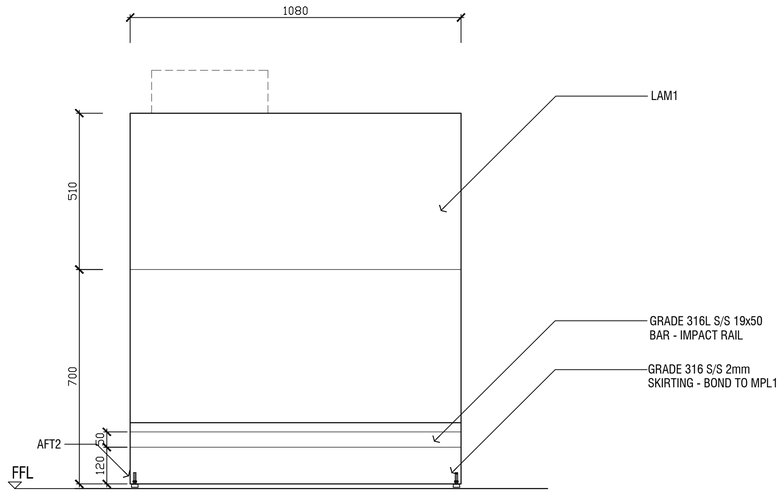
1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH FURNITURE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.



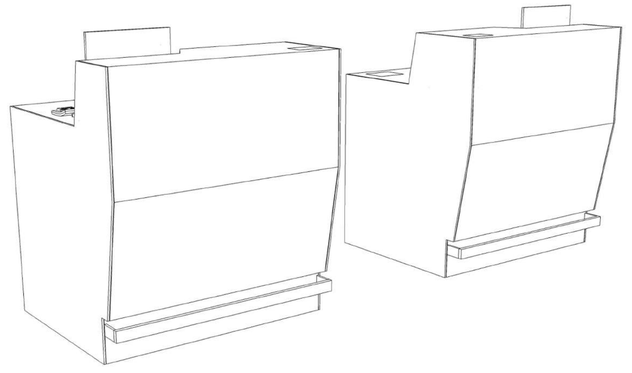
D1 DETAIL - CHECK-IN DESK CORNER DETAIL
1:1 @ A1/ 1:2 @ A3



E1 ELEVATION - CHECK-IN DESK SIDE VIEW
1:10 @ A1/ 1:20 @ A3



E2 ELEVATION - CHECK-IN DESK FRONT VIEW
1:10 @ A1/ 1:20 @ A3



V1 PERSPECTIVE VIEW 1 - CHECK-IN DESK
NTS

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	02.07.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 500 1000mm

Scale 1:10 at A1

AECOM

AECOM New Zealand Limited

tim mein architects

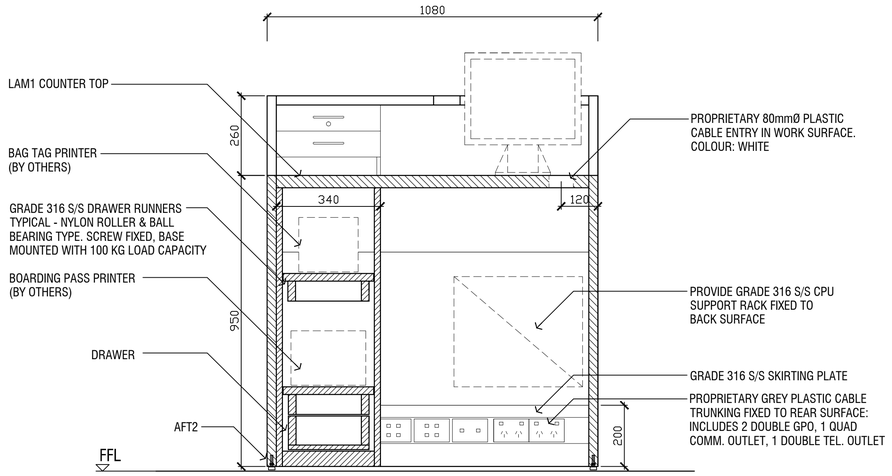
CLIENT:

TUVALU•MO•TE•ATUA

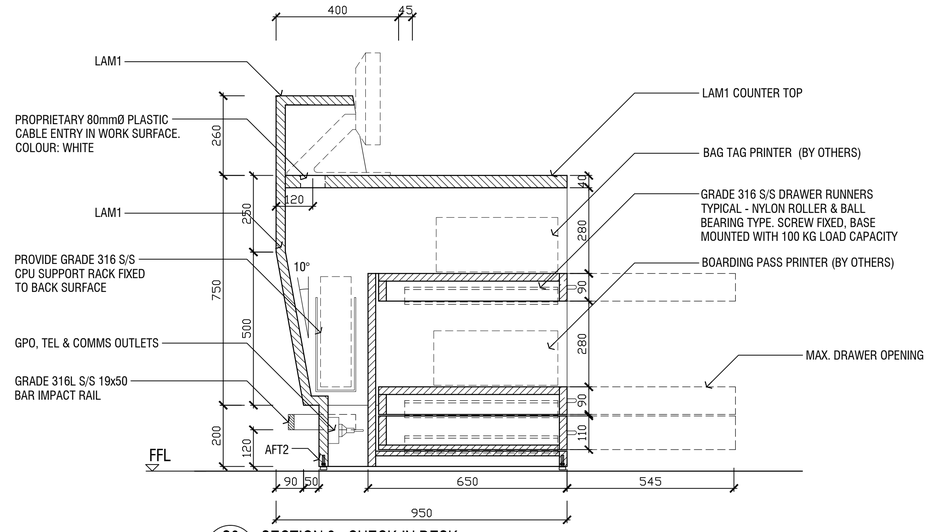
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
CHECK–IN DESK DETAILS – SHEET 1

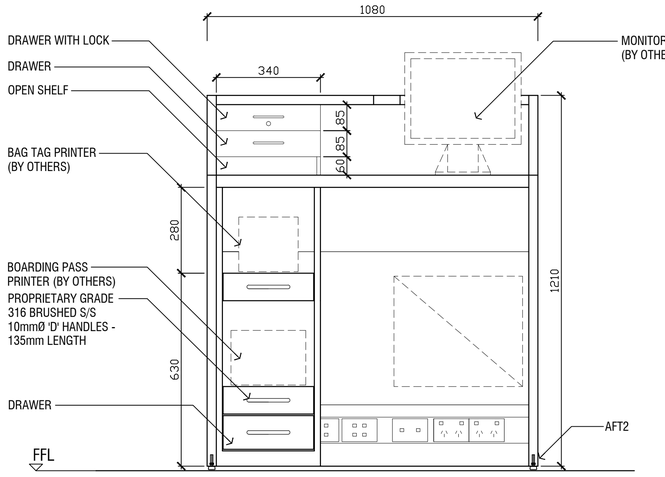
A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5380	REV: 02



S1 SECTION 1 - CHECK-IN DESK
1:10 @ A1/ 1:20 @ A3



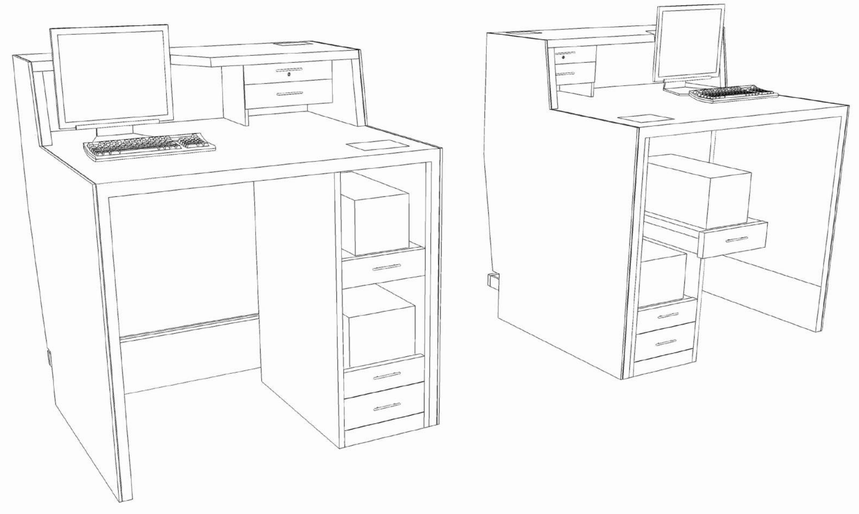
S2 SECTION 2 - CHECK-IN DESK
1:10 @ A1/ 1:20 @ A3



E1 ELEVATION - CHECK-IN DESK REAR VIEW
1:10 @ A1/ 1:20 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH FURNITURE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.



V2 PERSPECTIVE VIEW 2 - CHECK-IN DESK
NTS

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	02.07.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 200 500 1000mm
Scale 1:10 at A1

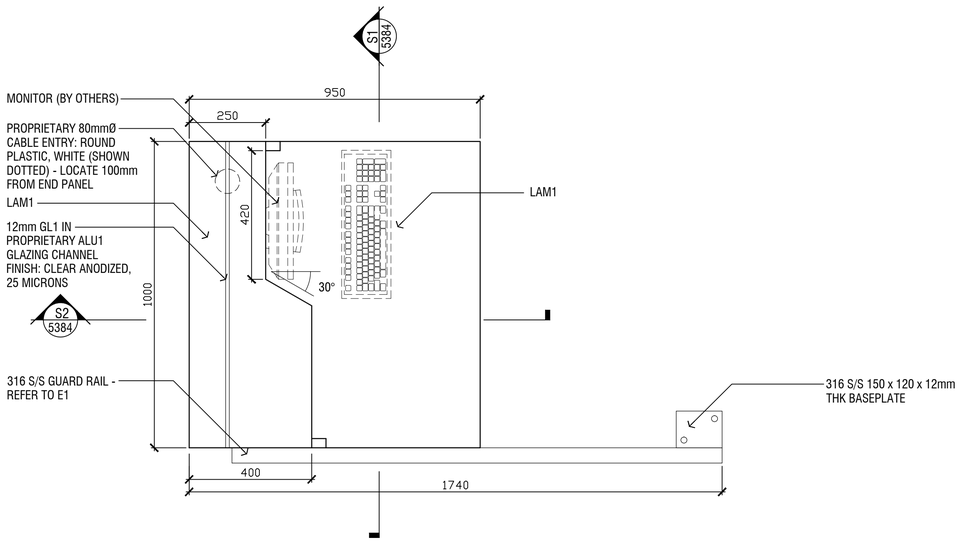
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

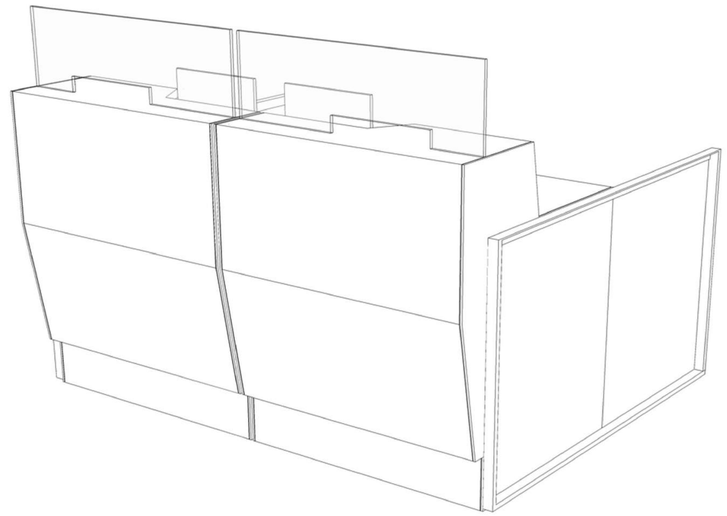
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
CHECK–IN DESK DETAILS – SHEET 2

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008–AR–5381 | REV: 02



P1 PLAN 1 - PASSPORT CONTROL DESK
1:10 @ A1/ 1:20 @ A3



V1 PERSPECTIVE VIEW 1 - PASSPORT CONTROL DESK
NTS

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
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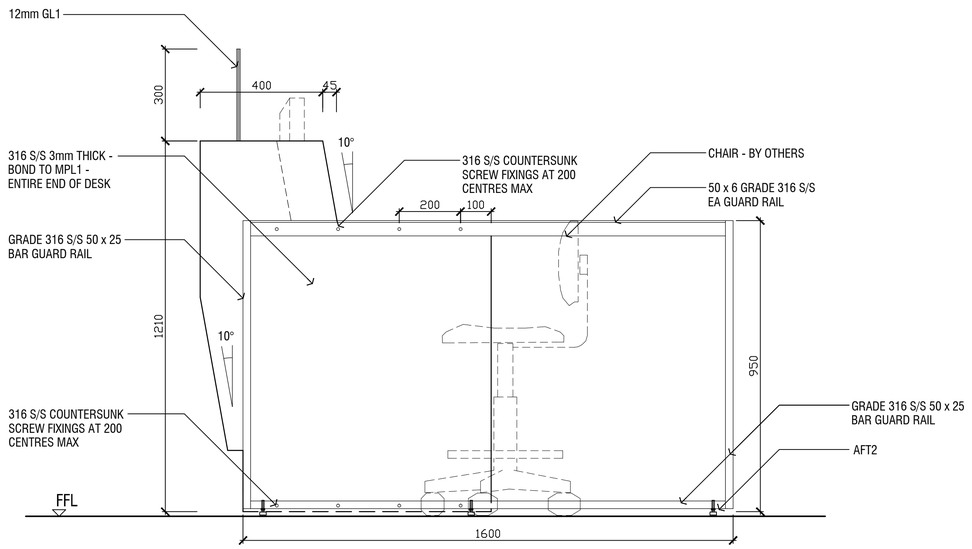
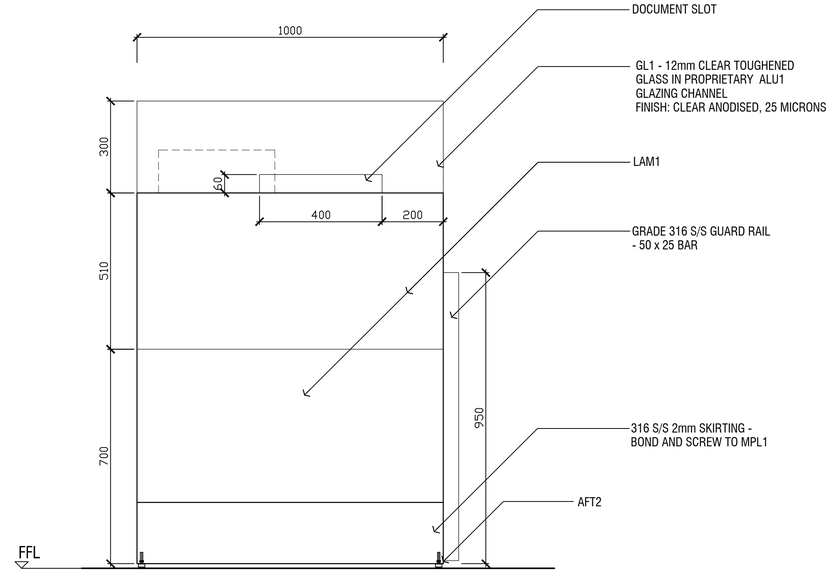
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.



E1 ELEVATION - PASSPORT CONTROL DESK SIDE VIEW
1:10 @ A1/ 1:20 @ A3



E2 ELEVATION - PASSPORT CONTROL DESK FRONT VIEW
1:10 @ A1/ 1:20 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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02	TMA	03.11.14.	FOR TENDER ISSUE	
01	TMA	02.07.13.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

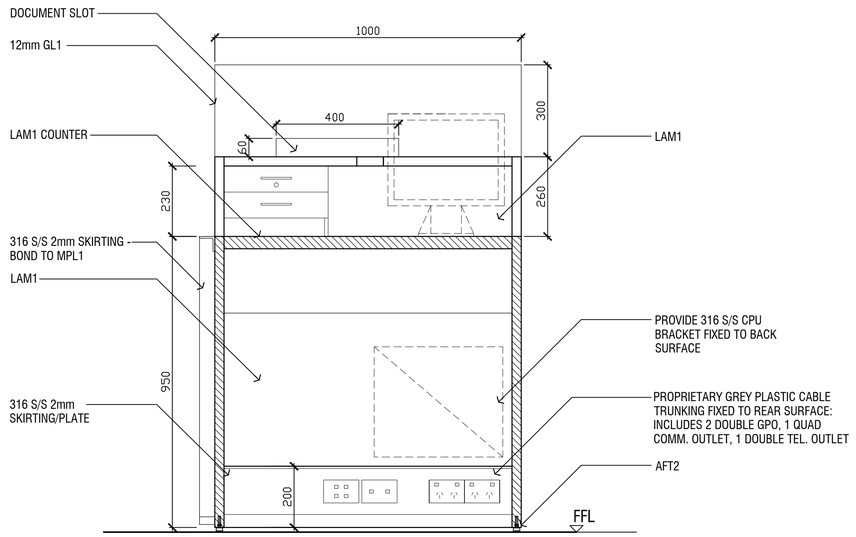
SCALES:
0 200 500 1000mm
Scale 1:10 at A1

AECOM
AECOM New Zealand Limited
tim mein architects

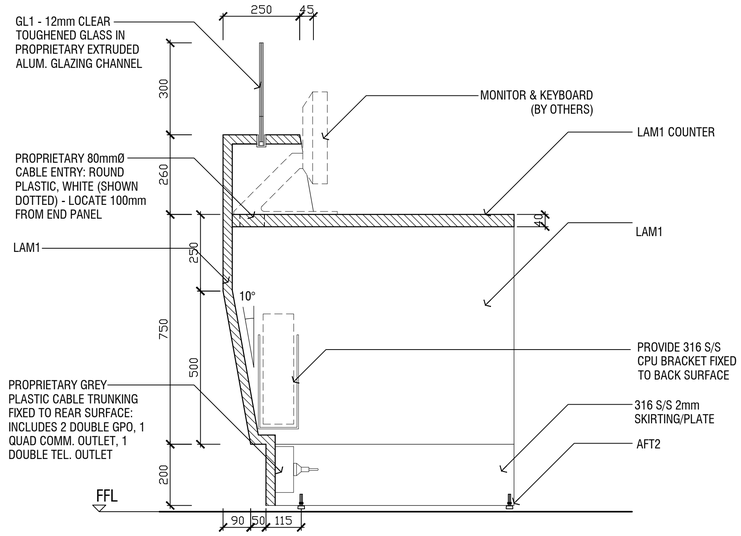
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
PASSPORT CONTROL DESK – SHEET 1

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-AR-5383	REV: 02



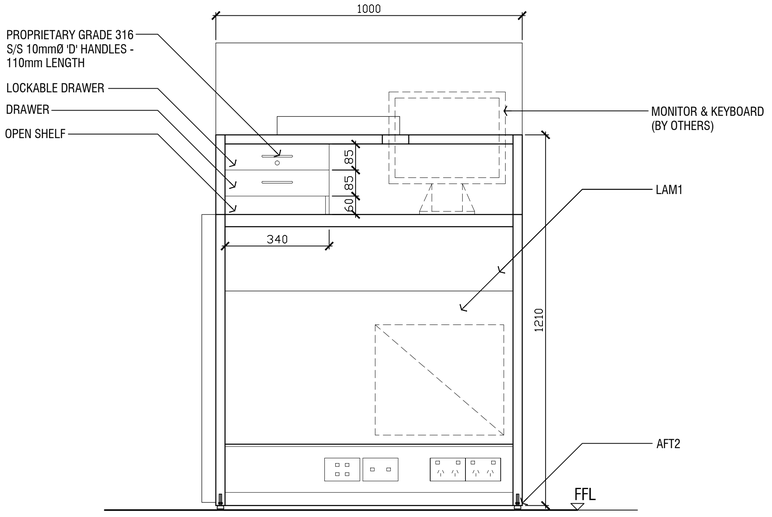
S1 - SECTION 1 - PASSPORT CONTROL DESK
1:10 @ A1/ 1:20 @ A3



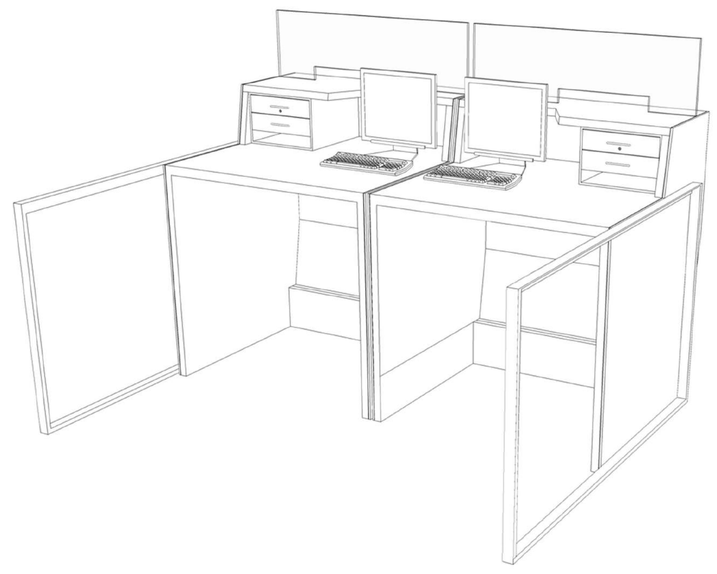
S2 - SECTION 2 - PASSPORT CONTROL DESK
1:10 @ A1/ 1:20 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROTOTYPES:
   PROVIDE ONE COMPLETE PROTOTYPE OF EACH FURNITURE TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.



E1 - ELEVATION - PASSPORT CONTROL DESK REAR VIEW
1:10 @ A1/ 1:20 @ A3



V2 - PERSPECTIVE VIEW 2 - PASSPORT CONTROL DESK
NTS

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR-5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:
0 200 500 1000mm
Scale 1:10 at A1

AECOM
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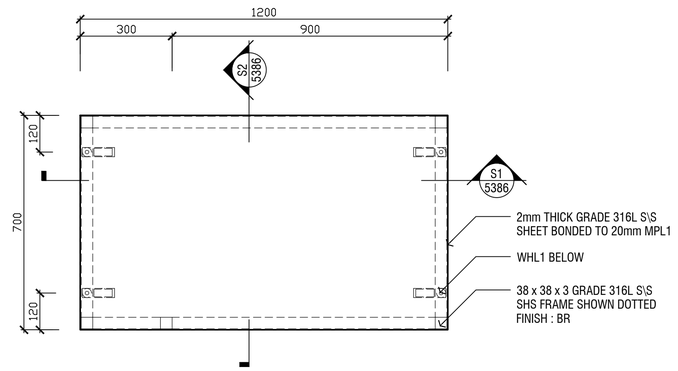
tim mein architects

CLIENT:

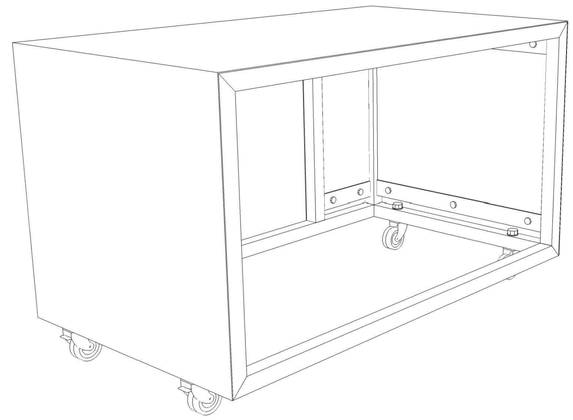
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
PASSPORT CONTROL DESK – SHEET 2

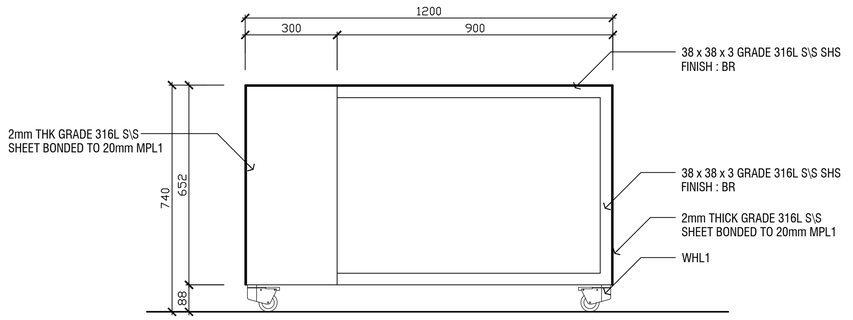
A1	STATUS: FOR TENDER	DRAWING NO. 60277008-AR-5384	REV. 02



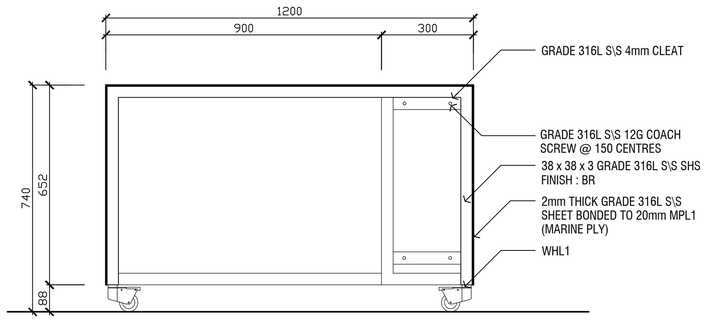
P1 - PLAN - SECURITY SCREENING DESK
1:10 @ A1/ 1:20 @ A3



V1 - PERSPECTIVE - SECURITY SCREENING DESK
NTS



E1 - ELEVATION - SECURITY SCREENING DESK
1:10 @ A1/ 1:20 @ A3



E2 - ELEVATION - SECURITY SCREENING DESK
1:10 @ A1/ 1:20 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE COMPLETE CAD SHOP DRAWINGS OF EACH FURNITURE TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
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5. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 500 1000mm

Scale 1:10 at A1

AECOM

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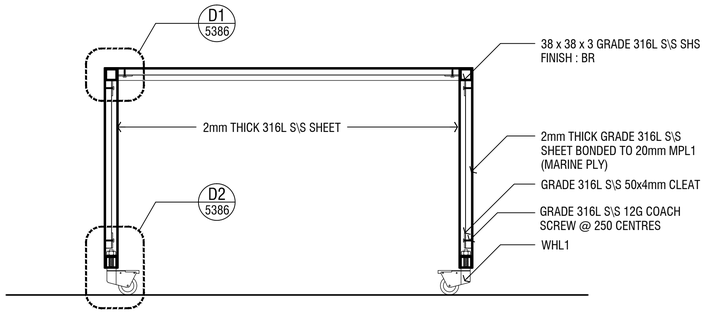
tim mein architects

CLIENT:

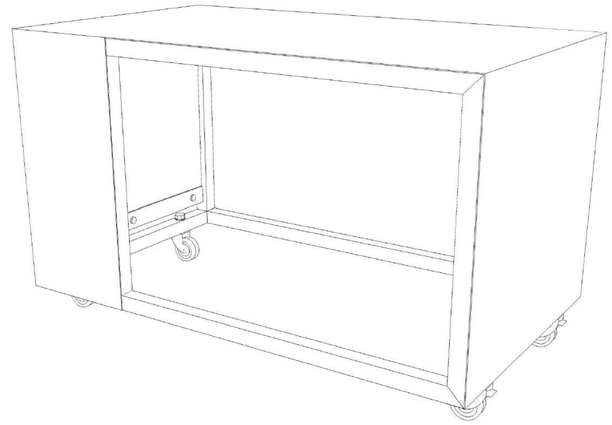
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
SECURITY SCREENING DESK – SHEET 1

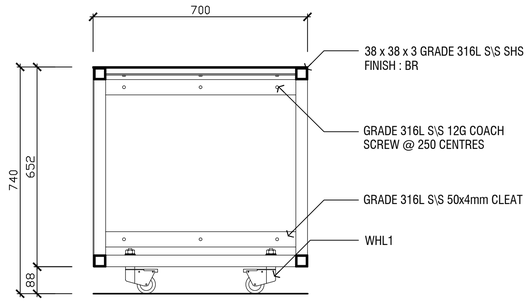
A1	STATUS: FOR TENDER	DRAWING NO. 60277008–AR–5385	REV. 02



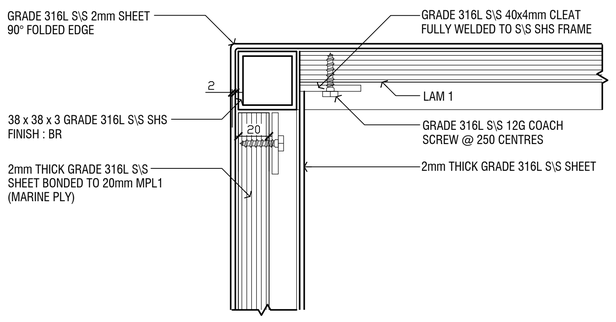
S1 - SECTION - SECURITY SCREENING DESK
1:10 @ A1/ 1:20 @ A3



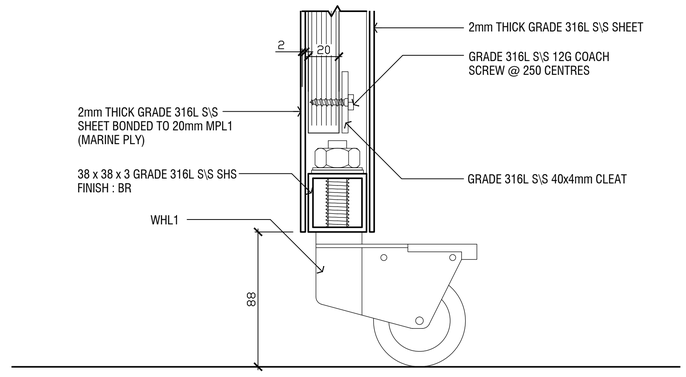
V1 - PERSPECTIVE - SECURITY SCREENING DESK
NTS



S2 - SECTION - SECURITY SCREENING DESK
1:10 @ A1/ 1:20 @A3



D1 - DETAIL - SECURITY SCREENING DESK
1:2 @ A1/ 1:4 @ A3



D2 - DETAIL - SECURITY SCREENING DESK
1:2 @ A1/ 1:4 @ A3

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
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6. STAINLESS STEEL FINISH:
   PROVIDE BRUSHED FINISH TO VISIBLE 316L STAINLESS STEEL SURFACES
7. FINISH:
   PROVIDE LAM1 FINISH TO ALL SURFACES OF CHECK-IN DESK - INSIDE AND OUTSIDE.
8. LAM1 COLOUR:
   TBC - CONSULT ARCHITECT FOR COLOUR SELECTION.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
02	TMA	03.11.14.	FOR TENDER ISSUE	
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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

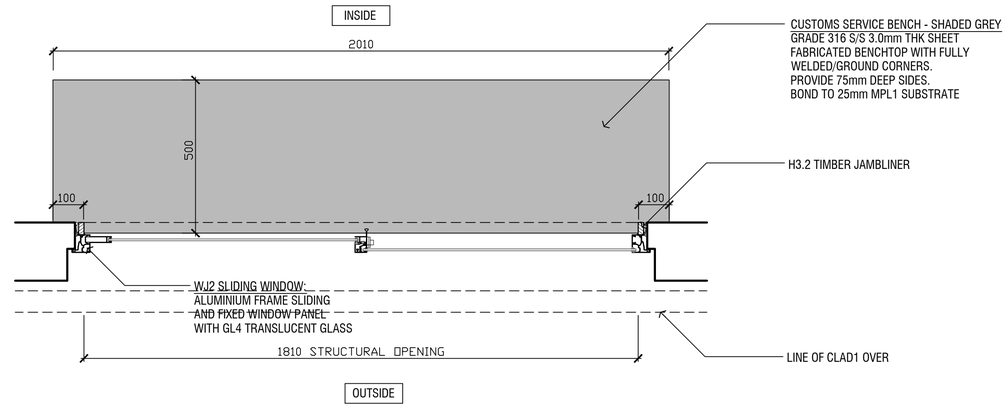
AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

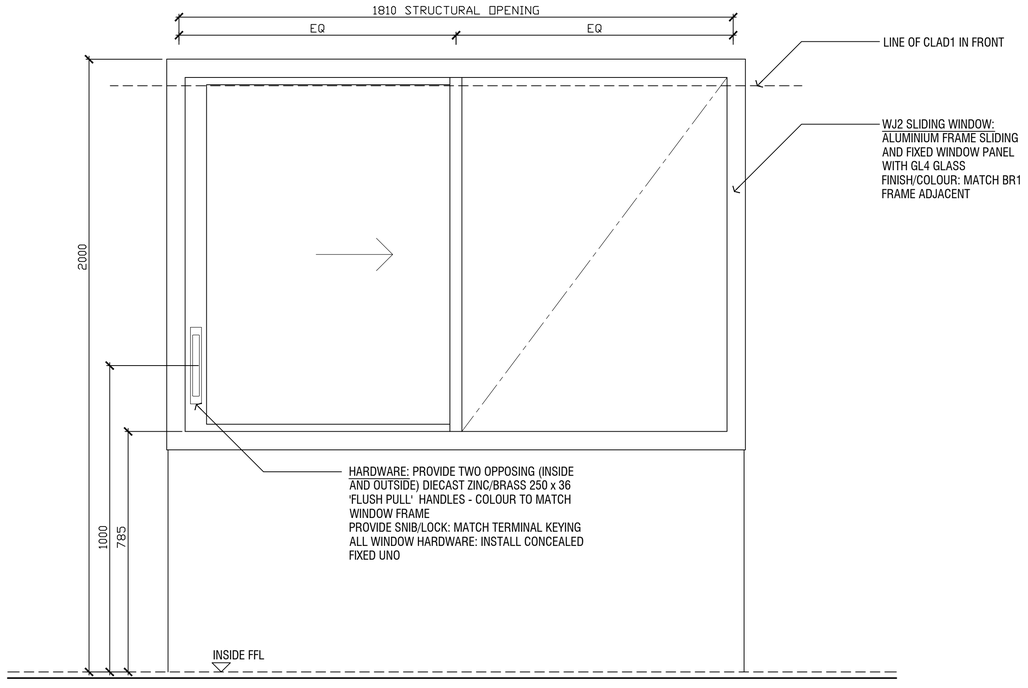
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
SECURITY SCREENING DESK – SHEET 2

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5386	REV: 02



P1 - PLAN - CUSTOMS SERVICE COUNTER
1:10 @ A1/ 1:20 @ A3



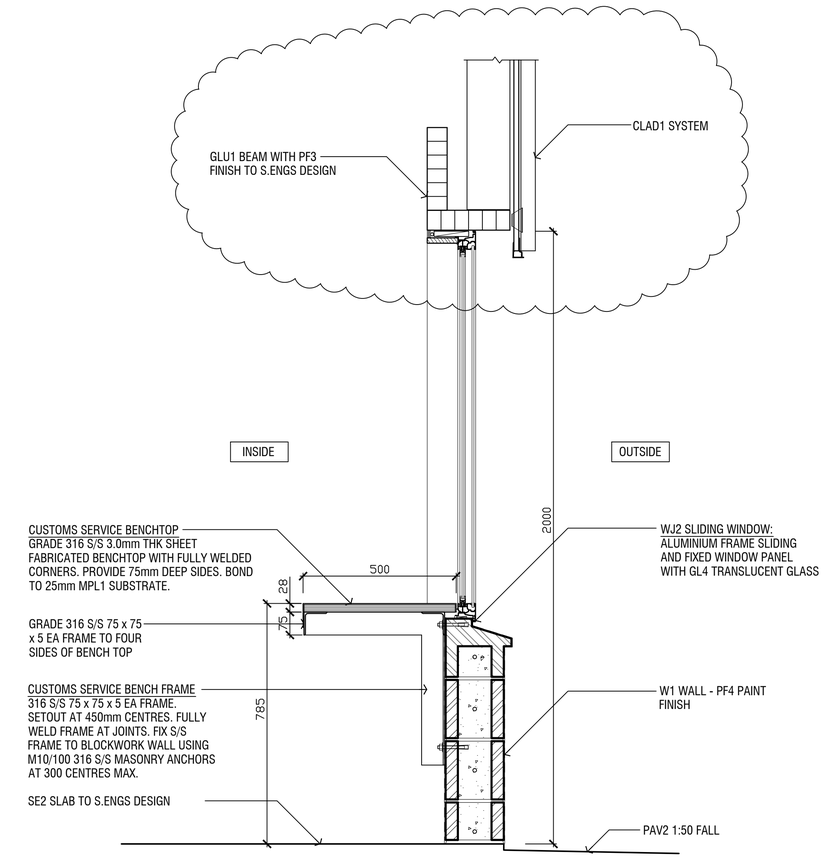
E1 - ELEVATION - CUSTOMS SERVICE COUNTER
1:10 @ A1/ 1:20 @ A3

GRADE 316 S/S CUSTOMS SERVICE BENCH:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH
3. FABRICATORS SHOP DRAWINGS:
   PROVIDE CAD SHOP DRAWINGS - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL BEFORE COMMENCING FABRICATION.
4. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.

ALUMINIUM FRAMED SLIDING WINDOW:

1. CHECK STRUCTURAL OPENING DIMENSIONS ON SITE.
2. FABRICATORS SHOP DRAWINGS:
   PROVIDE CAD SHOP DRAWINGS - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL BEFORE COMMENCING FABRICATION.
3. PROTECTIVE PACKAGING FOR SHIPPING:
   PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.



S1 - SECTION - CUSTOMS SERVICE COUNTER
1:10 @ A1/ 1:20 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301	THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

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No.	BY	DATE	DESCRIPTION	APPD
06	TMA	30.06.15.	FOR TENDER ISSUE	
05	TMA	27.03.15.	FOR TENDER ISSUE	
04	TMA	03.11.14.	FOR TENDER ISSUE	
03	TMA	10.09.14.	FOR APPROVAL	
02	TMA	09.06.14.	FOR APPROVAL	
01	TMA	11.03.14.	FOR APPROVAL	

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	03.11.14.

SCALES:

0 200 400 1000mm

Scale 1:10 at A1

AECOM

AECOM New Zealand Limited

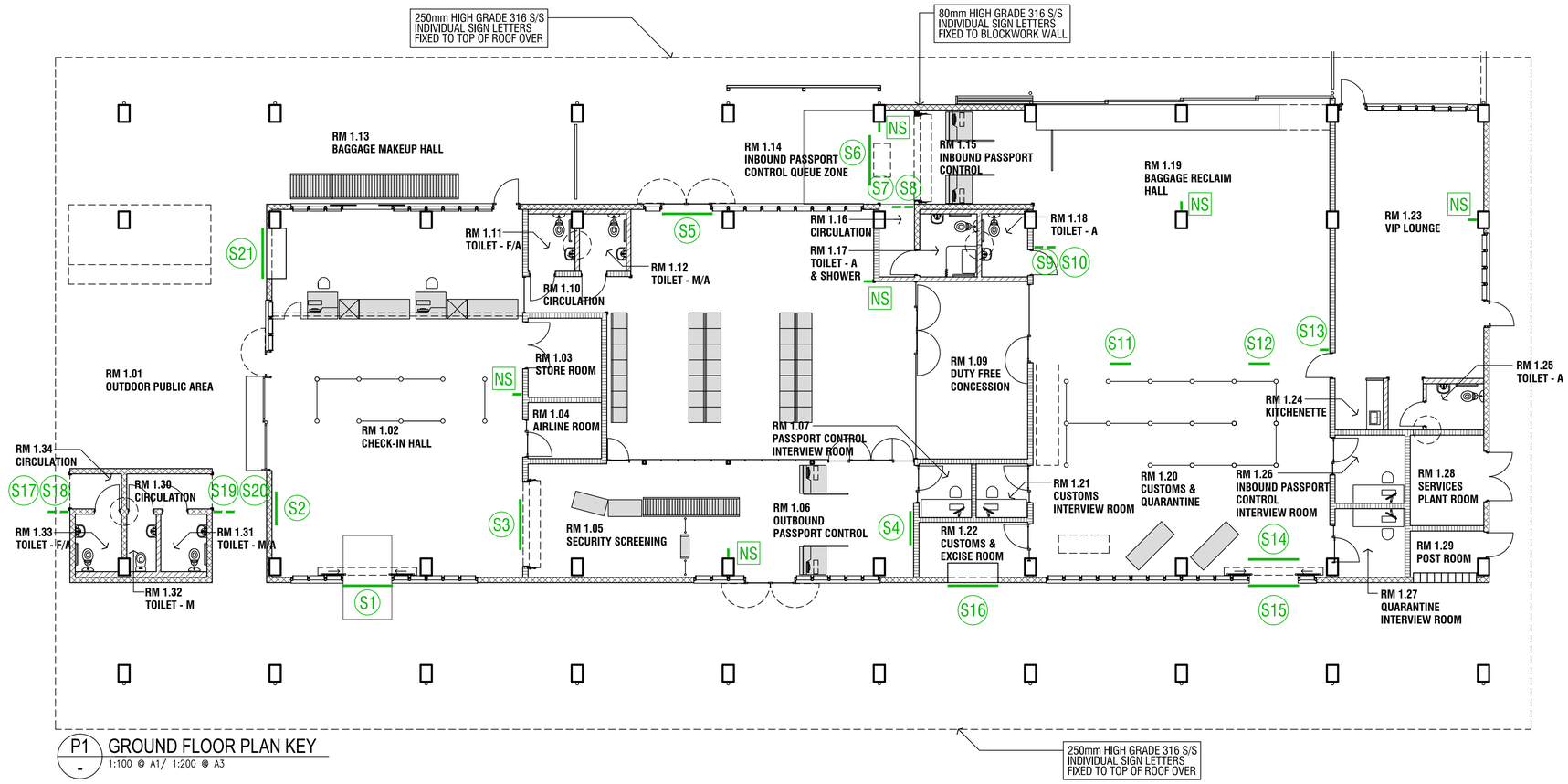
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
CUSTOMS SERVICE COUNTER DETAILS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5388	REV: 06



P1 - GROUND FLOOR PLAN KEY
1:100 @ A1/ 1:200 @ A3

TERMINAL SIGN SCHEDULE

CODE	SIGN TEXT	FORMAT	SIGN FIXING	OVERALL DIMENSIONS	NOTES
S1	TUVALU TRANSLATION CHECK-IN HALL TUVALU TRANSLATION DEPARTURES	TYPE 2	WALL MOUNTED TO CLAD1 MULLIONS	520 x 1800	ALIGN BOTTOM OF SIGN WITH BOTTOM OF CLAD1. PROVIDE 20mm SHADOW GAP BETWEEN SIGNS. CLAD ONE SIDE - TEXT ONE SIDE.
S2	TUVALU TRANSLATION DEPARTURES TAX	TYPE 2	WALL MOUNTED - ALUMINIUM FRAME	160 x 1200	MOUNT 2120 AFFL TO UNDERSIDE OF SIGN CLAD ONE SIDE - TEXT ONE SIDE.
S3	TUVALU TRANSLATION DEPARTURES	TYPE 2	WALL MOUNTED - ALUMINIUM FRAME	250 x 1800	MOUNT 2120 AFFL TO UNDERSIDE OF SIGN CLAD ONE SIDE - TEXT ONE SIDE.
S4	TUVALU TRANSLATION DEPARTURES LOUNGE	TYPE 2	WALL MOUNTED - ALUMINIUM FRAME	160 x 1200	MOUNT 2120 AFFL TO UNDERSIDE OF SIGN CLAD ONE SIDE - TEXT ONE SIDE.
S5	TUVALU TRANSLATION DEPARTURES GATE	TYPE 2	WALL MOUNTED - ALUMINIUM FRAME	250 x 1800	MOUNT 2120 AFFL TO UNDERSIDE OF SIGN CLAD ONE SIDE - TEXT ONE SIDE.
S6	TUVALU TRANSLATION PASSPORT CONTROL	TYPE 2	WALL MOUNTED - ALUMINIUM FRAME	250 x 1800	ALIGN BOTTOM OF SIGN WITH UNDERSIDE OF BEAM. CLAD ONE SIDE - TEXT ONE SIDE.
S7		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S8		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 50mm ABOVE TOP OF SIGN 8 (S8). CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S9		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S10		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 50mm ABOVE TOP OF SIGN 8 (S8). CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S11	CUSTOMS & QUARANTINE ITEMS TO DECLARE RED LANE	TYPE 5	FREESTANDING AND MOVEABLE	1700 x 750	CLAD BOTH SIDES - TEXT BOTH SIDES.
S12	CUSTOMS & QUARANTINE NOTHING TO DECLARE GREEN LANE	TYPE 5	FREESTANDING AND MOVEABLE	1700 x 750	CLAD BOTH SIDES - TEXT BOTH SIDES.
S13	VIP	TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S14	TUVALU TRANSLATION ARRIVALS EXIT	TYPE 2	MOUNTED TO WALL	250 x 1800	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD ONE SIDE - TEXT ONE SIDE.
S15	TUVALU TRANSLATION ARRIVALS EXIT	TYPE 2	WALL MOUNTED TO CLAD1 MULLIONS	250 x 1800	ALIGN BOTTOM OF SIGN WITH BOTTOM OF CLAD1. CLAD ONE SIDE - TEXT ONE SIDE.
S16	TUVALU TRANSLATION CUSTOMS & EXCISE	TYPE 2	MOUNTED TO WALL	250 x 1800	MOUNT 50mm ABOVE WINDOW FRAME. CLAD ONE SIDE - TEXT ONE SIDE.
S17		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S18		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 50mm ABOVE TOP OF SIGN 8 (S8). CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S19		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S20		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 50mm ABOVE TOP OF SIGN 8 (S8). CLAD BOTH SIDES - SYMBOL BOTH SIDES.
S21	TUVALU TRANSLATION EXPORT & PRODUCE	TYPE 2	MOUNTED TO WALL	250 x 1800	MOUNT 50mm ABOVE WINDOW FRAME. CLAD ONE SIDE - TEXT ONE SIDE.
NS		TYPE 3	EDGE MOUNTED TO WALL	250 x 350	MOUNT 2120mm AFFL TO UNDERSIDE OF SIGN. CLAD BOTH SIDES - SYMBOL BOTH SIDES.

LEGEND:

TYPE 1	STANDARD RECTANGULAR LANDSCAPE FORMAT - SUSPENDED FROM CEILING
TYPE 2	STANDARD RECTANGULAR LANDSCAPE FORMAT - WALL MOUNTED
TYPE 3	250 x 350 PORTRAIT BLADE FORMAT
TYPE 5	1700 x 750 PORTRAIT FORMAT - FREESTANDING AND MOVEABLE

NOTE:

1. PROVIDE FULL PENETRATION BUTT WELDS - TO S.ENGS DESIGN.
2. ALL WELDS: FULLY WELD AND GRIND SMOOTH.
3. PROVIDE COMPLETE CAD SHOP DRAWINGS AND SIGN FRAMING AND FIXING DETAILS OF EACH SIGN TYPE - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL.
4. PROVIDE ONE COMPLETE PROTOTYPE OF EACH SIGN TYPE BEFORE COMMENCING MANUFACTURING - FOR CLIENT, ARCHITECT AND ENGINEERS APPROVAL. APPROVED PROTOTYPES MAY BE INCORPORATED INTO THE WORKS.
5. PROVIDE PROTECTIVE PACKAGING TO PREVENT DAMAGE TO UNITS UNTIL INSTALLATION ON SITE.
6. PROVIDE ONE ACRYLIC SIGN TRANSFER TO EACH TOILET.
7. REFER TO DRGS AR-5372, AR-5373, AR-5377, AR-5378 AND AR-5379 FOR SIGNAGE DETAILS.
8. REFER TO DRAWING AR-5373 ELEVATIONS FOR INDIVIDUAL SIGNAGE LAYOUTS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	20.10.14.

SCALES:

AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
AIRPORT SIGN SCHEDULE

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5392	REV: 01

DOOR SCHEDULE

	GENERAL					FRAME			DOOR LEAF										NOTES
	DOOR NUMBER	ROOM	DOOR DETAIL	DRAWING		DOOR TYPE	MATERIAL	FINISH	DOOR LEAVES	LEAF HEIGHT	LEAF WIDTH	GLASS	MATERIAL	FINISH	VISION PANEL	UNDERCUT	DOOR SIGNS	INTUMESCENT STRIP IN FRAME	
CHECK-IN	D1.02A	CHECK-IN HALL		AR-5318			AL	AN	2	2360	910	GL1	AL	AN					BESAM 'UNISLIDE-2' (OEA) - 2 LEAVES, BI-PARTING MOTORISED SLIDING DOOR (NO SIDE PANELS). INTEGRATE INTO BR1 OPERABLE LOUVRE WALL. STANDARD EQUIPMENT: SUPPORT BEAM WITH TRANSMISSION, ELECTRONIC CONTROL UNIT WITH PLUG-IN CONNECTIONS & POWER SUPPLY, TRAFFIC-CONTROLLED OPENING WIDTH, SYNCHRONISING OF TWO OPERATORS. COMBINE WITH MECHANICAL EMERGENCY UNIT THAT AUTOMATICALLY OPENS THE DOORS IN AN EMERGENCY. PROVIDE BESAM APPROACH AND PRESENCE SENSOR BOTH SIDES OF DOOR. EMERGENCY EXIT.
	D1.02B	CHECK-IN HALL		AR-5318		DJ5	AL	AN	2	2360	1720	GL1	AL	AN					TOP HUNG, SLIDING DOORS: 2 x 1720mm SLIDING LEAVES.DOOR HARDWARE: INSIDE: PROVIDE ONE ZINC/BRASS 250 x 36 'FLUSH PULL' AND ONE EDGE PULL TO FIRST LEAF. OUTSIDE: PROVIDE ONE GRADE 316 S/S 800mm, 32mm/4mm THK SQUARE TUBE. ENTRY DOOR OFFSET 'D' PULL HANDLE TO FIRST LEAF. PROVIDE SNIB/LOCK: MATCH TERMINAL KEYING. HARDWARE SHALL BE GRADE 316 S/S, POLISHED ,CONCEALED FIXED
	D1.02C	CHECK-IN HALL				DJ3	AL	AN	1	2360	860	GL1	AL	AN					EMERGENCY EXIT
	D1.02D	CHECK-IN HALL		AR-5318		DJ3	AL	AN	1	2360	860	GL1	AL	AN					EMERGENCY EXIT
	D1.02E	CHECK-IN HALL		AR-5318			AL	AN	1	2360	1215		AL	AN					RDM2 MANUAL OPERATION, WATERPROOF EXTRUDED ALUMINIUM SLAT DOOR. CHECK ROUGH OPENING DIMENSIONS ON SITE. PROVIDE HAND CHAIN OPERATION.
	D1.02F	CHECK-IN HALL					AL	AN	1	2360	3000		AL	AN					RDM1 MOTORISED TUBE ALUMINIUM GRILLE. CHECK ROUGH OPENING DIMENSIONS ON SITE. PROVIDE MOTORISED/ AUTOMATIC EMERGENCY OPENING AND HAND CHAIN OPERATION BACKUP. EMERGENCY EXIT.
	D1.02G	CHECK-IN HALL (BAG MAKE-UP DOORS)		AR-5318		DJ5	AL	AN	2	2000	930	GL1	AL	AN					BAG MAKE-UP DOORS. TOP HUNG, SLIDING DOORS: 2 x 925 mm SLIDING LEAVES. HEIGHT: 2000mm COS. DOOR HARDWARE: INSIDE: PROVIDE ONE DIECAST ZINC/BRASS 250 x 36 'FLUSH PULL' - COLOUR TO MATCH DOOR FRAME. OUTSIDE: PROVIDE ONE GRADE 316 S/S 400mm, 25mm/4mm THK SQUARE TUBE. OFFSET ENTRY DOOR 'D' PULL HANDLE PER LEAF. PROVIDE SNIB/LOCK: MATCH TERMINAL KEYING. ALL DOOR HARDWARE: GRADE 316 S/S, POLISHED, CONCEALED FIXED UNO.
	D1.03A	STORE ROOM				DJ2	S/S	PF6	2	1980	760		T1	PF2					
DEPARTURES	D1.04A	AIRLINE ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL1	AL	AN					
	D1.06A	OUTBOUND PASSPORT CONTROL				DJ4	AL	AN	2	2360	860	GL1	AL	AN					EMERGENCY EXIT
	D1.07A	PASSPORT CONTROL INTERVIEW ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL1	AL	AN					
	D1.08A	DEPARTURES LOUNGE		AR-5356 AR-5362		IGP1	AL	AN	2	2360	860	GL1	AL	AN					
	D1.08B	DEPARTURES LOUNGE		AR-5356 AR-5362		IGP1	AL	AN	1	2360	860	GL1	AL	AN					
	D1.08C	DEPARTURES LOUNGE	D3 D4	AR-5344		DJ4	AL	AN	2	2360	860	GL1	AL	AN					EMERGENCY EXIT
	D1.09A	DUTY FREE CONCESSION		AR-5356 AR-5362		IGP1	AL	AN	2	2360	860	GL1	AL	AN					
	D1.31A	TOILET - M/A	D1 D2	AR-5344			S/S	PF6	1	1980	910		T1	PF2		25	M A		HEAVY DUTY PROPRIETARY CAVITY SLIDER DOOR FOR ACCESSIBLE TOILETS - COMPLY WITH NZBC D1/AS1 - ACCESS ROUTES. REFER TO AR-5355 DOOR DETAILS. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.32A	TOILET - M	D1 D2	AR-5344		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	M		TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.33A	TOILET - F	D1 D2	AR-5344		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	F A		TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
ARRIVALS AND VIP LOUNGE	D1.15A	INBOUND PASSPORT CONTROL		AR-5318			AL	AN	1	2360	3000		AL	AN					RDM2 MOTORISED OPERATION, WATERPROOF EXTRUDED ALUMINIUM SLAT DOOR. CHECK ROUGH OPENING DIMENSIONS ON SITE. PROVIDE BACKUP HAND CHAIN OPERATION.
	D1.17A	TOILET & SHOWER - A	D1 D2 D3	AR-5359		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	M F A		TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.18A	TOILET - A	D1 D2 D3	AR-5359		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	M F A		ACCESSIBLE TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.19A	BAGGAGE RECLAIM HALL		AR-5322			TM1		4	1980	2800		TM1						EXTERIOR QUALITY, TM1 (RECYCLED TROPICAL HARDWOOD) DOOR LEAVES: VERTICAL SLATS, TM2 STILES AND TM2 TOP AND BOTTOM RAILS. TOP HUNG SLIDING DOORS. FOUR(4) 2800mm WIDE DOOR LEAVES.
	D1.09B	DUTY FREE CONCESSION		AR-5356 AR-5362		IGP1	AL	AN	1	2360	860	GL4	AL	AN					
	D1.11A	TOILET - F/A	D1 D2	AR-5344		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	F A		TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.12A	TOILET - M/A	D1 D2	AR-5344			S/S	PF6	1	1980	910		T1	PF2		25	M A		HEAVY DUTY PROPRIETARY CAVITY SLIDER DOOR FOR ACCESSIBLE TOILETS - COMPLY WITH NZBC D1/AS1 - ACCESS ROUTES. REFER TO AR-3355 DOOR DETAILS. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.21A	CUSTOMS INTERVIEW ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL4	AL	AN					
	D1.22A	CUSTOMS & EXCISE ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL4	AL	AN					
	D1.26A	INBOUND PASSPORT CONTROL INTERVIEW ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL4	AL	AN					
	D1.27B	QUARANTINE INTERVIEW ROOM		AR-5356 AR-5362		IGP1	AL	AN	1	1980	860	GL4	AL	AN					
	D1.20A	CUSTOMS AND QUARANTINE		AR-5318			AL	AN	2	2360	910	GL1	AL	AN					BESAM 'UNISLIDE-2' (OEA) - 2 LEAVES, BI-PARTING MOTORISED SLIDING DOOR (NO SIDE PANELS). INTEGRATE INTO BR1 OPERABLE LOUVRE WALL. STANDARD EQUIPMENT: SUPPORT BEAM WITH TRANSMISSION, ELECTRONIC CONTROL UNIT WITH PLUG-IN CONNECTIONS & POWER SUPPLY, TRAFFIC-CONTROLLED OPENING WIDTH, SYNCHRONISING OF TWO OPERATORS. COMBINE WITH MECHANICAL EMERGENCY UNIT THAT AUTOMATICALLY OPENS THE DOORS IN AN EMERGENCY. PROVIDE BESAM APPROACH AND PRESENCE SENSOR BOTH SIDES OF DOOR. EMERGENCY EXIT.
	D1.23A	VIP LOUNGE	D3 D4	AR-5344		DJ3	AL	AN	1	2360	860	GL1	AL	AN					EMERGENCY EXIT
	D1.23B	VIP LOUNGE	D3 D4	AR-5344		DJ3	AL	AN	1	2360	860	GL1	AL	AN					
	D1.23C	VIP LOUNGE	D7 D8 D9	AR-5359 AR-5361		DJ1	S/S	PF6	1	1980	860		T1	PF2					
	D1.25A	TOILET-A	D1 D2 D3	AR-5359 AR-5361		DJ1	S/S	PF6	1	1980	860		T1	PF2		25	M F A		TOILET DOOR LEAF OPENS OUT. PROVIDE 25mm DOOR LEAF UNDERCUT FOR AIR INTAKE.
	D1.28A	SERVICES PLANT ROOM	D1 D2	AR-5344		DJ2	S/S	PF6	2	1980	810		T1	PF2					
	D1.29A	POST ROOM	D1 D2	AR-5344		DJ1	S/S	PF6	1	1980	860	-	T1	PF2					

LEGEND:

1 ALL GLAZING SHALL BE TO SUPPLIERS DESIGN AND INSTALLATION TO SUIT COUNTRY SLS AND ULS WIND PRESSURES.
2 ALL WINDOW AND DOOR JOINERY SHALL BE TO SUPPLIERS DESIGN AND INSTALLATION TO SUIT COUNTRY SLS AND ULS WIND PRESSURES.
3 PROVIDE ALL DOOR AND WINDOW HARDWARE (IRONMONGERY), PRE-FIXED TO JOINERY PRIOR TO SHIPMENT OF THE COMPLETED UNITS.
4. ALL WINDOW/DOOR HARDWARE LOCKS SHALL BE KEYED ALIKE IE PROVIDE A SINGLE KEY TYPE FOR THE TERMINAL BUILDING .

BR1	BREEZWAY ALTAIR® 152mm OPERABLE GLASS LOUVRE WINDOW IN A BREEZWAY EASYSCREEN ® SURROUND FRAME WITH 58.8mm WIDE MULLION WITH GL2 GLASS. CONTACT: BREEZEWAY AUSTRALIA +617 3847 0500 FRAME FINISH: ANNODISED, 25 MICRONS (MARINE)COLOUR: CLEAR ANODISED HANDLE: LOW PROFILE HANDLE - COLOUR LIGHT GREY STRONGHOLD CLIP: UV -STABILISED POLYPROPYLENE - COLOUR LIGHT GREY
WJ1	FIXED WINDOW (NON-OPENING) iN BREEZWAY EASYSCREEN ® SURROUND FRAME WITH 58.8mm WIDE MULLION WITH GL1 GLASS. FRAME COLOUR AND FINISH TO MATCH BR1 CONTACT: BREEZEWAY AUSTRALIA +617 3847 0500
WJ2	AIUMINIUM FRAMED, SQUARE BEADED EXTERNAL SLIDING WINDOW. GLASS: GL1. FRAME FINISH: ANNODISED, 25 MICRONS (MARINE) COLOUR: CLEAR ANODISED
DJ1	SINGLE LEAF, SOLID CORE MARINE PLY DOOR WITH PF2 PAINT FINISH. FRAME: PF6 PAINTED GRADE 316 STAINLESS STEEL, 2.0mm BMT. CONTACT: PACIFIC DOORS OEA
DJ2	DOUBLE LEAF, SOLID CORE MARINE PLY DOOR WITH PF2 PAINT FINISH. FRAME: PF6 PAINTED GRADE 316 STAINLESS STEEL, 2.0mm BMT. CONTACT: PACIFIC DOORS OEA
DJ3	ALUMINIUM FRAMED, SQUARE BEADED EXTERNALSINGLE LEAF DOOR. GLASS: GL1. FRAME FINISH: ANNODISED, 25 MICRONS (MARINE) COLOUR: CLEAR ANODISED
DJ4	ALUMINIUM FRAMED, SQUARE BEADED EXTERNALDOUBLE LEAF DOOR. GLASS: GL1. FRAME FINISH: ANNODISED, 25 MICRONS (MARINE) COLOUR: CLEAR ANODISED
DJ5	ALUMINIUM FRAMED, SQUARE BEADED EXTERNAL TOP HUNG SLIDING DOOR. GLASS: GL1. FRAME FINISH: ANNODISED, 25 MICRONS (MARINE) COLOUR: CLEAR ANODISED
RDM1	METALBILT DOORS 19mm TUBE ALUMINIUM GRILLE MOTORISED. PROVIDE HAND CHAIN OPERATION AS BACKUP. FINISH: CLEAR ANODISED, 25 MICRONS THK. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.
RDM2	METALBILT DOORS EXTRUDED ALUMINIUM SLAT MOTORISED ROLLER DOOR. PROVIDE HAND CHAIN OPERATION AS BACKUP. FINISH: CLEAR ANODISED, 25 MICRONS THK. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DATA SHEET/SPECIFICATIONS.
GL1	CLEAR TOUGHENED SAFETY GLASS - THICKNESS SPECIFICATION BY WINDOW SUPPLIER TO SUIT COUNTRY ULS AND SLS WIND PRESSURES
GL2	6mm THK. CLEAR TOUGHENED SAFETY GLASS - BR1 BREEZEWAY ALTAIR LOUVRES ONLY.
GL3	6mm THK. TRANSLUCENT TOUGHENED SAFETY GLASS - BR1 BREEZEWAY ALTAIR LOUVRES ONLY.
GL4	TRANSLUCENT TOUGHENED SAFETY GLASS - THICKNESS SPECIFICATION BY WINDOW SUPPLIER TO SUIT COUNTRY ULS AND SLS WIND PRESSURES
PEF1	'THERMAKRAFT WINDOW WORM' P.E.F. BACKING ROD (OEA) -POLYETHYLENE CLOSED CELL FOAM, COMPRESSABLE WATER RESISTANT AIR SEAL.SELECT PEF1 DIAMETER 30% LARGER THAN GAP AND INSTALL PEF1 IN COMPRESSED STATE.

S/S	GRADE 316 STAINLESS STEEL DOOR FRAME, 2.0mm THICK. PAINT FINISH : PF6. DELIVER PRE-PRIMED WITH T1 DOOR LEAF AND ALL HARDWARE FITTED.
AL	EXTRUDED ALUMNIUM DOOR FRAME.
AN	ANODISED, 25 MICRONS.
T1	SOLID CORE MARINE PLY DOOR LEAF. PAINT FINISH: PF2. DELIVER PRE-PRIMED.
VP	VISION PANEL - SIZE AND SETOUT TO COMPLY WITH NZBC ACCEPTABLE SOLUTION D1 / AS1 FIGURE 28 (PAGE 44).

LEGEND - TOILET DOOR SIGNS

SIGN MATERIAL: VINYL SHEET DECAL WITH SELF ADHESIVE BACKING.
INSTALLATION: FIX TO DOOR LEAF AT HEIGHT SHOWN ON DOOR ELEVATION DRAWINGS.

TOILET DOOR SIGNS

M	MALE
F	FEMALE
A	ACCESSIBLE

NOTE:
1. REFER TO THE DOOR HARDWARE SCHEDULE.
2. CHECK DOOR ROUGH OPENING HEIGHT & WIDTH ON SITE - ALL DOORS.
3. FINAL DOOR LEAF SIZES TBC - BASED ON DOOR MANUFACTURERS DETAILS.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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This drawing is confidential and shall only be used for the purposes of this project.

REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
01	TMA	03.11.14.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	08.10.14.

SCALES: N.T.S.

AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
DOOR SCHEDULE

A1	STATUS: FOR TENDER	DRAWING NO: 60277008–AR–5394	REV: 01

BATHROOM FIXTURES AND FITTINGS SCHEDULE

	CODE	DESCRIPTION	PRODUCT SPECIFICATION	COLOUR/MATERIAL	NOTES
ACCESSIBLE TOILETS & SHOWERS					
	WCA1	WC PAN FOR ACCESSIBLE TOILET	CAROMA 'CARE 100' SUITE OEA: FLOOR MOUNTED. CISTERN: PLASTIC CARE CISTERN WITH RAISED PLASTIC PUSH BUTTONS SEAT: 'CARAVELLE' CARE SEAT OEA - SINGLE FLAP TYPE	WHITE PLASTIC	
	WHB1	WASH HAND BASIN	CAROMA 'FAUN 450' WALL MOUNTED ACCESSIBLE WASH HAND BASIN WITH SHROUD OEA. MODEL: 640210W WITH ONE TAP HOLE.	WHITE VITREOUS CHINA	
	TAP1	BASIN TAP FOR WHB1	DELABIE 'TEMPOMIX 2' AUTOMATIC SHUT-OFF BASIN TAP WITH LEVER OEA. MODEL: DE700400	CHROME PLATED SOLID BRASS	
	GRB1	ACCESSIBLE GRAB RAIL	'ASI' 750 x 750 x 32MMØ PEENED S\S NON-SLIP GRAB RAIL WITH SNAP-FIT FLANGES OEA. MODEL: AS3707-M.	GRADE S\S	
	SST1	ACCESSIBLE SHOWER SEAT	'ASI' WALL MOUNTED DISABLED SHOWER SEAT OEA. MODEL: AS8203-M-NZ	GRADE S\S FOLDABLE FRAME	
	SCT1	SHOWER CURTAIN AND RAIL	'DELABIE' DISABLED COMPLIANT CORNER SHOWER CURTAIN AND TRACK OEA. 1100 x 1100 x 20MMØ S\S CURTAIN TRACK WITH CEILING SUPPORT STRUT & PVC CURTAINS. MODEL: DE382SP.		
	SHR1	SLIDE RAIL/SHOWER HEAD AND SHOWER MIXER	DELABIE 'DEFIT' SHOWER SET WITH SLIDE RAIL OEA. PROVIDE COMPATIBLE SHOWER MIXER TO SUIT LOW PRESSURE WATER SUPPLY. PROVIDE GRAB1 GRAB RAIL. MODEL: DEFIT900.		
PASSENGER & STAFF TOILETS	WC1	WC PAN	CAROMA 'PROFILE 4' CLOSE COUPLED SUITE OEA. MODEL 912315. CISTERN: PROFILE 'SMARTFLUSH' CISTERN OEA SEAT: AVALON COMMERCIAL SEAT (STANDARD) OEA - SINGLE FLAP TYPE	WHITE VITREOUS CHINA	PROVIDE SINGLE SEAT TOILET SEAT I.E. NOT SECONDARY SEAT COVER.
	WHB2	WASH HAND BASIN - SEMI RECESSED, FIXED VANITY	CAROMA 'CONCORDE 500' SEMI RECESSED VANITY BASIN OEA. MODEL 654210W. WITH ONE TAP HOLE.	WHITE VITREOUS CHINA	
	TAP2	BASIN TAP FOR WHB2	DELABIE 'TEMPOSTOP' AUTOMATIC SHUT-OFF BASIN TAP WITH PUSH BUTTON OEA. MODEL: DE745250	CHROME PLATED SOLID BRASS	
	UR1	URINAL	CAROMA 'TORRES' URINAL WALL-HUNG TOP INLET URINAL OEA. MODEL: 666101W WITH 'SLIMLINE' CORD (233031W) CISTERN OEA.	WHITE VITREOUS CHINA	
COMMON TOILET FIXTURES & FITTINGS					
	SD1	REFILLABLE LIQUID SOAP DISPENSER	'FRANKE RODAN' WALL MOUNTED SOAP DISPENSER OEA. MODEL: RODX618	S\S, 0.8MM BMT	
	FWG1	FLOOR WASTE GULLEY	'ALLPROOP ROUND S\S FLOOR WASTE GULLEY WITH 100MM PVC LEAK-CONTROL FLANGE AND ROUND HEIGHT-ADJUSTABLE FLOOR GRATE OEA. MODEL: TFW100RS	S\S	
	PTD1	PAPER TOWEL DISPENSER	'FRANKE RODAN' WALL MOUNTED PAPER TOWEL DISPENSER OEA. MODEL: RODX600.	S\S	
	TRD1	DUAL TOILET ROLL DISPENSER	'ASI' WALL MOUNTED DUAL TOILET ROLL HOLDER OEA. MODEL: 74022-HSSM.	S\S, SATIN FINISH	
	TCP1	PROPRIETARY TOILET PARTITION SYSTEM	HALEMAN 'STRATOS' PARTITION SYSTEM OEA. PANELS: 18MM MARINE-PLY CORE FACED WITH HIGH PRESSURE LAMINATE. EDGE TREATMENT: SILVER ANODISED ALUMINIUM EDGE TRIM TO PERIMETER OF ALL PANELS - 25 MICRONS. HINGES: S\S HOLD CLOSED BUTT HINGES - THREE PER DOOR. FRAME: 30 x 25 x 3MM ANODISED ALUMINIUM CHANNEL. FOOT: S\S STEEL CF2 FOOT. COAT HOOK: AVANTI COAT HOOK AND BUMPER - PROVIDE ONE PER DOOR.	PANEL COLOUR: TBC	
	MIR1	WALL MIRROR	6mm TOUGHENED MIRROR GLASS, COPPER BACKED WITH ALL EDGES POLISHED. 1mm CHAMFER TO OUTWARD FACING MIRROR EDGES.		REFER TO TOILET DRAWINGS FOR MIRROR DIMENSIONS.

NOTE:
1. ALL FIXTURES AND FITTINGS SHALL BE PROVIDED WITH ACCESSORIES, FIXING KITS, AND THE LIKE SUITABLE TO THE INSTALLATION.
2. ALL FIXINGS, SCREWS AND BOLTS SHALL BE GRADE 316 STAINLESS STEEL.
3. PROVIDE CHROME PLATED BRASS TYPE PLUG AND FIXED GRILLE (NO MOVING PARTS) TO ALL WHBS.
4. REFER TO DRG. AR-5368 FOR BATHROOM AND TOILET FIXTURES AND FITTINGS SET OUT.
5. USE GRADE 316 S/S VERSION OF EACH FITTING UNO.
6. ALL BATHROOM FIXTURES AND FITTINGS SHALL SUIT LOW PRESSURE SUPPLY UNO. CHECK ON SITE AND CONSULT HYDRAULIC ENGINEER PRIOR TO ORDERING FITTINGS AND FIXTURES.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

NOTE:
1. FINAL DETAIL DESIGN IS SUBJECT TO THE STRUCTURAL ENGINEERS DESIGN
2. FINAL DETAIL DESIGN IS SUBJECT TO THE ELECTRICAL/ FIRE/ MECHANICAL/ HYDRAULIC ENGINEERS DESIGN

FOR APPROVAL
NOT FOR CONSTRUCTION

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
03	TMA	30.06.15.	FOR TENDER	
02	TMA	06.08.13.	FOR APPROVAL	
01	TMA	22.07.13.	FOR APPROVAL	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED		DATE	

SCALES:

AECOM
AECOM New Zealand Limited
tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL
BATHROOM FITTINGS & FIXTURES SCHEDULE

A1	STATUS: DETAIL DESIGN	DRAWING NO: 60277008–AR–5396	REV.: 03

ROOM FINISHES SCHEDULE

	ROOM NUMBER	ROOM NAME	FLOOR FINISH	WALLS NORTH FINISH	WALLS NORTH SKIRTING	WALLS EAST FINISH	WALLS EAST SKIRTING	WALLS SOUTH FINISH	WALLS SOUTH SKIRTING	WALLS WEST FINISH	WALLS WEST SKIRTING	CEILING MATERIAL	CEILING FINISH	NOTE
INTERIOR														
	1.02	CHECK-IN HALL	SE2/ EMT1	PF4/ CLAD1-HL	SK2	PF4/ CLAD1-HL	SK2	PF4/ SCR3-HL	SK2	PF4/ CLAD1-HL	SK2	CL3	PF3	REFER TO THE CEILING PLAN. PF3 FINSH TO CL3 (TM2) +TB1
	1.03	STORE ROOM	FL3	PF4	SK2	PF4	SK1	PF4	SK2	PF4	SK2	CL1	PF1	
	1.04	AIRLINE ROOM	FL3	PF4/ IGP1	SK2	PF4	SK1	PF4	SK2	PF4	SK2	CL1	PF1	
	1.05	SECURITY SCREENING	SE2	PF4/ SCR3-HL	SK2	SCR2/ SCR3-HL	SK2			PF4/ CLAD1-HL	SK2	CL3	PF3	
	1.06	OUTBOUND PASSPORT CONTROL	SE2			SCR2/ SCR3-HL	SK2	SCR2/ SCR3-HL	SK2	PF4/ CLAD1-HL	SK2	CL3	PF3	
	1.07	OUTBOUND PASSPORT CONTROL OFFICE	FLR3	PF4/ IGP1	SK1	PF4	SK1	PF4	SK1	PF4	SK1	CL1	PF1	
	1.08	DEPARTURES LOUNGE	SE2	PF4	SK2	PF4/ CLAD1-HL	SK2	PF4/ IGP1	SK2	SCR2/ SCR3-HL	SK2	CL3	PF3	
	1.09	DUTY FREE CONCESSION	SE2	IGP1	SK2	PF4	SK2	PF4/ IGP1	SK2	PF4	SK2	CL1	PF1	
	1.10	CIRCULATION	SE2	IGP1		PF4	SK2			PF4	SK2			
	1.11	TOILET F/A	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P1 AND E1 (A,B+C)								CL1	PF1	WC LAYOUT AND DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.12	TOILET M/A	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P1 AND E1 (A,B+C)								CL1	PF1	WC LAYOUT AND DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.15	INBOUND PASSPORT CONTROL	SE2/ EMT1	PF4	SK2	PF4	SK2			PF4	SK2	CL3	PF3	REFER TO THE CEILING PLAN. PF3 FINSH TO CL3 (TM2) +TB1
	1.16	CIRCULATION	SE2	PF4	SK2			PF4	SK2	PF4	SK2	CL1	PF1	
	1.17	TOILET - A + SH	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P2 AND E2 (A + B)								CL1	PF1	WC/SHR LAYOUT & DOOR LOCATION VARIES - REFER TO FLR. PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.18	TOILET - A	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P1 AND E1 (A,B+C)								CL1	PF1	WC LAYOUT & DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.19	INTERNATIONAL BAG RECLAIM	SE2	PF4/ IGP1	SK2	PF4/ CLAD1-HL	SK2	PF4	SK2			CL3	PF3	REFER TO THE CEILING PLAN. PF3 FINSH TO CL3 (TM2) +TB1
	1.20	CUSTOMS & QUARANTINE SCREENING		PF4/ IGP1	SK2			PF4/ IGP1	SK2	PF4/ CLAD1-HL	SK2	CL3	PF3	REFER TO THE CEILING PLAN. PF3 FINSH TO CL3 (TM2) +TB1
	1.21	CUSTOMS INTERVIEW ROOM	FLR3	PF4	SK1	PF4	SK1	PF4	SK1	PF4/ IGP1	SK1	CL1	PF1	
	1.22	CUSTOMS & EXCISE ROOM	FLR3	PF4	SK1	PF4	SK1	PF4	SK1	PF4/ IGP1	SK1	CL1	PF1	
	1.23	VIP LOUNGE	SE2	PF4	SK1	PF4/ CLAD1-HL		PF4	SK1	PF4	SK1	CL1	PF1	
	1.24	KITCHENETTE	FLR3	PF4	SK1			PF4	SK1	REFER TO AR-5323		CL1	PF1	
	1.25	TOILET - A	TIL1	REFER TO DRAWING AR-5368								CL1	PF1	WC LAYOUT AND DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.26	INBOUND PASSPORT CONTROL INTERVIEW ROOM	FLR3	PF4/ IGP1	SK1	PF4	SK1	PF4	SK1	PF4	SK1	CL1	PF1	
	1.27	QUARANTINE INTERVIEW ROOM	FLR3	PF4/ IGP1	SK1	PF4	SK1	PF4	SK1	PF4	SK1	CL1	PF1	
	1.28	SERVICES/ PLANTROOM	SE2	PF4		PF4		PF4		PF4		CL1	PF1	
	1.29	POST ROOM	SE2	PF4		PF4		PF4		PF4		CL1	PF1	
	1.30	CIRCULATION	TIL1	PF4		PF4				PF4		CL1	PF1	
	1.31	TOILET - M + A	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P1 AND E1 (A,B+C)								CL1	PF1	WC LAYOUT & DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.32	TOILET - M	TIL1	PF4		PF4		TIL1		TIL1		CL1	PF1	
	1.33	TOILET - M + A	TIL1	REFER DRAWING AR-5368 - PROVIDE ALL FITTINGS, FIXTURES & FINISHES AS PER P1 AND E1 (A,B+C)								CL1	PF1	WC LAYOUT & DOOR LOCATION VARIES - REFER TO FLOOR PLAN AR 5303 FOR WC FITTING AND FIXTURES LAYOUT.
	1.34	CIRCULATION	TIL1			PF4		PF4		PF4		CL1	PF1	

LEGEND

HL = HIGH LEVEL

EXTG = EXISTING FLOOR FINISH

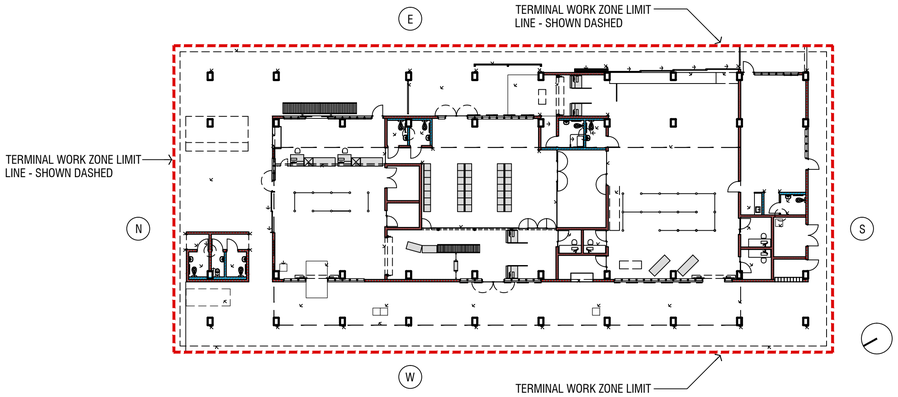
WE= EXISTING TIMBER WINDOW FRAME

THE FOLLOWING SCOPE OF WORK NOTES APPLY TO THE ENTIRE AREA WITHIN THE TERMINAL WORK ZONE LIMIT LINE, AS SHOWN ON DRAWING AR 5397, PLAN P1 - TERMINAL WORK ZONE PLAN:

1. PROVIDE NEW INTERIOR FINISHES TO ALL VISIBLE SURFACES THROUGHOUT THE BUILDING, WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
2. PROVIDE NEW PAINT OR CLEAR SEALER FINISHES TO ALL WALLS, DOORS, DOOR FRAMES, VISIBLE TIMBER, STEEL, BLOCKWORK AND CONCRETE STRUCTURE AND CEILINGS WITHIN THE TERMINAL WORK ZONE LIMIT LINE.
3. PROVIDE PF12 'SODIUM SILICATE' OR LITHIUM BASED, CLEAR, PENETRTAING SEALER TO ALL PC1 PRECAST REINFORCED CONCRETE COLUMNS. IN ADDITION, WHERE COLUMNS EMBEDDED IN WALL, PROVIDE PF4 PAINT FINISH TO SELECTED FACES - VERIFY LOCATIONS WITH ARCHITECT.
4. INSTALL ALL FINISHES AND PREPARE ALL FINISH SUBSTRATES IN ACCORDANCE WITH THE FINISH MANUFACTURER/SUPPLIERS RECOMMENDATIONS AND THE ARCHITECTS SPECIFICATIONS.
5. SKIRTINGS: PROVIDE SK2 SKIRTINGS TO ALL WALLS. NOTE: NO SKIRTINGS REQUIRED TO WALLS WITH TIL2 TILED FINISH.
6. PROVIDE PF10 PAINT FINISH TO ALL STL1 STEEL STRUCTURE AND SUBFRAME WITHIN THE TERMINAL WORK ZONE.
7. PROVIDE PF4 FINISH TO ALL NEW BLOCKWORK - INTERIOR AND EXTERIOR.

NOTE:

A. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL ARCHITECTS DRAWINGS AND THE ARCHITECTS SPECIFICATION.
B. REFER TO THE TERMINAL FLOOR PLAN - DRAWING AR-5305.
C. PRIOR TO PRACTICAL COMPLETION, PROVIDE A COMMERCIAL GRADE CLEAN TO:
-UNDERSIDE OF EXISTING ROOF FRAMING AND STRUCTURAL MEMBERS
-TOP SURFACE OF EXISTING AND NEW LOW-LEVEL CEILINGS
-THE ENTIRE INTERIOR OF THE TERMINAL BUILDING



P1 / - TERMINAL WORK ZONE PLAN
1:250 @ A1/ 1:500 @ A3

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ARCHITECTS DRAWING T1 – TECHNICAL SPECIFICATION CODES – DRG. NO. AR–5301

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION.

FOR TENDER

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This drawing is confidential and shall only be used for the purposes of this project.

REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
01	TMA	03.11.14.	FOR TENDER ISSUE	

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	TMA	CHECKED	TM
DRAWN	TMA	CHECKED	TM
APPROVED	TMA	DATE	20.10.14.

SCALES: N.T.S.

AECOM

AECOM New Zealand Limited

tim mein architects

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT TERMINAL
ROOM FINISHES SCHEDULE

A1	STATUS: FOR TENDER	DRAWING NO: 60277003-AR-5397	REV: 01

DRAWINGS FOR

FUNAFUTI INTERNATIONAL AIRPORT
TERMINAL BUILDING

STRUCTURAL

FOR TENDER ISSUE
10/04/2015

AECOM

DRAWING No. 60277008-ST-5200

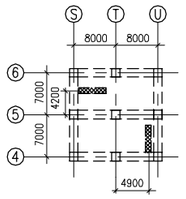
Last saved Fri, 10 Apr 2015 02:34, pm

GENERAL NOTES

1. These drawings shall be read in conjunction with the specifications and the project documents of other engineering and other professional disciplines and other such written instructions that may be issued. All dimensions and details shall be checked for agreement with the other project documents.
2. Dimensions shall not be scaled. Any discrepancies within the documentation shall be referred for clarification and approval before proceeding. If in doubt, ask.
3. All dimensions are in millimetres, except levels and coordinates which are in metres unless noted otherwise.
4. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.
5. During construction the structures and excavations shall be maintained in safe and stable conditions at all times and no part shall be overstressed. The Contractor shall provide temporary works such as bracing, propping and shoring as necessary to keep the works stable at all times. Where necessary, the Contractor shall engage a Structural Engineer to design and certify the temporary works.
6. Existing services shown on drawings are indicative only. Prior to commencement of construction, the Contractor shall identify all existing services. Any damage to the existing services shall be rectified at the Contractor's expense.
7. All disturbed areas not subject to new works shall be reinstated to their original condition by the Contractor at the completion of works.
8. The drawings may not show all details of fixtures, inserts, sleeves, openings etc required by the various trades. All such details, including recesses and chases, are to be approved by the Engineer before proceeding with construction.
9. Where engineering inspections are required, the Contractor shall give a minimum of 48 hours notice. All works to be inspected must be completed prior to the time of inspection. Inspections do not relieve the Contractor of responsibility for the completeness and correctness of the works.

BUILDING GRID

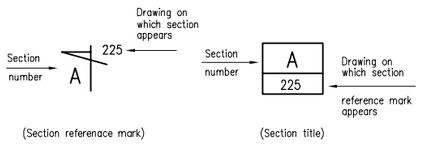
When a beam or wall is situated off the building grid the beam location is expressed as a decimal of the distance between the building grid.



A beam at 4900 from grid T towards U is located as "Beam at grid T.6"

A wall at 4200 from grid 5 towards 6 is located as "Wall at grid 5.6"

DESIGNATION OF CROSS-SECTIONS



ABBREVIATIONS

alt	Alternate	EL	Elevation	NTS	Not to scale
approx	Approximate	EW	Each way	O/A	Overall
b	Bottom	FF	Far face	OD	Outside diameter
bs	Both sides	FFL	Finished Floor Level	PCD	Pitch circle diameter
C	Centre	FGL	Finished Ground Level	PL	Plate
c/c	Centre to centre	F.J	Free Joint	P.V.C.	Poly vinyl chloride
crs	Centres	FL	Flat	rad	Radius
ch	Channel	FW	Fillet weld	RC	Reinforced concrete
℄	Centreline	FWAR	Fillet weld all round	reinf	Reinforcement
col	Column	galv'd	Galvanised	RL	Reduced level
conc	Concrete	H.D.	Holding down (bolt)	Sht	Sheet
c.o.s.	Check on site	H.D.Galv'd	Hot dip galvanised	sq.	Square
C.J.	Construction joint	Horiz	Horizontal	S.S.	Stainless steel
cvr	Cover	I.D.	Inside diameter	spec.	Specification
DFT	Dry film thickness	IL	Invert level	star	Starter
dia	Diameter	IP	Intersection point	stir	Stirrup
ø	Diameter	LAR	Lap at random	t	Top
D.J.	Dowel Joint	max	Maximum	TOC	Top of Concrete
DPC	Damp proof course	min	Minimum	trim	Trimmer
DPM	Damp proof membrane	M.S.	Mild steel	TYP	Typical
Dwg	Drawing	nom.	Nominal	TP	Tangent point
EA	Equal angle	NB	Nominal bore	UOC	Underside of Concrete
EF	Each face	NF	Near face	uno	Unless noted otherwise
EJ	Expansion joint	No	Number	VL	Varying length
				vert	Vertical

CONCRETE

1. Materials and workmanship shall comply with NZS 3109:1997
2. Concrete cylinder compressive strength at 28 days shall be as shown below, unless noted otherwise on the drawings:

Member Location	Concrete Strength MPa	Exposure Classification	Required Cover mm
Site concrete	10	–	–
Foundations	30	B1	75 (50)
Internal beams	30	A1	20
External beams	30	B1	35
Floor slabs	30	B1	35
Columns	30	B1	35

NB: Minimum cover for concrete cast against ground can be 50mm (shown in brackets) instead of 75mm if using a damp-proof membrane or blinding concrete.

3. Maximum aggregate size shall be 20mm uno.
4. In the drawings the beam depth is written first followed by the width. Depth includes the slab thickness if present.
5. The design, certification, construction and performance of the formwork, falsework and back propping shall be the responsibility of the Contractor.
6. All formed edges and re-entrant corners shall be chamfered or filleted 20mm uno on the drawings.
7. Surface Finishes to NZS 3114:1987

   Refer specifications.
8. Refer to Table 5.3 of NZS 3109:1997 for minimum formwork stripping times.
9. All holes left by form tie bolts shall be filled with mortar matching the surface colour of the finished surface.

CONCRETE MASONRY

1. All masonry construction shall be to NZS 4210 and NZS 4230. Unless noted otherwise, construction shall be in accordance with Observation Type B of NZS 4230 under the supervision of a Registered Mason.
2. Blocks shall comply with AS/NZS 4455 and have a minimum characteristic strength of 15MPa in accordance with NZS 4210.
3. Mortar shall have a minimum compressive strength of 15MPa
4. Grout infill shall have a minimum compressive strength of 25MPa.
5. All cells to be grouted
6. Provide cleanout ports at the bottom of all cores that are to be grouted. For fully grouted walls use inverted open-end depressed-web bond beams blocks for the first course.
7. Unless specified otherwise on the drawings, minimum splice lengths for deformed bars shall be:

   40 bar diameters for Grade 300 steel

   70 bar diameters for Grade 500 steel

FOUNDATIONS

1. Footings shall be constructed and backfilled as soon as possible after excavation to avoid softening or drying out by exposure.
2. Unless noted otherwise on the drawings, a 50mm thick blinding layer shall be placed under all pad and strip footings on the exposed foundation material immediately after approval by the geotechnical engineer.

REINFORCEMENT

1. Notation

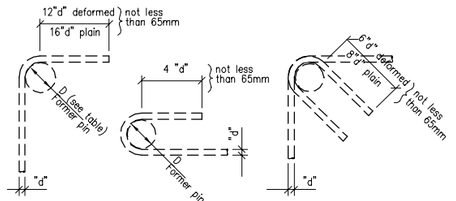
   H Deformed Grade 500, ductility class E to AS/NZS 4671:2001

   HR Plain round Grade 500, ductility class E to AS/NZS 4671:2001

   D Deformed Grade 300, ductility class E to AS/NZS 4671:2001

   R Plain round Grade 300, ductility class E to AS/NZS 4671:2001

2. All Grade 500 reinforcing steel shall be manufactured by the micro-alloy (MA) process unless approved otherwise. Grade 500 steel manufactured by the quench and temper (QT) process may be used only with written permission of the Engineer, and then only in locations where there is no possibility of re-bending or welding of the bars.
3. Standard Hooks and Bends



(Standard leg) (Standard hook) (Standard tie or stirrup anchorage)

All dimensions are from outside of bars except radii which are to be inside of bar.
"d" denotes bar diameter.

4. Minimum Diameters of Reinforcement Bends

fy (MPa)	Bar type	Bar diameter d (mm)	Minimum diameter of bend (mm)	
			Plain bars	Deformed bars
300 or 500	Stirrups and ties	6 – 20 25	2d 3d	4d 6d
	All other bars	6 – 20 25 – 40	5d 6d	5d 6d

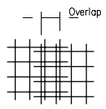
5. Splice Lap Lengths (mm) for Deformed Bars

fy MPa	f'c MPa	Bar Diameter (mm) 10	12	16	20	25	32
Grade 300	20	350	425	550	675	850	1075
	25	300	375	500	600	750	975
	30	300	350	450	550	700	900
	35	300	325	425	525	650	825
	40	300	300	400	475	600	775
Grade 500	20	575	675	900	1125	1400	1800
	25	500	600	800	1000	1250	1600
	30	475	550	750	925	1150	1475
	35	425	525	700	850	1075	1375
	40	400	475	650	800	1000	1275

- Splice lengths above shall be increased by a multiplier of 1.3 where top bars have greater than 300mm of fresh concrete cast below the bar.
- Lap splicing of plain straight bars is not permitted.

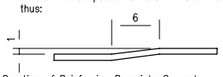
6. Laps to Reinforcing Steel Mesh

   Overlap measured between outermost cross wires of each fabric sheet is not less than the spacing of cross wires, plus 50 mm, nor less than 150mm, except where shown otherwise on the drawing.



7. Standard Bar Crank

   When main bars are offset, ie for cranked laps, the slope of the inclined portion of the bar shall not exceed 1 in 6, thus:



8. Epoxy Grouting of Reinforcing Bars into Concrete

Embedment Depth (mm)			
Bar Diameter (mm)	Minimum Hole Diameter (mm)	Grade 300	Grade 500
10	14		175
12	16	150	225
16	22	200	300
20	26	250	375
25	32	300	475
32	40	400	600

Tabulated values above apply to deformed bars epoxy grouted into dry concrete of minimum 25MPa strength at 28 days. Holes shall have rough sides air-blasted clean of dust and loose material. Holes for horizontal starters shall slope downwards at 15 degrees.

Alternatively use Ramset Chemset Reo 502 or Hilti RE500 in accordance with manufacturers specification.

REINFORCEMENT cont.

9. Epoxy Grouting of Anchor Studs into Concrete

Embedment Depth (mm)			
Bar Diameter (mm)	Minimum Hole Diameter (mm)	Grade 4.6	Grade 8.8
12	16	150	210
16	22	200	280
20	26	250	350
24	30	300	420
30	36	360	550
36	42	450	700

Tabulated values above apply to threaded studs epoxy grouted into dry concrete of minimum 25 MPa strength at 28 days. Holes shall have rough sides air-blasted clean of dust and loose material.

The same embedment depths apply to cast-in bolts. The embedded portion shall comprise a bolt with head, threaded rod with nut, or threaded rod with plate washer.

Alternatively use Ramset Chemset Reo 502 or Hilti RE500 in accordance with manufacturers specification.

STRUCTURAL STEEL

1. Materials, fabrication and erection shall be in accordance with NZS 3404.1:2009
2. Unless noted otherwise, all materials shall be as follows:

   Hot rolled plates to AS/NZS 3678 Grade 250

   Hot rolled sections UB, UC, PFC, TFC, EA, UA, flats to AS/NZS 3679.1 Grade 300

   Welded sections WB, WC to AS/NZS 3679.2 Grade 300

   Tubular sections CHS, SHS, RHS to AS 1163 Grade C350

   Refer specification for other material types
3. All welding is to be carried out in accordance with AS/NZS 1554.
4. Welding symbols used on the drawings are in accordance with AS 1101.3:2005
5. All welds shall be category SP uno, except for handrails, stairs, ladders, floor plates and grating welds which shall be GP.
6. Welding consumables shall be E48XX or W50X uno.
7. All welds to be 6mm continuous fillet weld uno.
8. All butt welds to be complete penetration butt weld category SP uno.
9. The ends of all hollow sections are to be capped with a 5mm thick end plate with continuous seal fillet weld all round, uno. Breather holes are to be provided if members are to be hot-dip galvanized.
10. Inspections to be carried out to AS/NZS 1554.1:1995 uno in the drawing or specification. Minimum extent of non-destructive examination (NDE) shall be as follows:

Weld Category	Extent of NDE, %			
	Visual Means		Other Means	
	Visual Scanning	Visual Examination	Magnetic Particle (for fillet weld)	Radiography or Ultrasonic (for butt weld)
GP	100	15	–	–
SP	100	50	–	–

11. Bolting Notation:

Bolting category	Bolt standard	Bolt grade	Tension method	Tensioned joint type
4.6/S	AS 1111	4.6	Snug tight	
8.8/S	AS/NZS 1252	8.8	Snug tight	
8.8/TB	AS/NZS 1252	8.8	Full tension	Bearing
8.8/TF	AS/NZS 1252	8.8	Full tension	Friction

Note: The faying surfaces of /TF joints are to be left uncoated.

12. Steel bolts, nuts and washers shall be hot-dip galvanized uno.
13. All bolts are to be M20 Grade 8.8/S uno, and minimum connection details shall consist of 2-M20 bolts with 10mm cleat plates uno
14. All hold-down bolts shall be Grade 4.6/S and hot-dip galvanized after fabrication uno. All hold-down bolts to be M20 uno. Grade 8.8 hold-down bolts shall not be used without approval unless so indicated on the drawings.
15. High strength bolts shall not be re-torqued or re-used.
16. With the exception of hold-down bolts, bolt holes shall be 2mm larger in diameter than the nominal bolt diameter. Holes for hold-down bolts shall be 4mm larger than the nominal bolt diameter for bolts up to 24mm diameter, and 6mm larger for bolts over 24mm diameter.
17. Refer specification for coating system applied to steelwork.

TIMBER

1. Refer specification for framing timber and laminated timber requirements.

STAINLESS STEEL:

1. Refer specification for all stainless steel requirements.

CAD Ref: P:\60277008\5 CADD\5.3 Working\DRG\05 FUN\Terminal\ 60277008-ST-5201.dwg

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This drawing is confidential and shall only be used for the purposes of this project.

REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH THE AECOM QUALITY ASSURANCE SYSTEM TO ISO 9001-2000

DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES:

AECOM

AECOM New Zealand Limited

CLIENT:

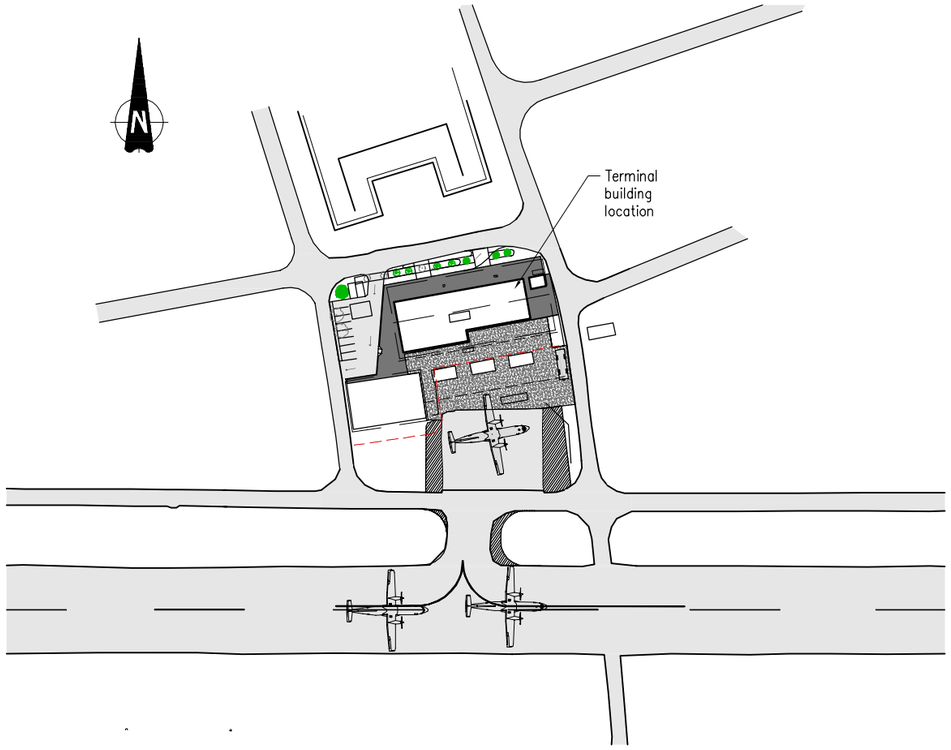
FOR TENDER

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

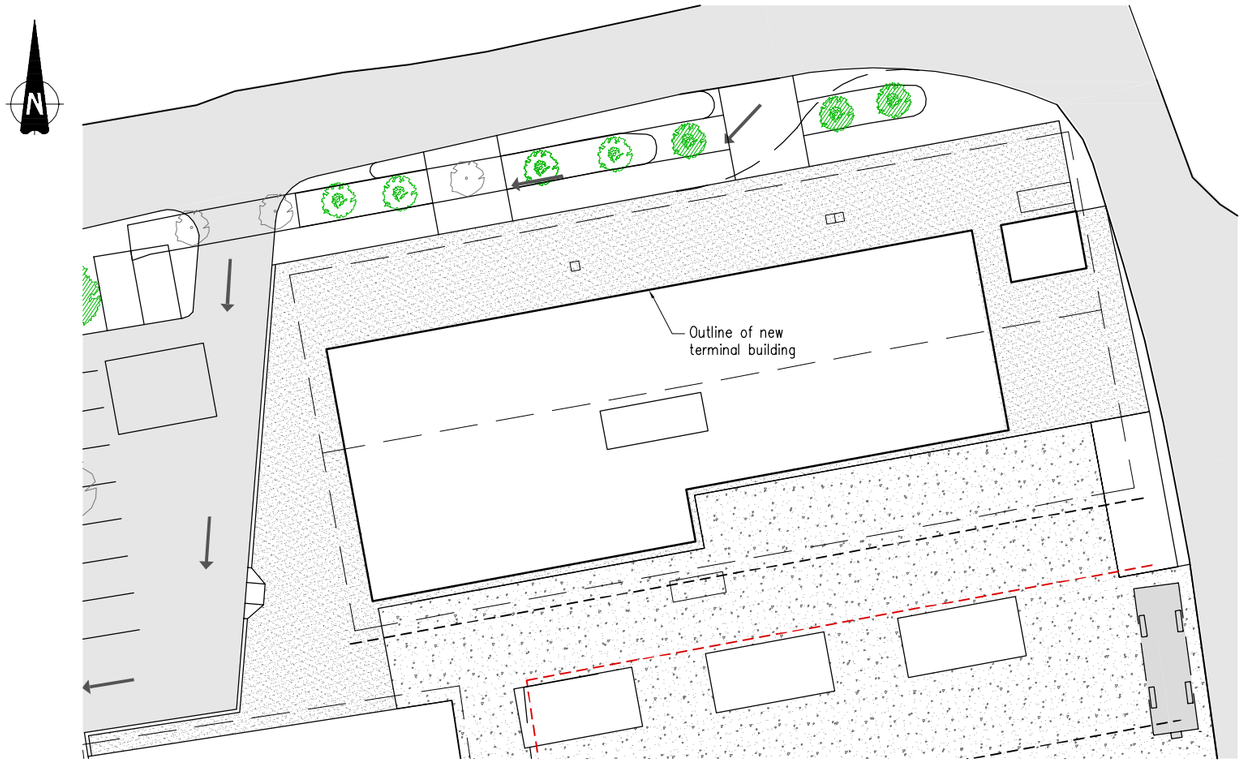
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
GENERAL NOTES

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5201	REV: B

Last saved: Fri, 10 Apr 2015 02:34 pm



SITE PLAN
1 : 1000 @ A1



PLAN
1 : 200 @ A1

FUNAFUTI INTERNATIONAL AIRPORT – DRAWING LIST

DRAWING NO.	TITLE
60277008-ST-5200	COVER SHEET
60277008-ST-5201	GENERAL NOTES
60277008-ST-5202	SITE LOCATION PLAN
60277008-ST-5211	LOWER LEVEL FOUNDATION PLAN
60277008-ST-5212	TANK FLOOR SLAB PLAN
60277008-ST-5213	UPPER LEVEL FOUNDATION PLAN
60277008-ST-5214	GROUND FLOOR SLAB PLAN
60277008-ST-5215	BLOCK WALL LAYOUT PLAN
60277008-ST-5216	COLUMN LAYOUT PLAN
60277008-ST-5218	TANK FLOOR SLAB – REINFORCEMENT PLAN
60277008-ST-5219	FLOOR SLAB – REINFORCEMENT PLAN
60277008-ST-5221	FOUNDATION ELEVATIONS – ON GRIDS 1, 2, 3, 4 & 4.5
60277008-ST-5222	FOUNDATION ELEVATIONS – ON GRIDS 5, 7, 9 & 10
60277008-ST-5223	FOUNDATION ELEVATIONS – ON GRIDS A, B, B1, C & D
60277008-ST-5224	TANK WALLS REINFORCEMENT DETAILS
60277008-ST-5225	FOUNDATION DETAILS – SHEET 1
60277008-ST-5226	FOUNDATION DETAILS – SHEET 2
60277008-ST-5227	TANK WALL DETAILS
60277008-ST-5228	BLOCK WALL DETAILS
60277008-ST-5229	SLAB DETAILS
60277008-ST-5231	MAIN ROOF PLAN
60277008-ST-5232	UPPER ROOF PLAN AND DETAILS
60277008-ST-5241	STRUCTURAL SECTIONS – ON GRIDS 1+2
60277008-ST-5242	STRUCTURAL SECTIONS – ON GRIDS 3+4
60277008-ST-5243	STRUCTURAL SECTIONS – ON GRIDS 9+10
60277008-ST-5246	STRUCTURAL SECTIONS – ON GRIDS A, B+B1
60277008-ST-5247	STRUCTURAL SECTIONS – ON GRIDS C+D
60277008-ST-5251	STRUCTURAL MEMBER – CONNECTION DETAILS – SHEET 1
60277008-ST-5252	STRUCTURAL MEMBER – CONNECTION DETAILS – SHEET 2
60277008-ST-5253	STRUCTURAL MEMBER – CONNECTION DETAILS – SHEET 3

CAD Ref: P:\602X\60277008\S_CAD\S3 Working\DRG\05 FUN Terminal\ 60277008-ST-5202.dwg

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B	GH	10.04.15	FOR TENDER ISSUE		CDT
A	SM	03.11.14	FOR TENDER ISSUE		CDT

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DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES:

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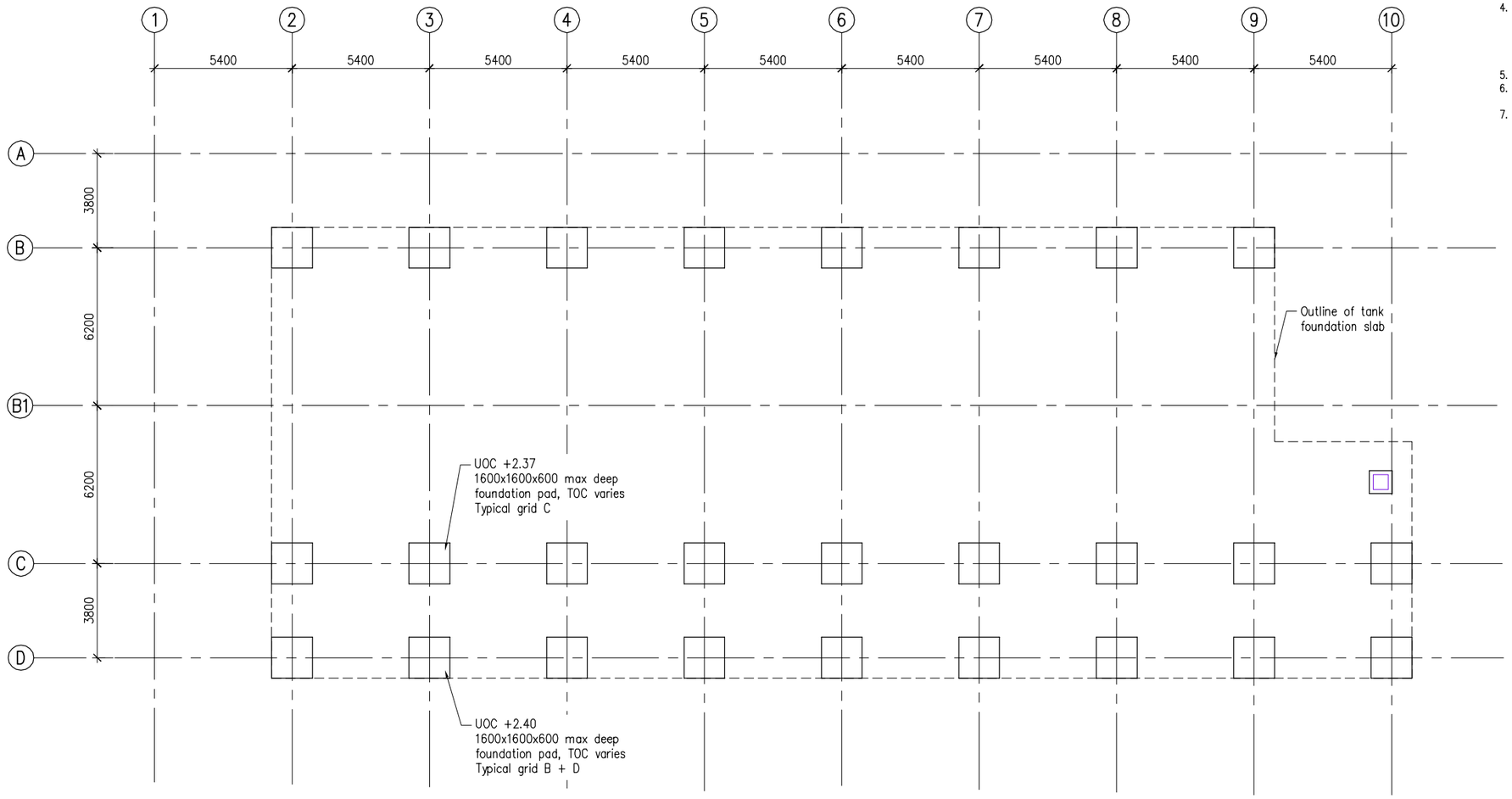
CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
SITE LOCATION PLAN

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5202	REV: B

Last saved: Fri, 10 Apr 2015 02:34 pm



PLAN - LOWER LEVEL FOUNDATION PADS

1 : 100

Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.
3. Existing services shown on drawings are indicative only. Prior to commencement of construction, the Contractor shall identify all existing services. Any damage to the existing services shall be rectified at the Contractor's expense.
4. The drawings may not show all details of fixtures, inserts, sleeves, openings etc required by the various trades. All such details, including recesses and chases, are to be approved by the Engineer before proceeding with construction.
5. Pads are cast monolithic with foundation slab.
6. Provide sheet tanking system under foundation. Refer specification.
7. Refer also:
   ST-5212 Tank Floor Slab Plan
   ST-5213 Upper Level Foundation Plan

CAD Ref: P:\60272\60277008\5 CADD\5.3 Working\DRG\05 FUN\Terminal\60277008-ST-5211.dwg

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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
LOWER LEVEL FOUNDATION PLAN

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5211	REV: B

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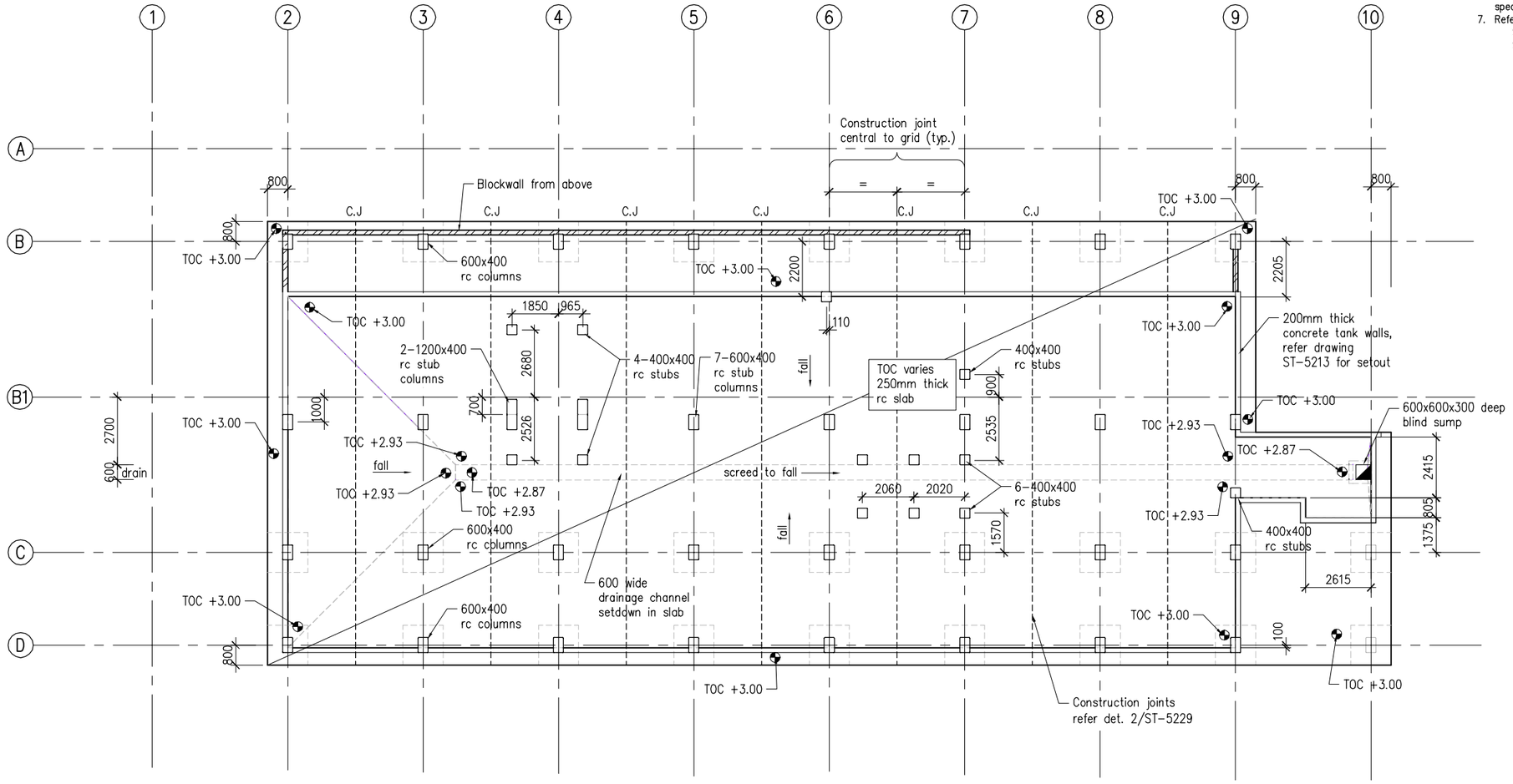
Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.
3. Pads are cast monolithic with foundation slab.
6. Provide sheet tanking system under foundation. Refer specification.
7. Refer also:
   ST-5211 Lower Level Foundation Plan
   ST-5213 Upper Level Foundation Plan



PLAN - TANK FLOOR SLAB
1 : 100

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DRAWN	SM	CHECKED	NS
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SCALES: AS SHOWN

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
TANK FLOOR SLAB PLAN

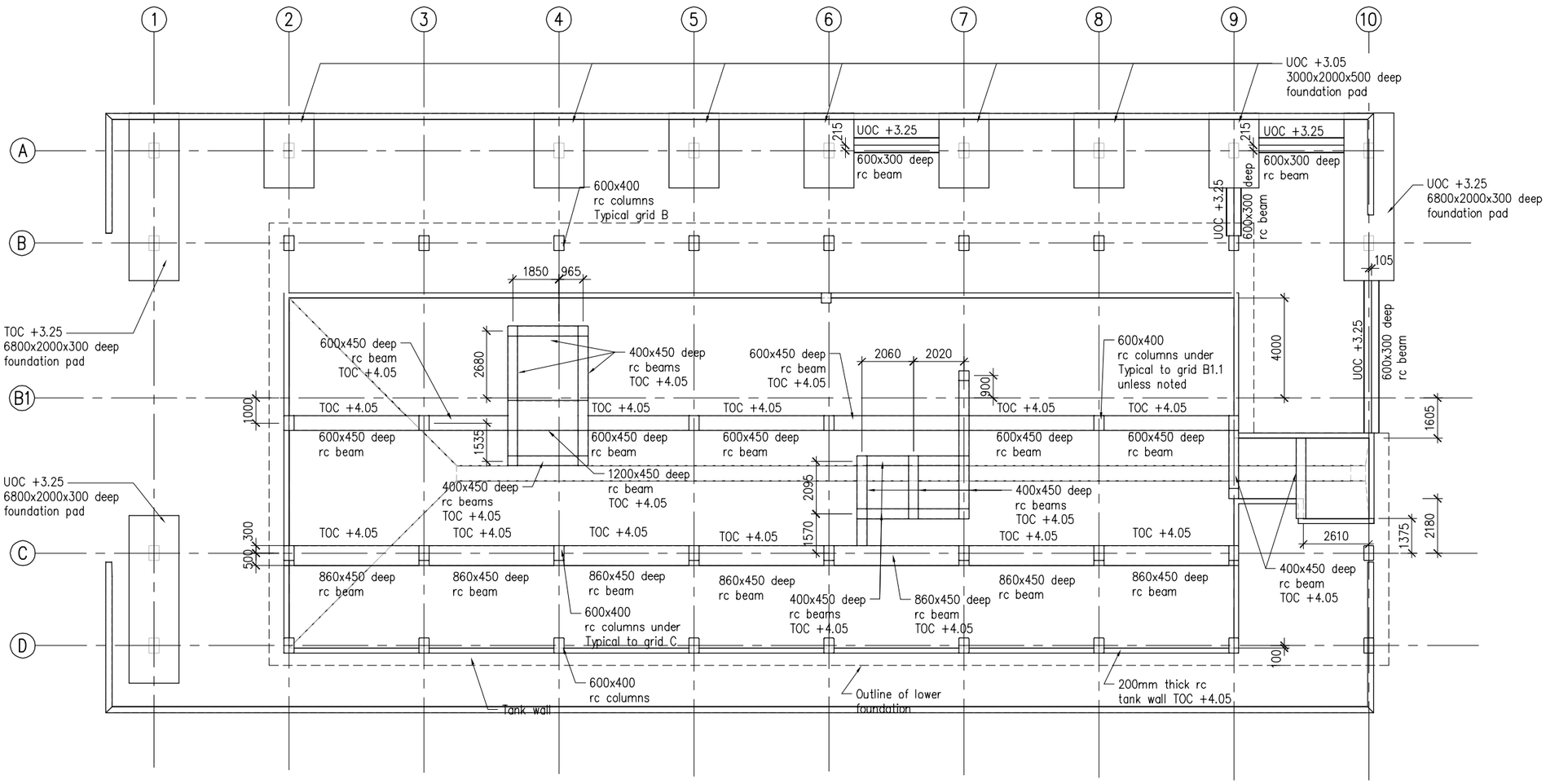
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ST-5212 | REV: B

CAD Ref: P:\602X\60277008\S_CAD\S3 Working\DRG\V5 FUN Terminal\ 60277008-ST-5212.dwg

Last saved: Mon, 13 Apr 2015 10:56 am

Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.
3. Pads are cast monolithic with foundation slab.
4. Provide DPM under all new foundation strips and floor slabs, as per specification.
5. Refer also:
   ST-5211 Lower Level Foundation Plan
   ST-5212 Tank Floor Slab Plan



PLAN - UPPER LEVEL FOUNDATION

1 : 100

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REVISIONS				
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
UPPER LEVEL FOUNDATION PLAN

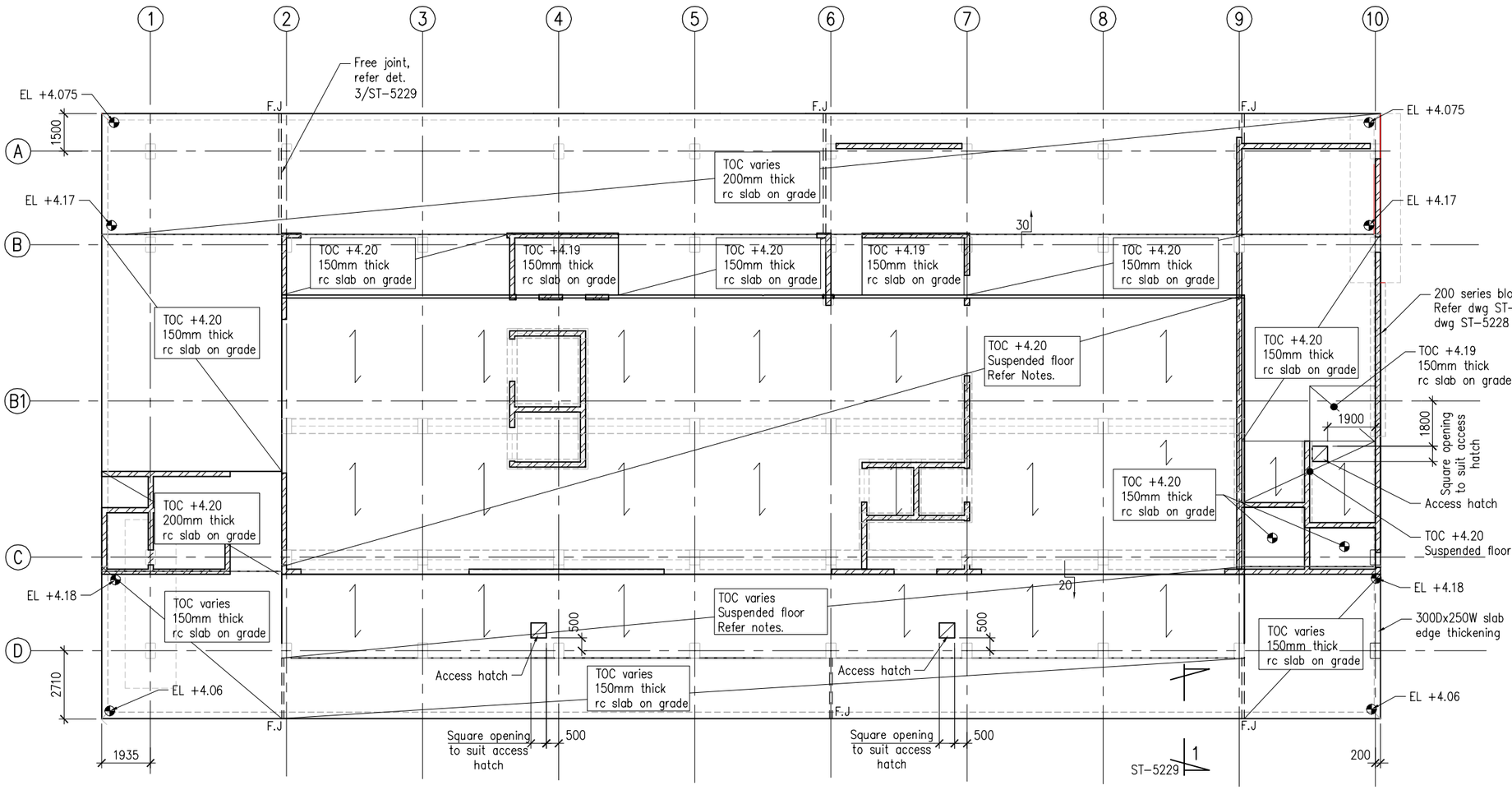
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5213 | REV: B

CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\05 FUN\Terminal\ 60277008-ST-5213.dwg

Last saved: Mon, 13 Apr 2015 10:56 am

Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.
3. Refer also:
   ST-5215 Block Wall Layout Plan
   ST-5225 Block Wall Details



PLAN - GROUND FLOOR SLAB LAYOUT

1 : 100

Suspended floor system:
75mm prestressed plank with, 75mm reinforced concrete composite topping slab.
Live Load allowance 5kPa
Superimposed dead load allowance 1kPa

FOR TENDER

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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
GROUND FLOOR SLAB PLAN

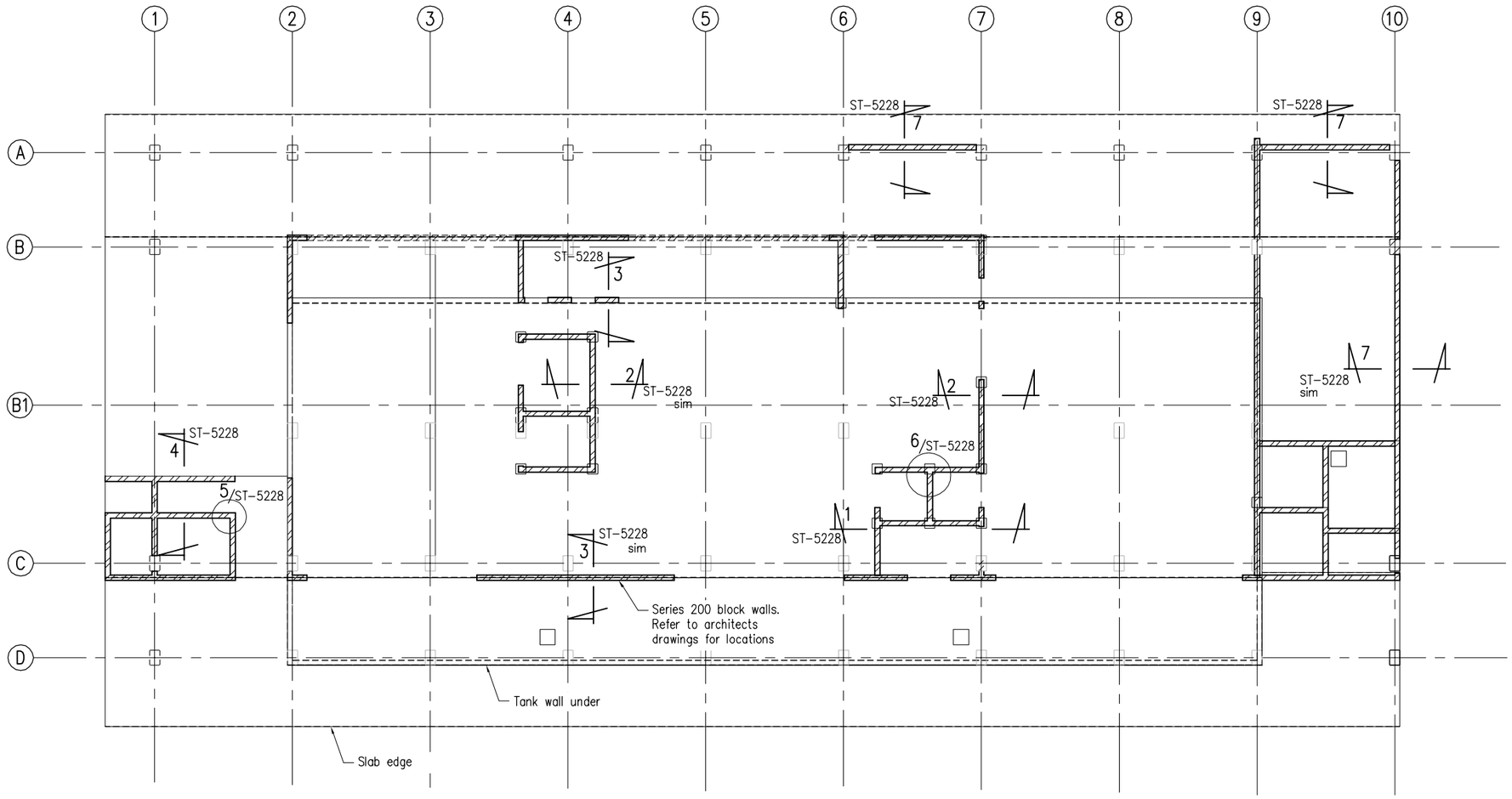
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ST-5214 | REV: B

CAD Ref: P:\60277008\S_CAD\S3 Working\DRG\05 FUN Terminal\ 60277008-ST-5214.dwg

Last saved: Fri, 10 Apr 2015 02:35 pm

Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.



PLAN - BLOCKWALL LAYOUT
1 : 100

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REVISIONS				
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B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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SCALES: AS SHOWN

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
BLOCK WALL LAYOUT PLAN

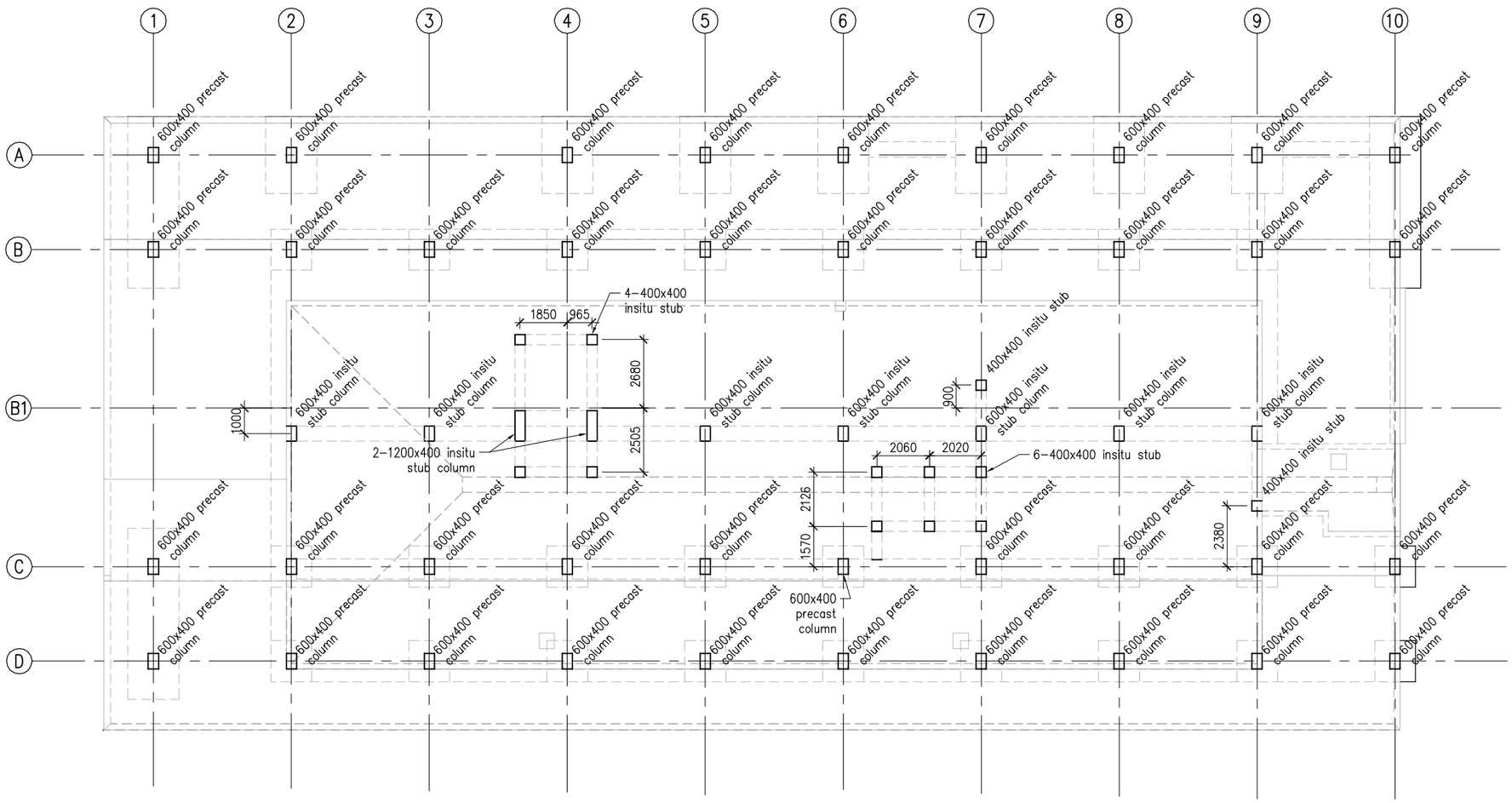
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5215 | REV: B

CAD Ref: P:\612X\60277008\S_CAD\S3 Working\ORG\05 FUN Terminal\ 60277008-ST-5215.dwg

Last saved: Fri, 10 Apr 2015 02:35 pm

Note:

1. Refer General notes drawing ST-5201
2. Setting out dimensions shall be verified on site by the Contractor, who shall be responsible for their correctness. All dimensions of existing structures shall be checked by the Contractor prior to fabrication and erection.



COLUMN LAYOUT PLAN
1:100

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A	SM	03.11.14	FOR TENDER ISSUE		CDT

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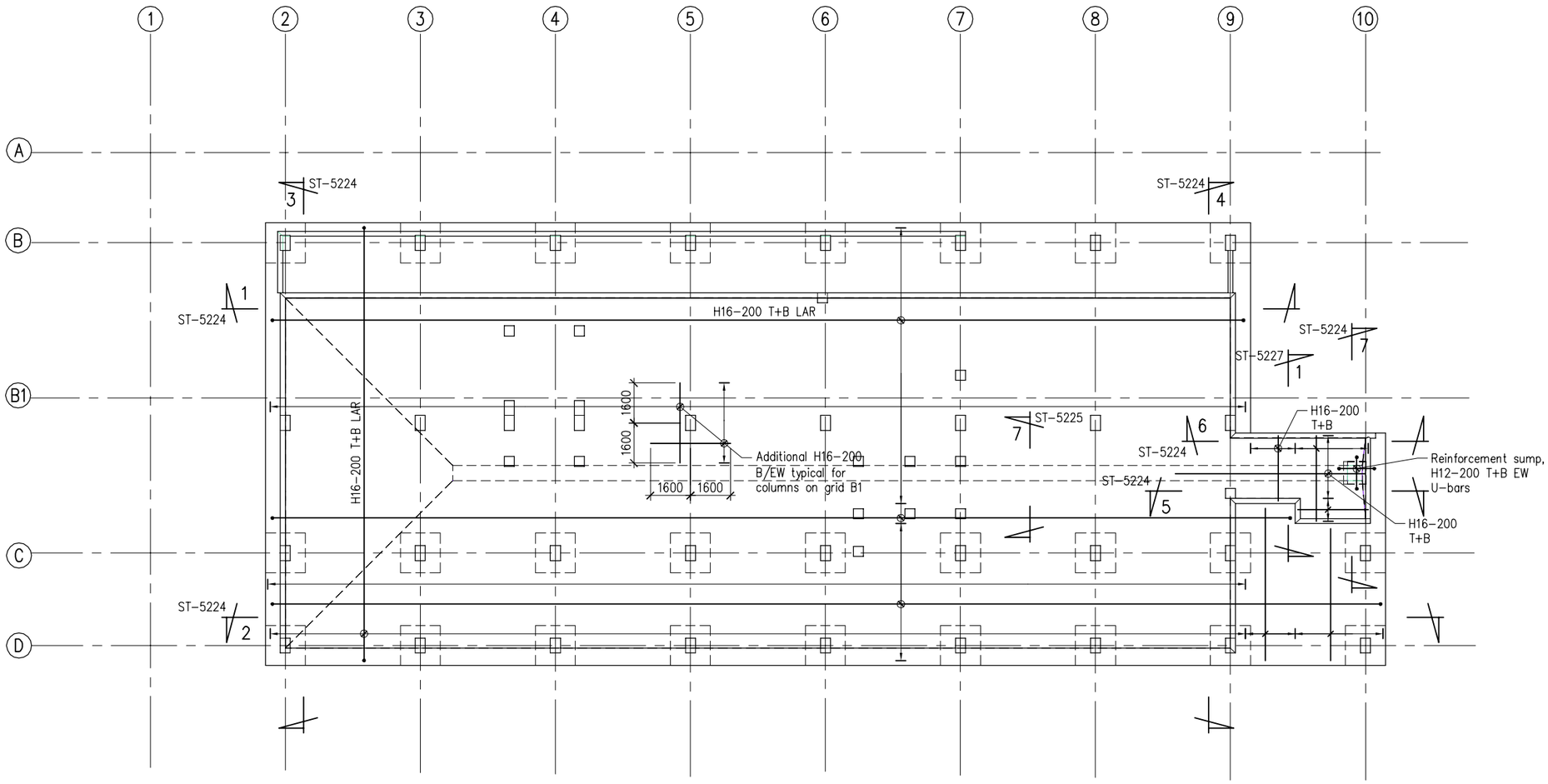
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
COLUMN LAYOUT PLAN

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5216	REV: B

CAD Ref: P:\602X\60277008\5 CADD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5216.dwg

Last saved: Fri, 10 Apr 2015 02:36 pm

Note:
1. Refer General notes drawing ST-5201



PLAN AT EL +3.00
1 : 100

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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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SCALES: AS SHOWN

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

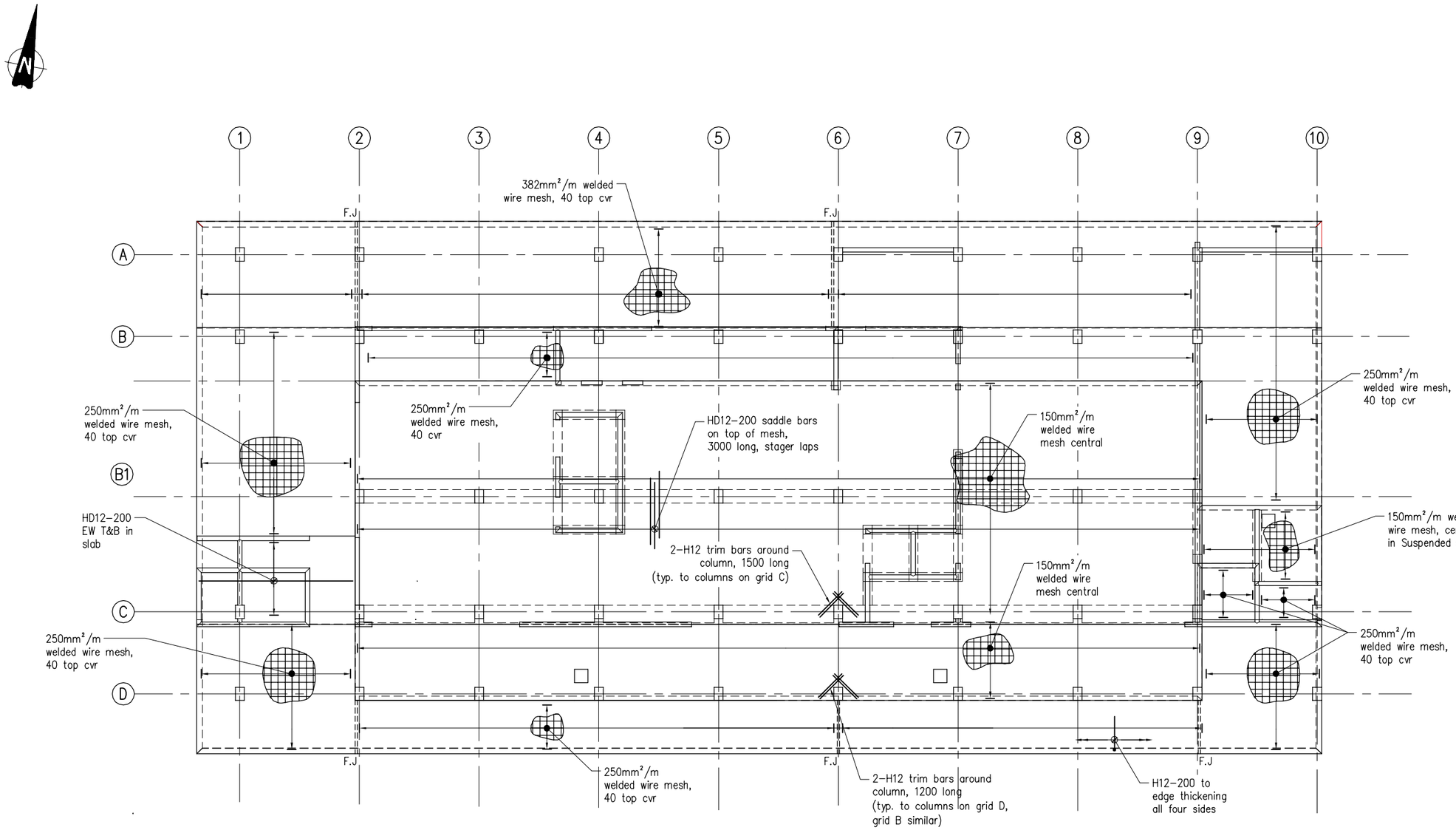
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
TANK FLOOR SLAB
REINFORCEMENT PLAN

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5218 | REV: B

CAD Ref: P:\60277008\5. CAD\53 Working\DRG\05 FUN Terminal\ 60277008-ST-5218.dwg

Last saved: Fri, 10 Apr 2015 02:36 pm

Note:
1. Refer General notes drawing ST-5201



PLAN AT EL +4.20
1 : 100

Suspended slab:
Welded wire mesh continues under block walls

Slab on grade:
Welded wire mesh stops at face of block walls

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No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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SCALES: AS SHOWN

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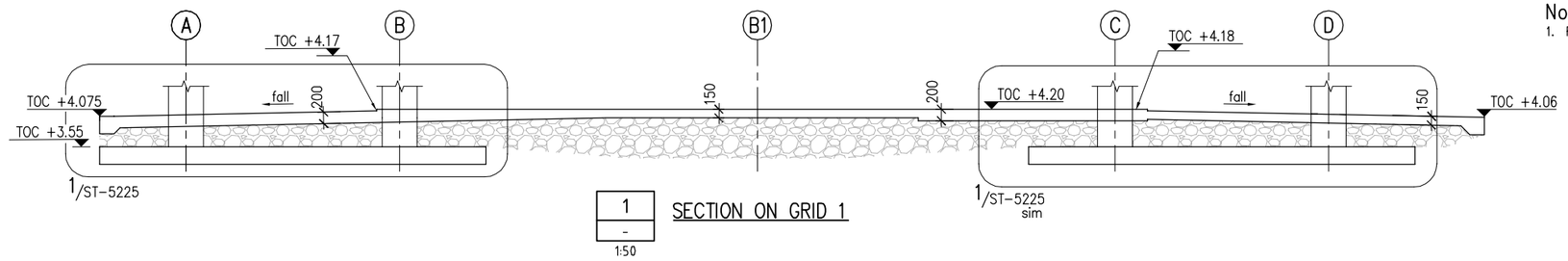
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
GROUND FLOOR SLAB
REINFORCEMENT PLAN

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5219 | REV: B

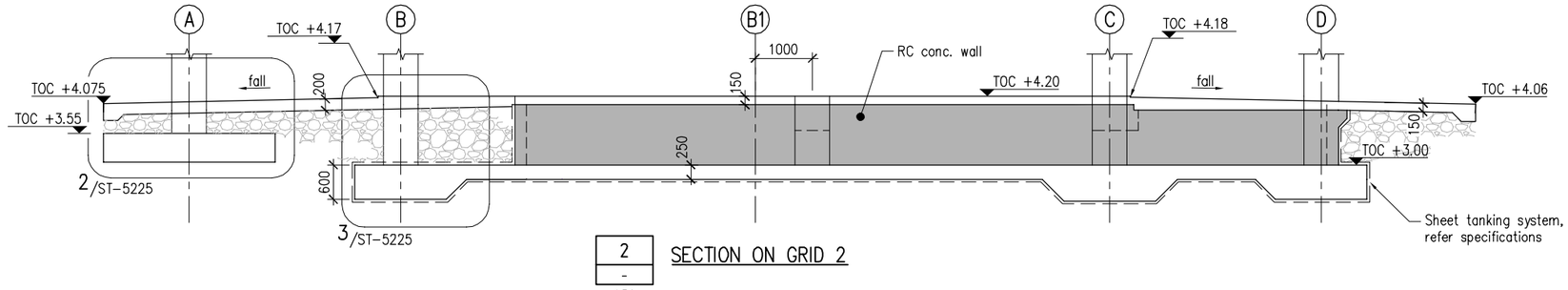
CAD Ref: P:\x82\X\60277008\5. CADD\5.3 Working\DRG\05 FUN\Terminal\ 60277008-ST-5219.dwg

Last saved: Fri, 10 Apr 2015 02:37 pm

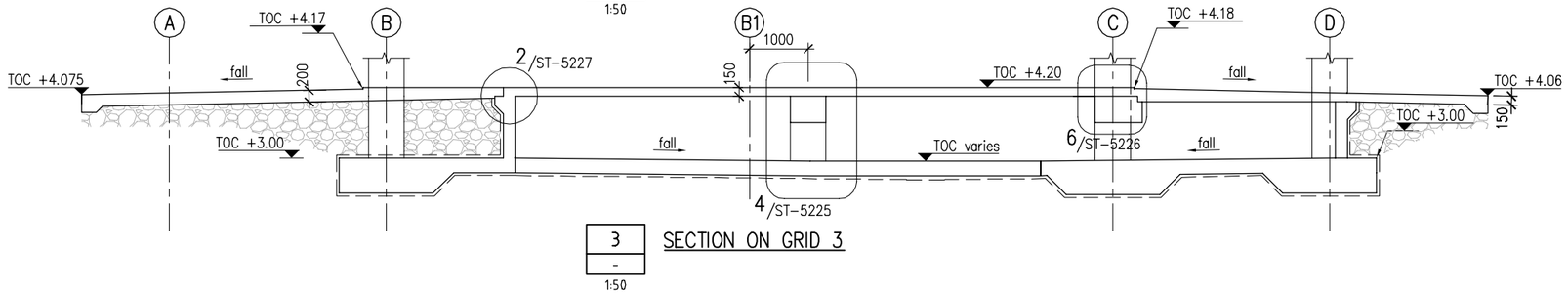
Note:
1. Refer General notes drawing ST-5201



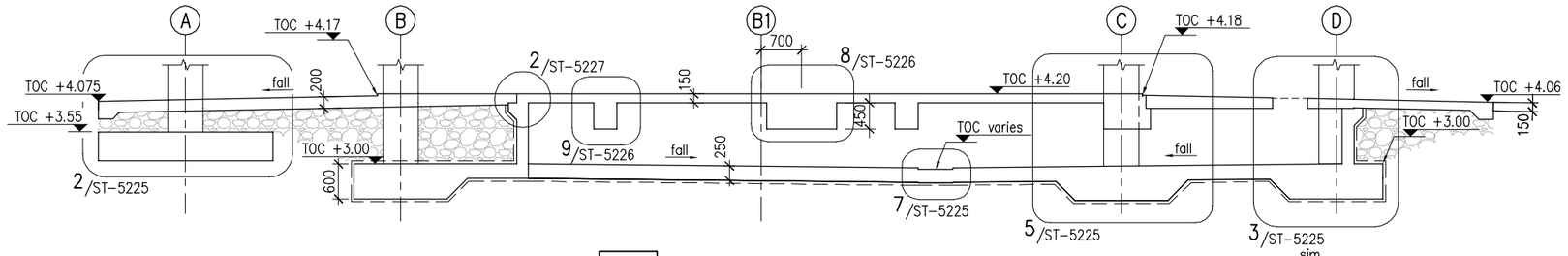
1 - 1:50 SECTION ON GRID 1



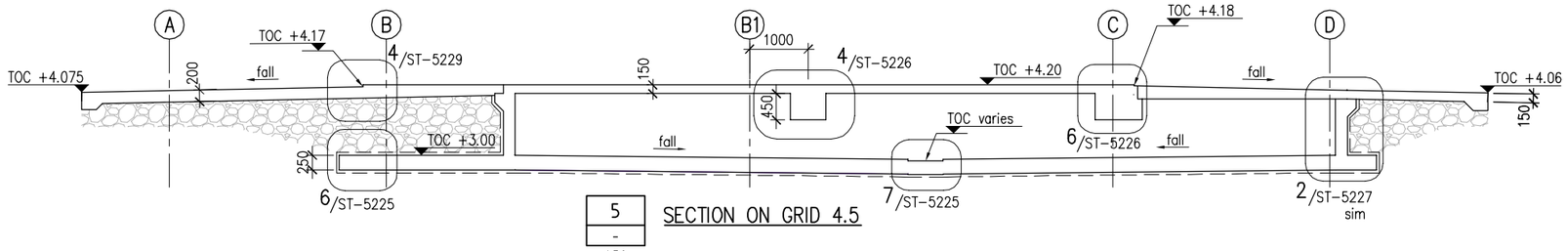
2 - 1:50 SECTION ON GRID 2



3 - 1:50 SECTION ON GRID 3



4 - 1:50 SECTION ON GRID 4



5 - 1:50 SECTION ON GRID 4.5

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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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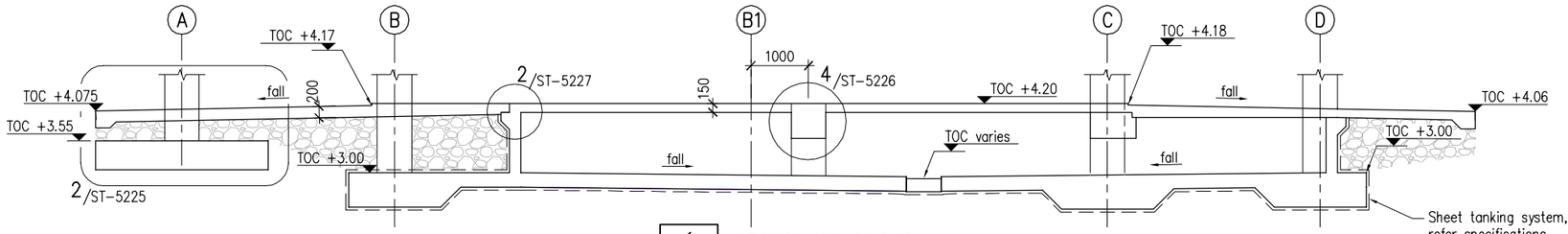
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FOUNDATION ELEVATIONS
ON GRIDS 1, 2, 3, 4, & 4.5

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5221 | REV: B

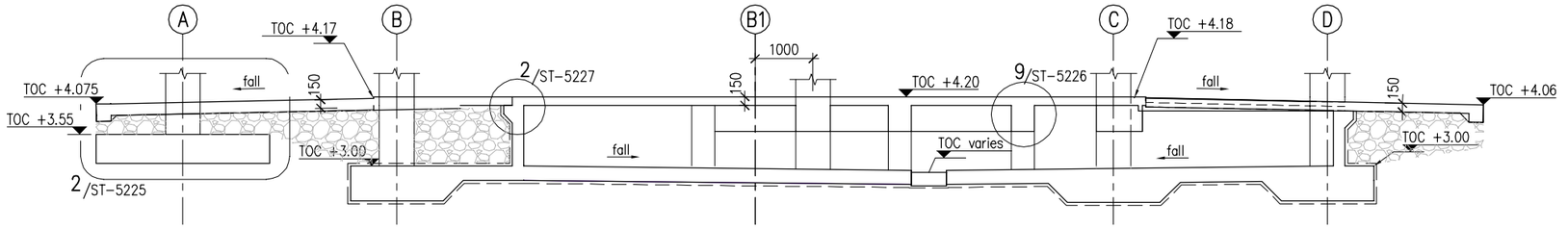
CAD Ref: P:\x82\x60277008\5. CADD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5221.dwg

Last saved: Fri, 10 Apr 2015 02:40 pm

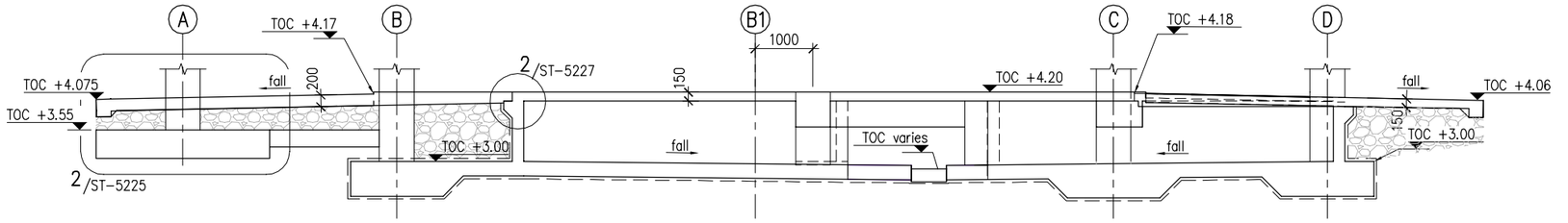
Note:
1. Refer General notes drawing ST-5201



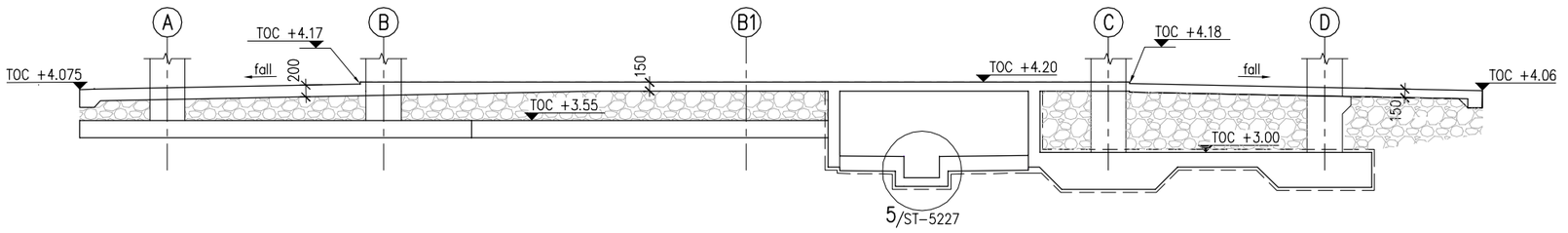
6 – 1:50 SECTION ON GRID 5
(Grids 6 & 8 similar)



7 – 1:50 SECTION ON GRID 7



8 – 1:50 SECTION ON GRID 9



9 – 1:50 SECTION ON GRID 10

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A	SM	03.11.14	FOR TENDER ISSUE	CDT

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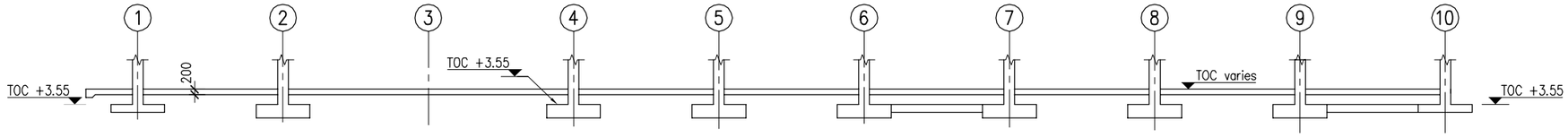
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FOUNDATION ELEVATIONS
ON GRIDS 5, 7, 9 & 10

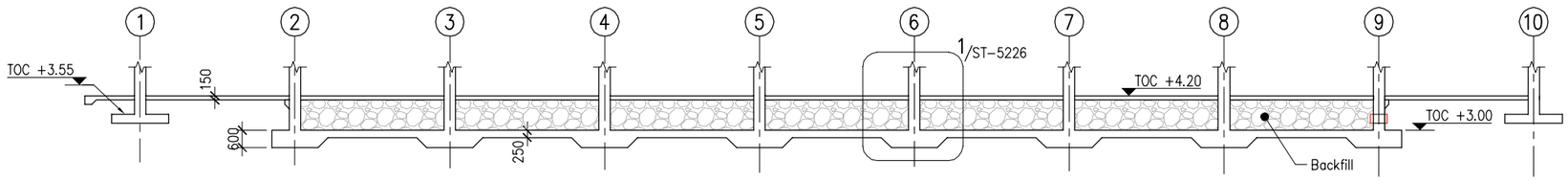
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ST-5222 | REV: B

CAD Ref: P:\602X\60277008\S_CAD\S3 Working\DRG\V5 FUN Terminal\ 60277008-ST-5222.dwg

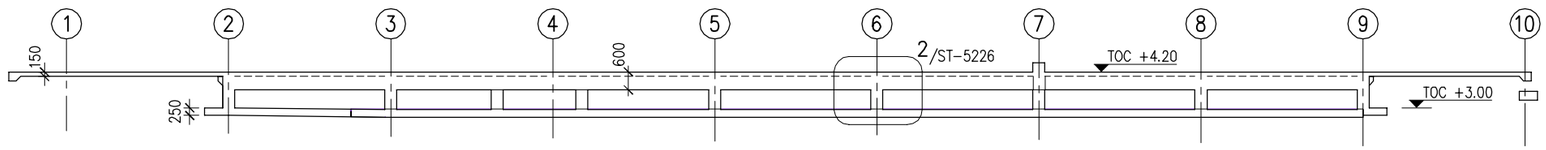
Note:
1. Refer General notes drawing ST-5201



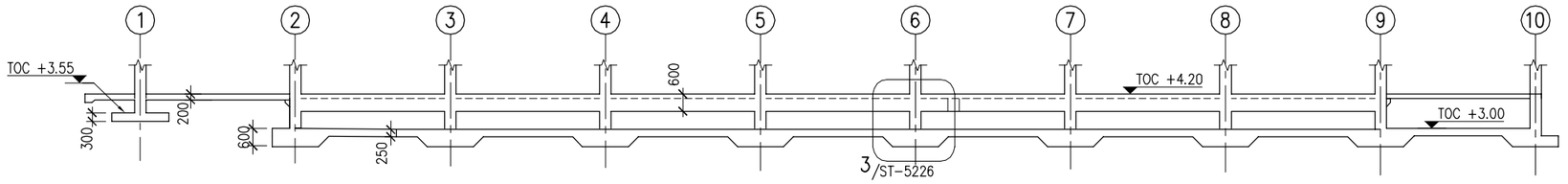
1 SECTION ON GRID A
1:100



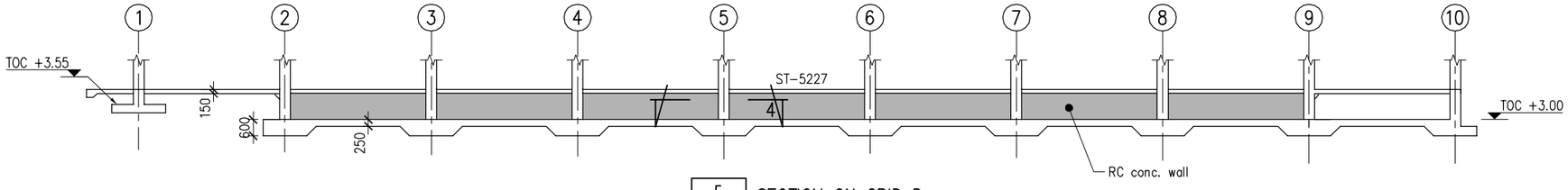
2 SECTION ON GRID B
1:100



3 SECTION ON GRID B1
1:100



4 SECTION ON GRID C
1:100



5 SECTION ON GRID D
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REVISIONS					
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM

AECOM New Zealand Limited

CLIENT:

FOR TENDER

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FOUNDATION ELEVATIONS
ON GRIDS A, B, B1, C & D

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5223 | REV: B

Last saved: Fri, 10 Apr 2015 02:40 pm

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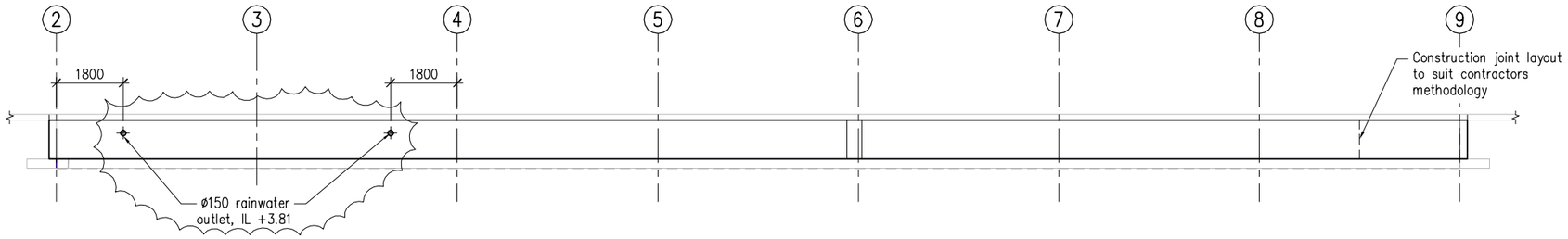
Note:
1. Refer General notes drawing ST-5201



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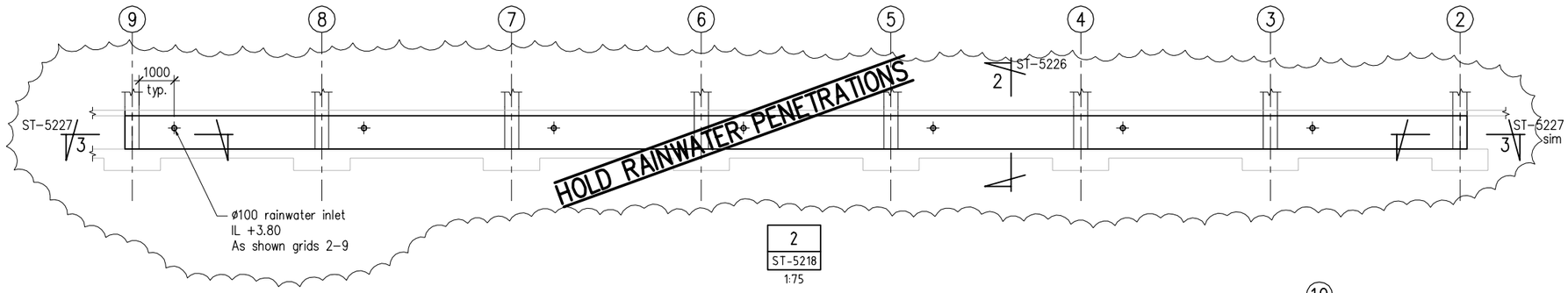

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ST-5218
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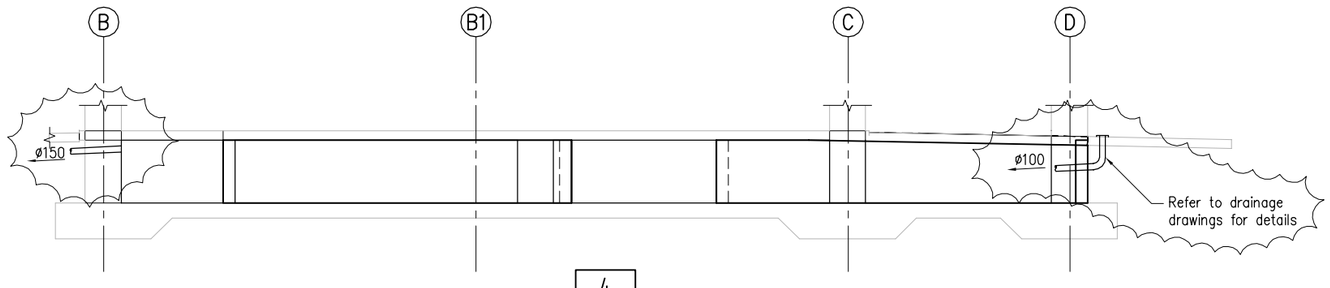

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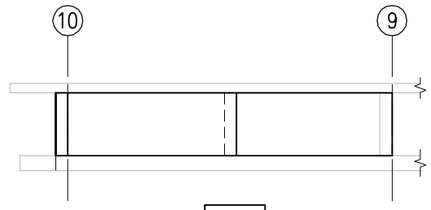

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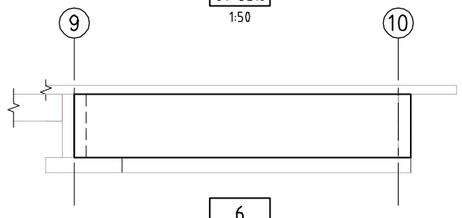

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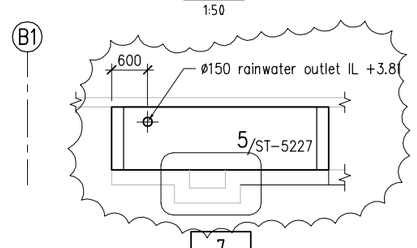

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM

AECOM New Zealand Limited

CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
TANK WALL ELEVATIONS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5224	REV: B

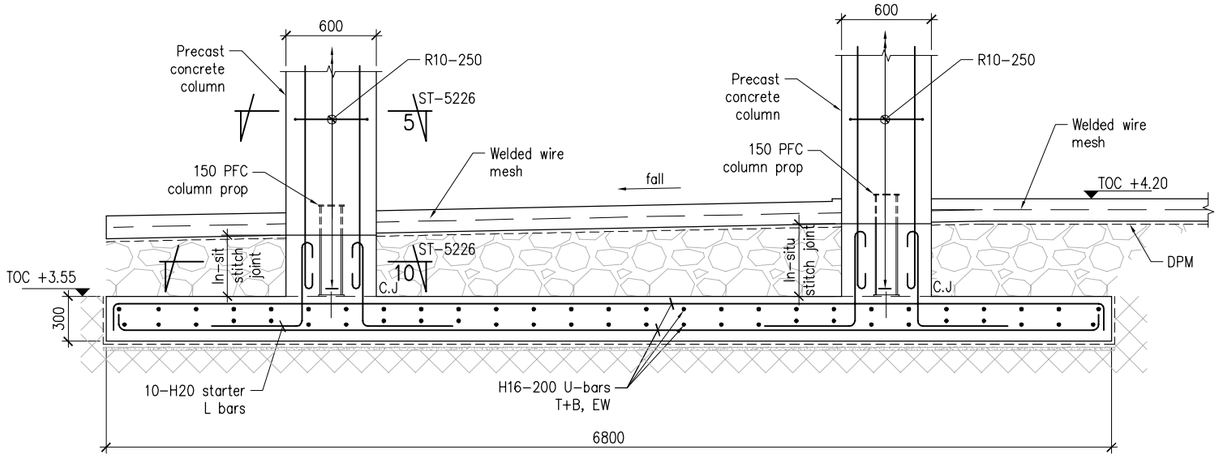
CAD Ref: P:\x82\x60277008\5. CADD\5.3 Working\DRG\05 FUN\Terminal\ 60277008-ST-5224.dwg

Last saved: Fri, 10 Apr 2015 02:40 pm

Last saved: Fri, 10 Apr 2015 02:41 pm

Note:

1. Refer General notes drawing ST-5201



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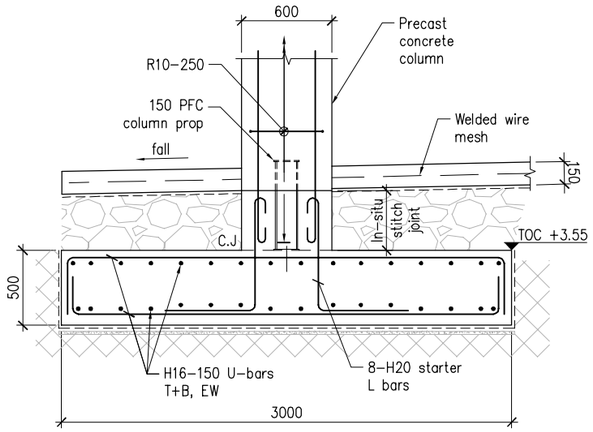

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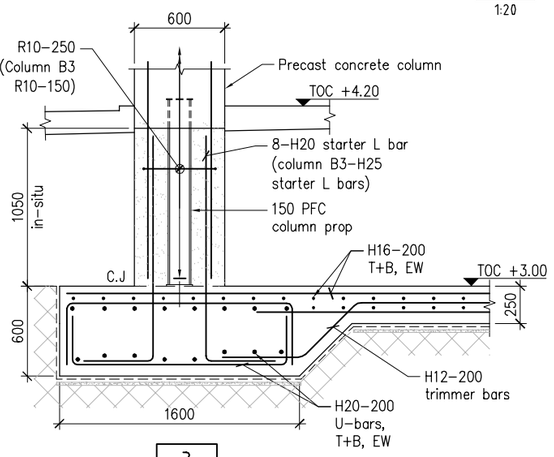

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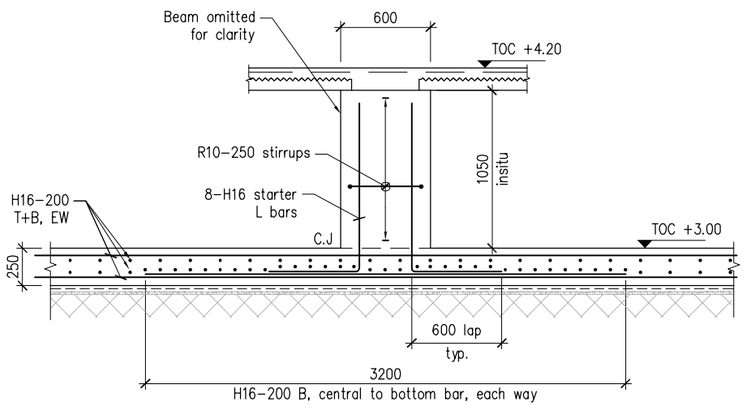

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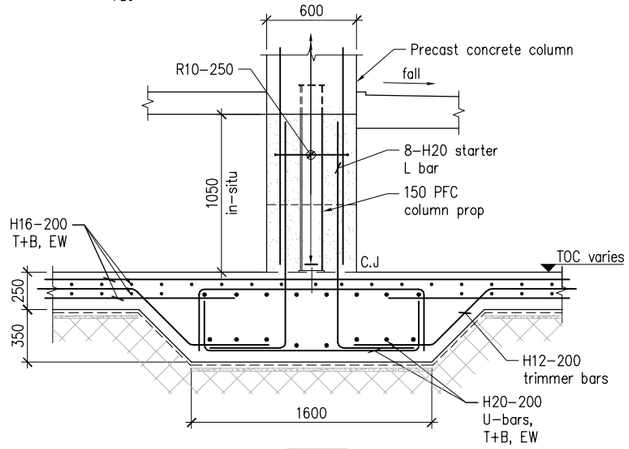

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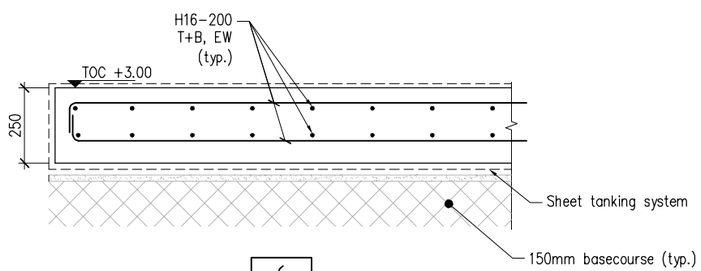

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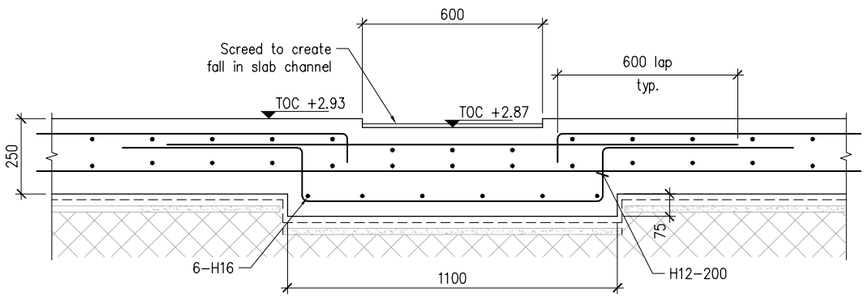

7 ST-5218 1:10

FOR TENDER

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REVISIONS No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
FOUNDATION DETAILS

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5225 | REV: B

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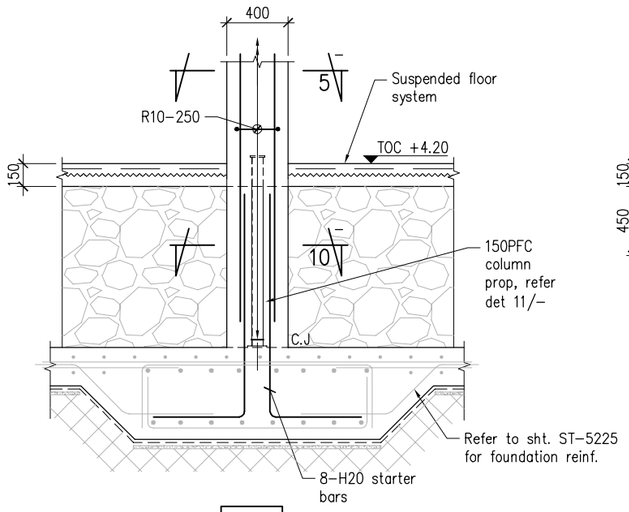

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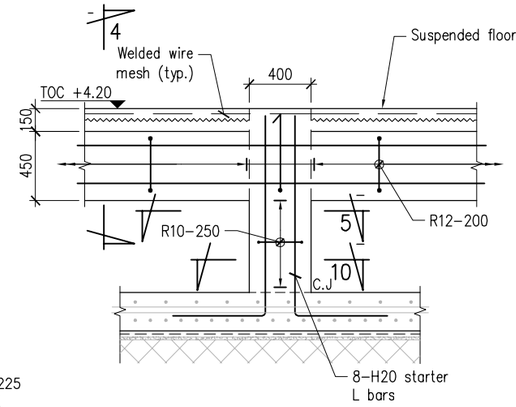

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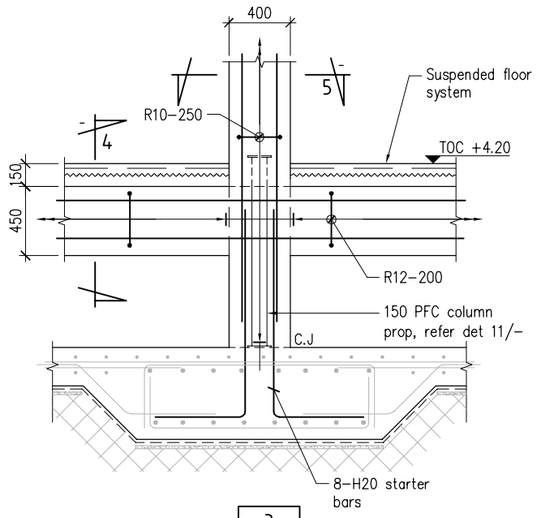

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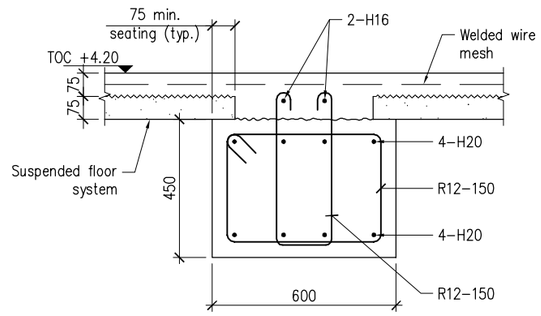
Note:

1. Refer General notes drawing ST–5201



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ST-5221
ST-5222
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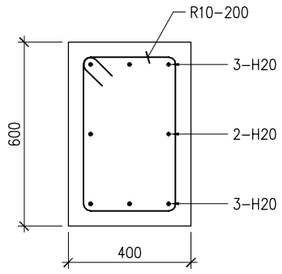

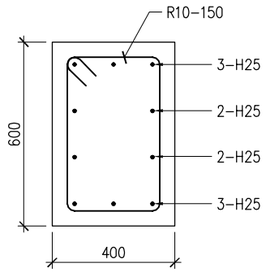

TYPICAL 600x400 COLUMN

COLUMN AT B3 ONLY

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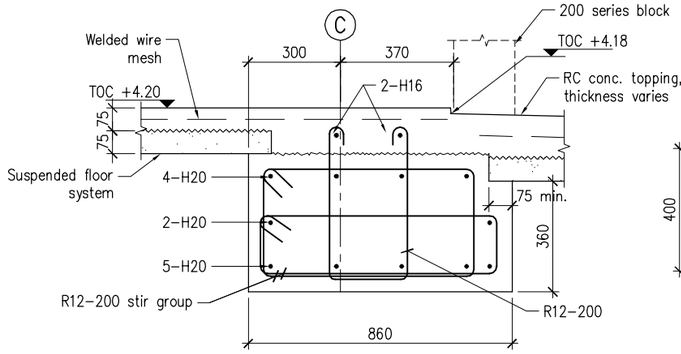
1:10



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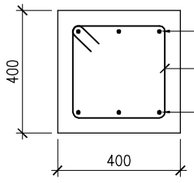

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ST-5228
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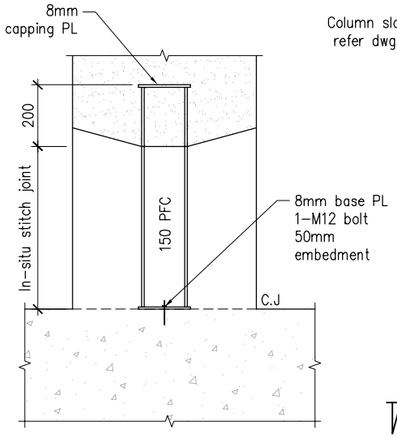

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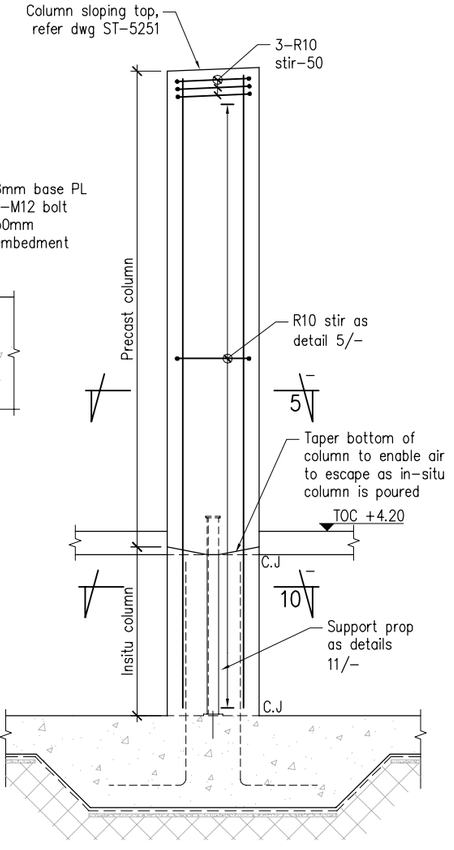

TYPICAL COLUMN
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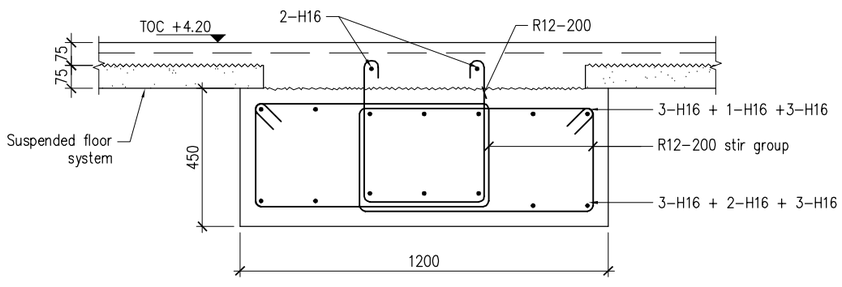

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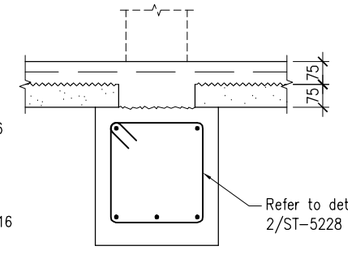

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ST-5221
ST-5222
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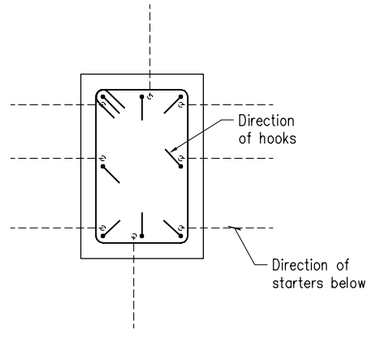

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ST-5225
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FOR TENDER

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

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CLIENT:

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
COLUMN DETAILS

A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ST-5226 | REV: B

CAD Ref: P:\602X\60277008\5_CADD\5.3 Working\ORG\05 FUN Terminal\ 60277008-ST-5226.dwg

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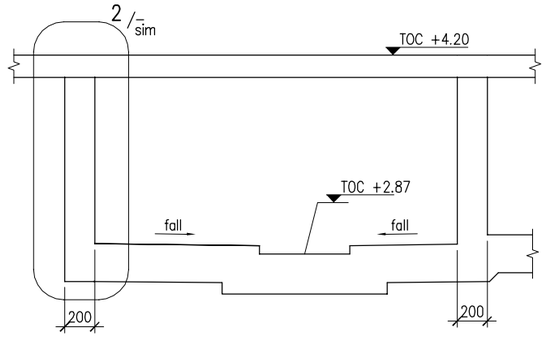

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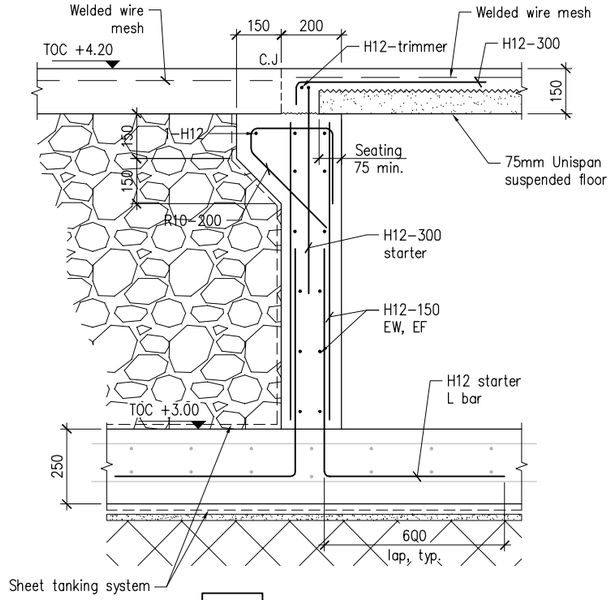

2 TYPICAL WALL SECTION
ST-5222
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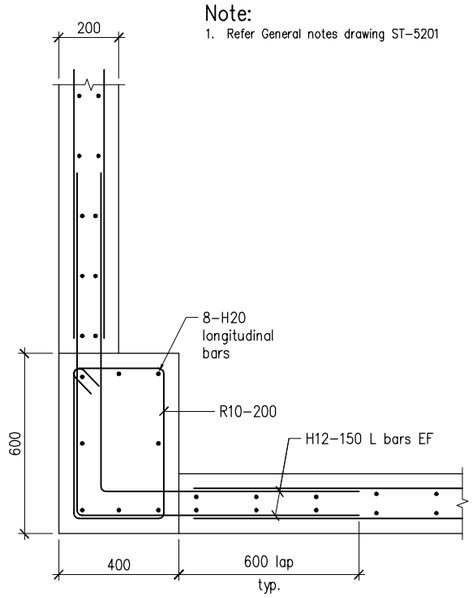
Note:
1. Refer General notes drawing ST–5201



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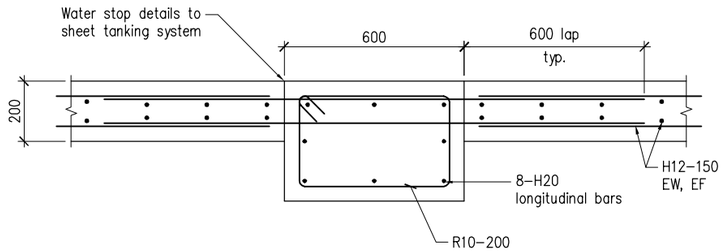

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ST-5223
ST-5224
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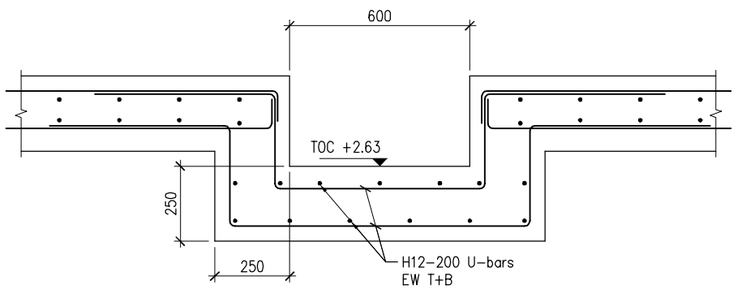

5 TYPICAL SUMP DETAIL
ST-5224
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CAD Ref: P:\60277008\5 CADD\5.3 Working\ORG\05 FUN\Terminal\60277008-ST-5227.dwg

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B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM
AECOM New Zealand Limited

CLIENT:

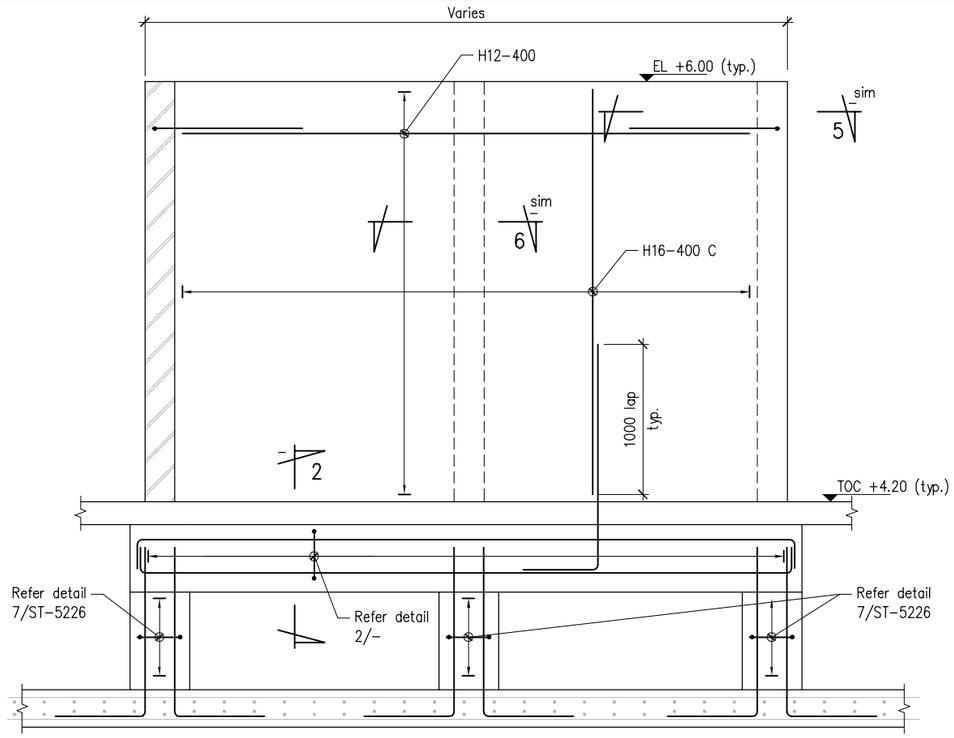
FOR TENDER

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
TANK WALL DETAILS

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5227	REV: B

Last saved: Fri, 10 Apr 2015 02:41 pm



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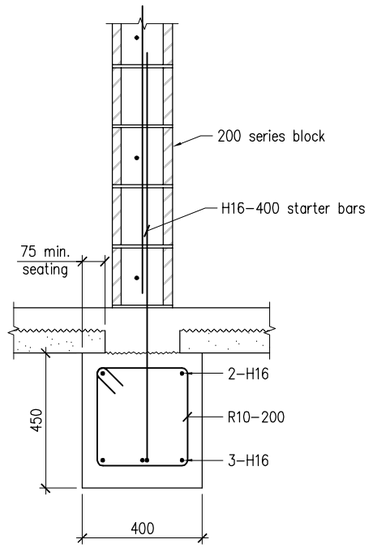

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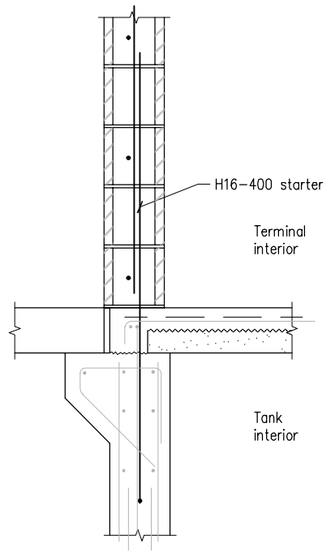

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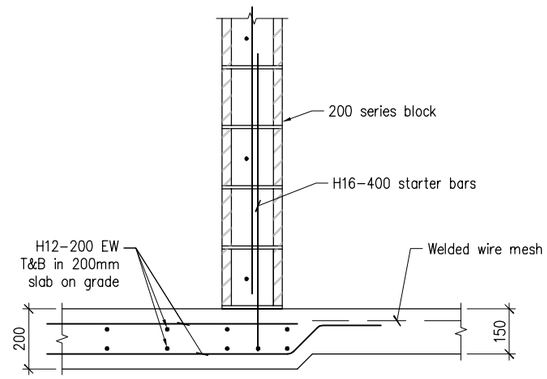
Note:
1. Refer General notes drawing ST–5201



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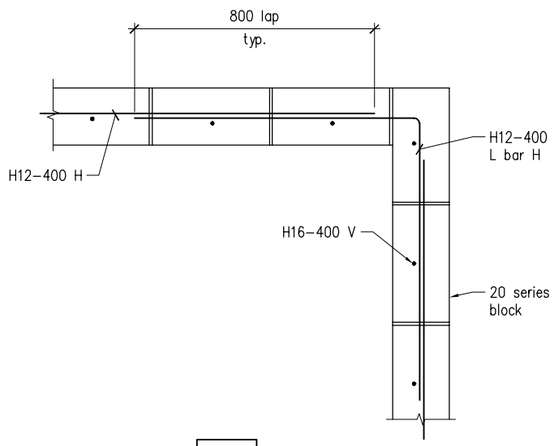

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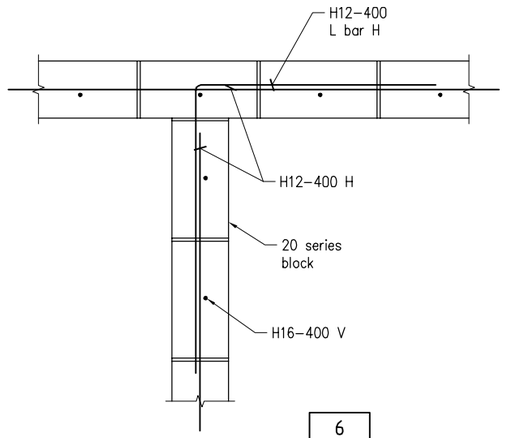

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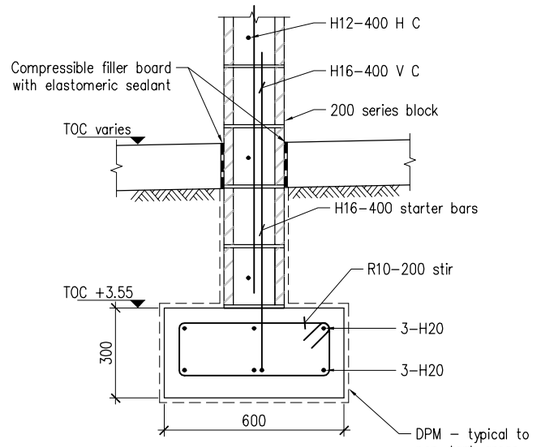

7
ST-5215
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CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5228.dwg

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM

AECOM New Zealand Limited

CLIENT:

FOR TENDER

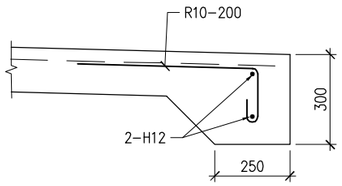
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
BLOCK WALL DETAILS

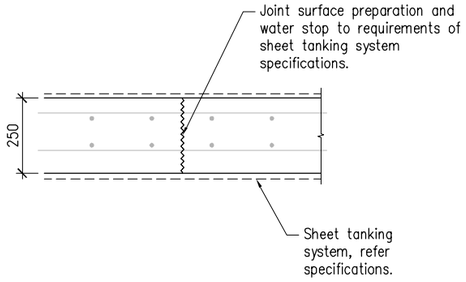
A1 | STATUS: FOR TENDER | DRAWING NO. 60277008-ST-5228 | REV: B

Last saved: Fri, 10 Apr 2015 02:41 pm

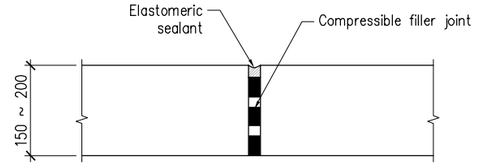
Note:
1. Refer General notes drawing ST-5201



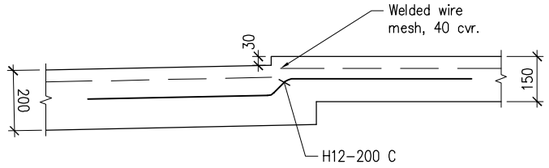
1 ST-5214 1:10 TYPICAL SLAB EDGE



2 ST-5212 1:10 TYPICAL C.J DETAIL TANK FOUNDATION



3 ST-5214 1:5 TYPICAL F.J DETAIL SLAB ON GRADE



4 ST-5221 1:10

CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5229.dwg

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REVISIONS					
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

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FOR TENDER

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
SLAB DETAILS

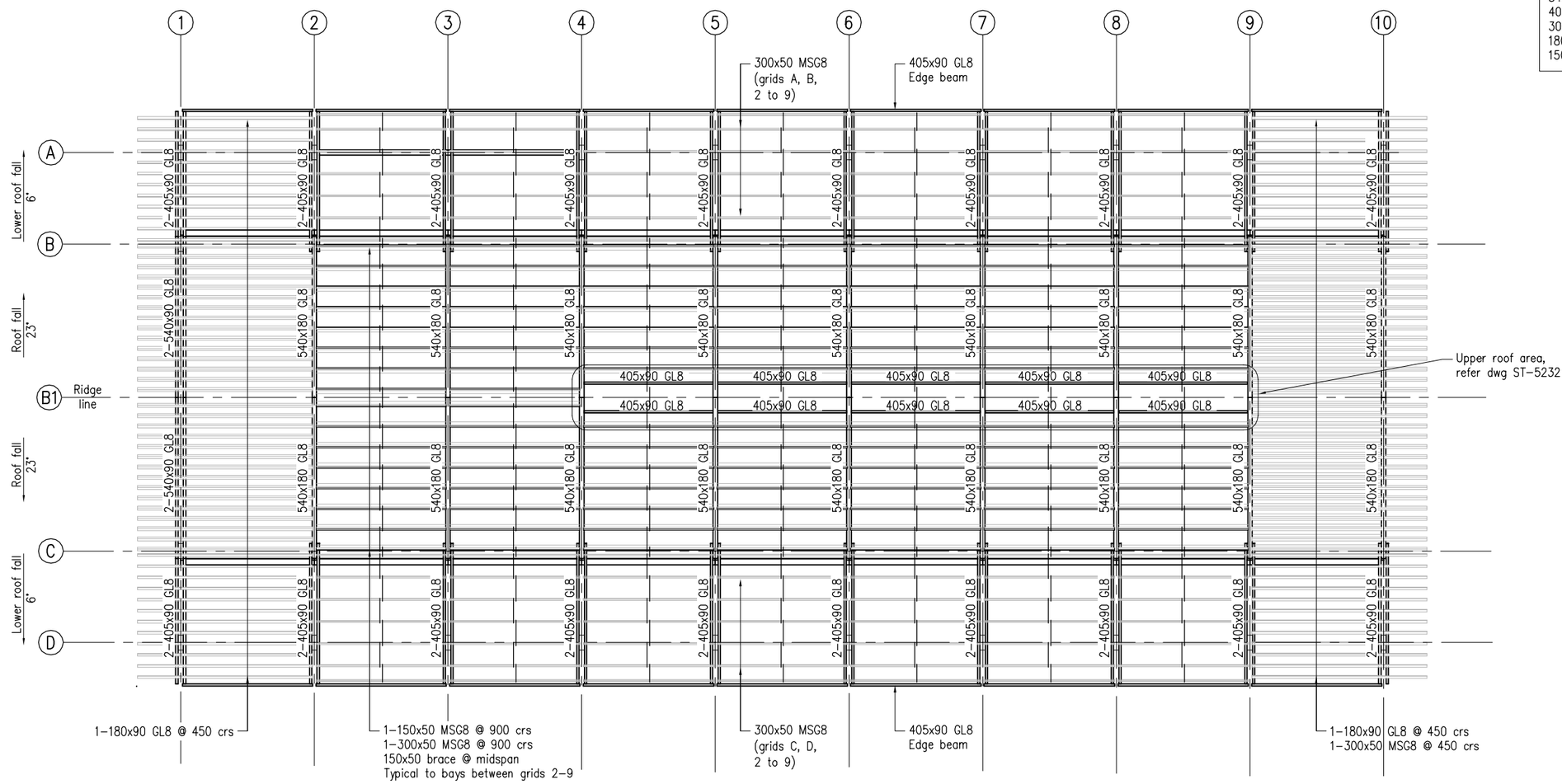
A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5229	REV: B

Last saved: Fri, 10 Apr 2015 02:41 pm

Note:
1. Refer General notes drawing ST-5201

Member Sizes:

540x180 GL8
540x90 GL8
405x90 GL8
300x50 MSG8
180x90 GL8
150x50 MSG8



ROOF PLAN
1:100

FOR TENDER

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REVISIONS				
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

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CLIENT:

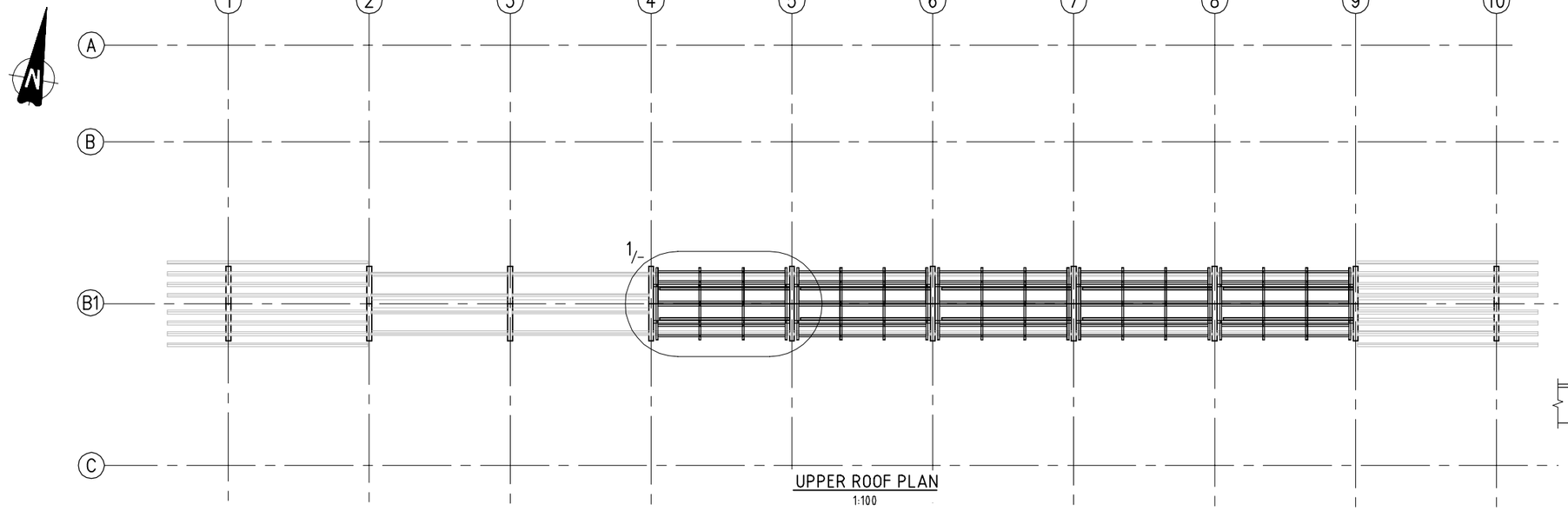
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
MAIN ROOF PLAN

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5231 | REV: B

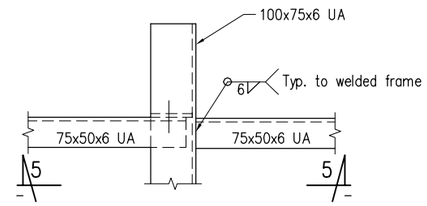
CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\V5 FUN\Terminal\ 60277008-ST-5231.dwg

Last saved: Fri, 10 Apr 2015 02:42 pm



UPPER ROOF PLAN
1:100

Notes:
1. Refer General Notes drawing ST-5201
2. Refer specifications for steel coating system.
3. All dimensions to be confirmed on site prior to fabrication.



4
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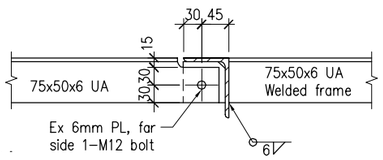
1:5



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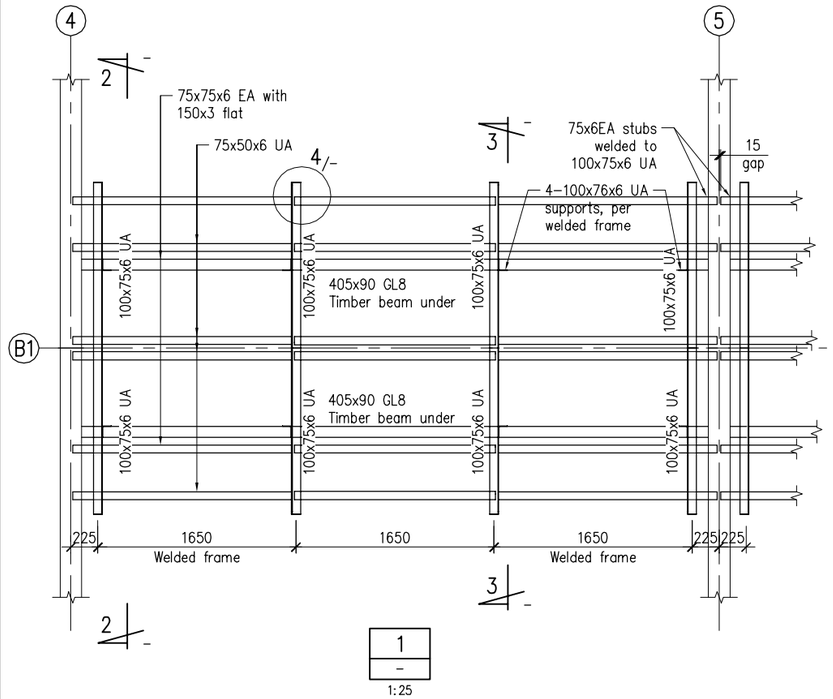
1:5



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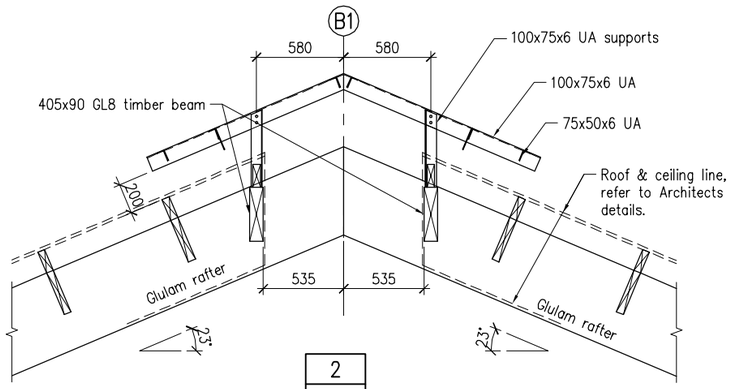
1:25



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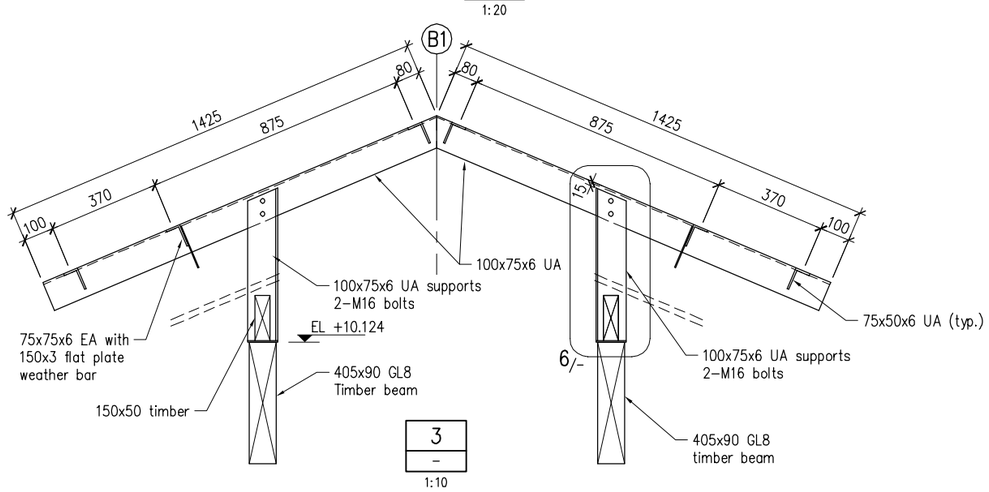
1:20



3
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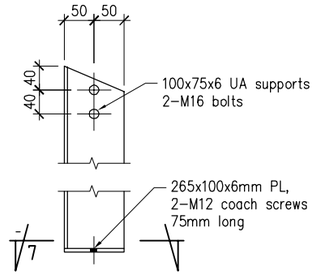
1:10



6
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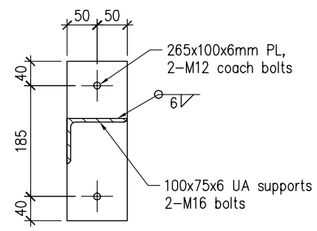
1:5



7
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1:5

FOR TENDER

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REVISIONS				
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM
AECOM New Zealand Limited

CLIENT:

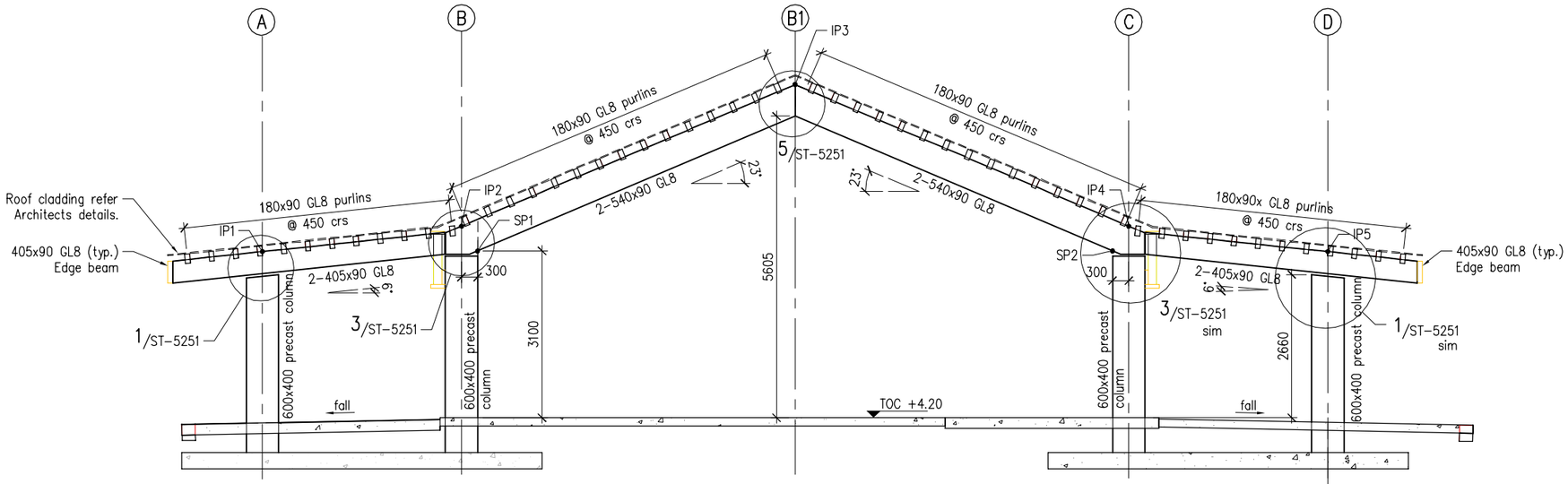
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
UPPER ROOF PLAN AND DETAILS

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5232	REV: B

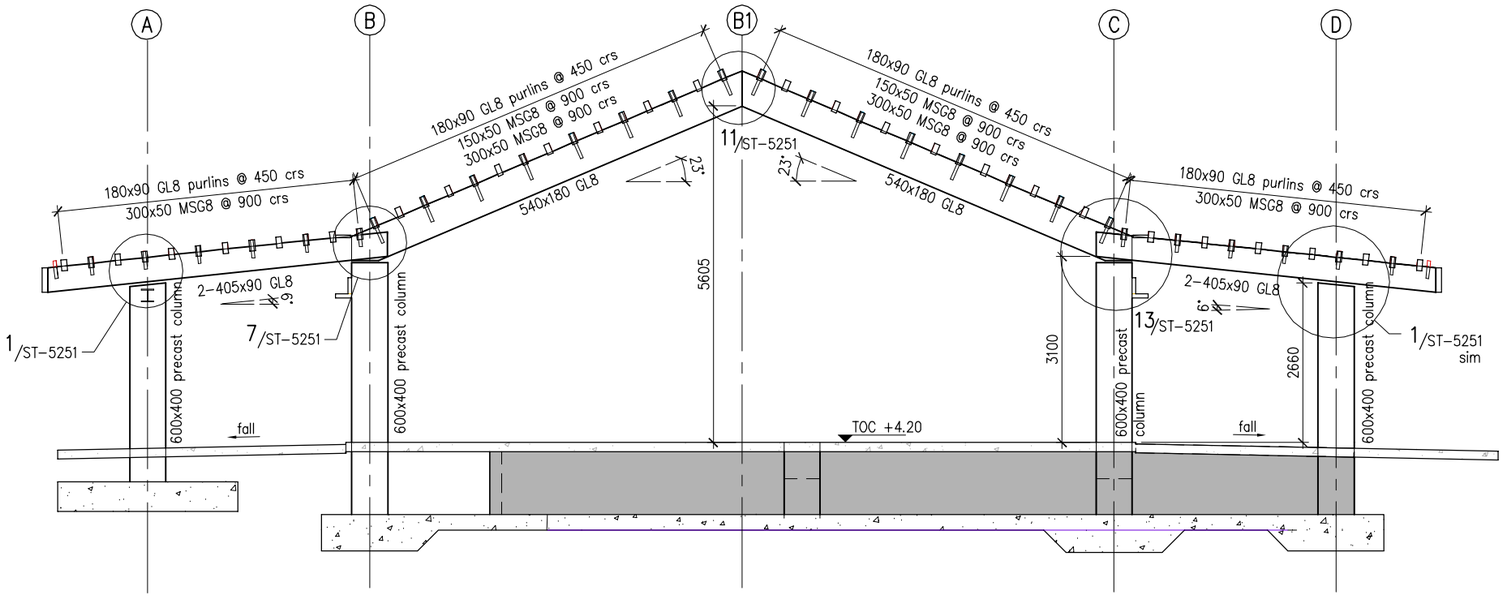
CAD Ref: P:\602X\60277008\5. CAD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5232.dwg

Last saved: Fri, 10 Apr 2015 02:44 pm



1 / - — SECTION AT GRID 1

1:50



2 / - — SECTION AT GRID 2

1:50

Note:
1. Refer General notes drawing ST-5201

Setout points:	
IP1	EL +7.286
IP2	EL +7.759
IP3	EL +10.391
IP4	EL +7.759
IP5	EL +7.286
SP1	EL +7.300
SP2	EL +7.300

FOR TENDER

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REVISIONS				
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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SCALES: AS SHOWN

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

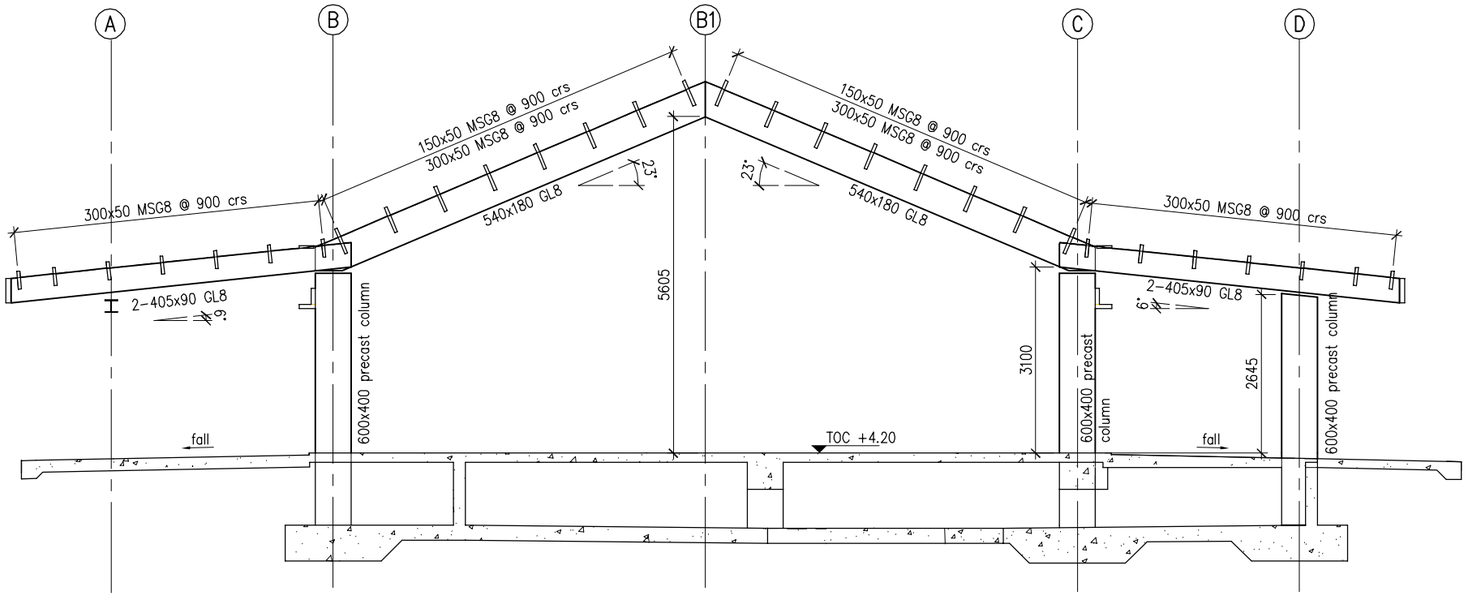
FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL SECTIONS
ON GRIDS 1 + 2

A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5241	REV: B

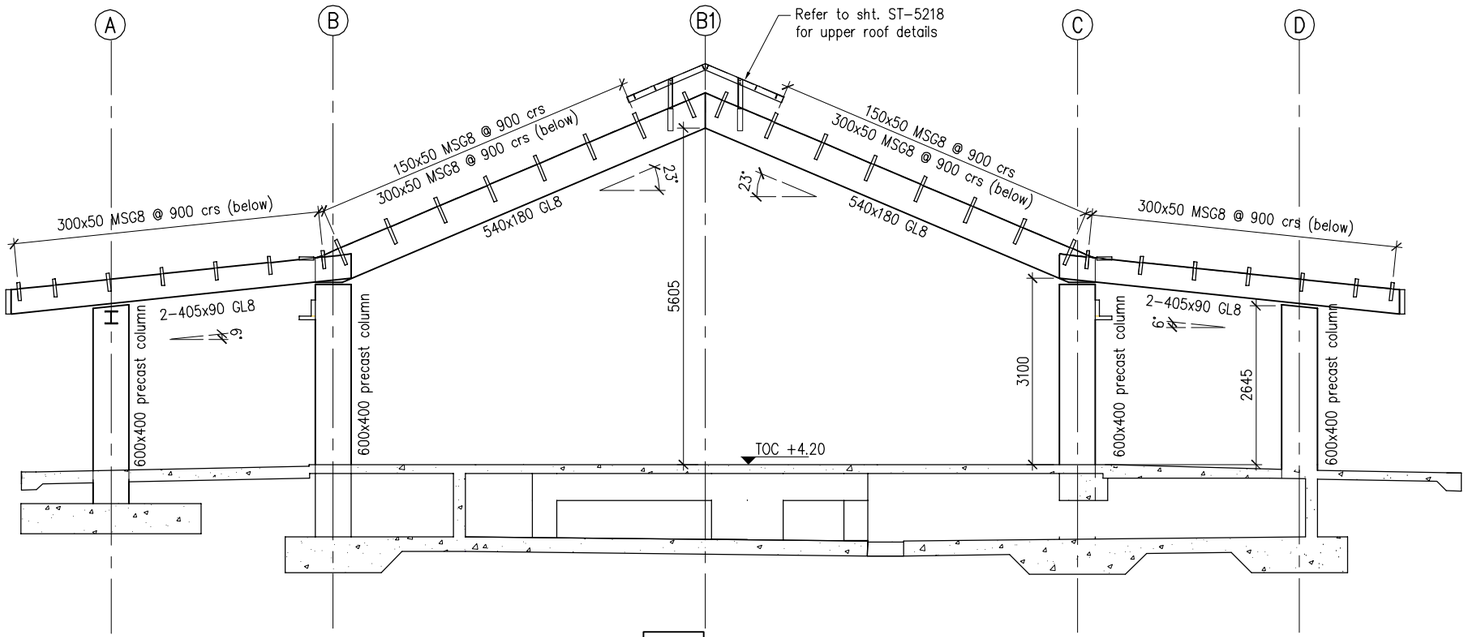
CAD Ref: P:\612X\60277008\5. CADD\5.3 Working\DRG\V5 FUN Terminal\ 60277008-ST-5241.dwg

Last saved: Fri, 10 Apr 2015 02:44 pm

Note:
1. Refer General notes drawing ST-5201



3 – SECTION AT GRID 3
Details as Grid 2 uno
1:50



4 – SECTION AT GRID 4
(Grids 5 to 8 similar)
Details as Grid 2 uno
1:50

CAD Ref: P:\407X\60277008\5 CADD\5.3 Working\ORG\05 FUN Terminal\ 60277008-ST-5242.dwg

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No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

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CLIENT:

FOR TENDER

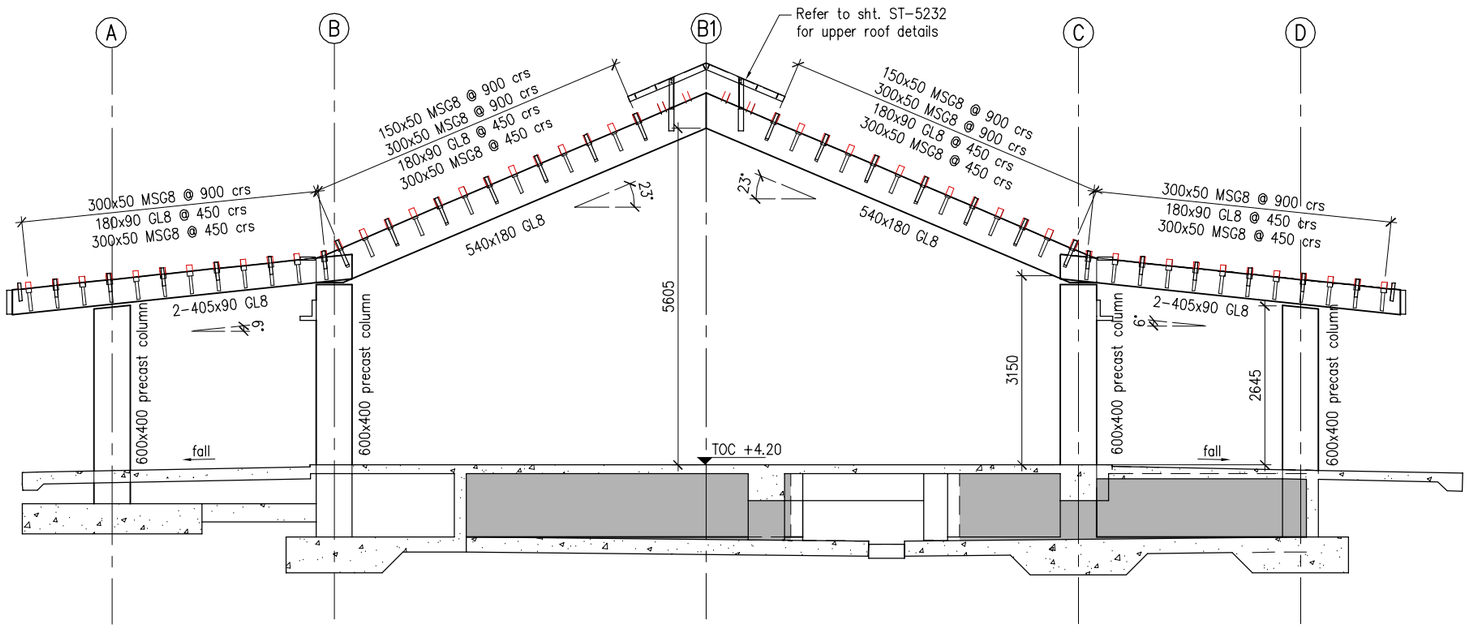
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL SECTIONS
ON GRIDS 3 + 4

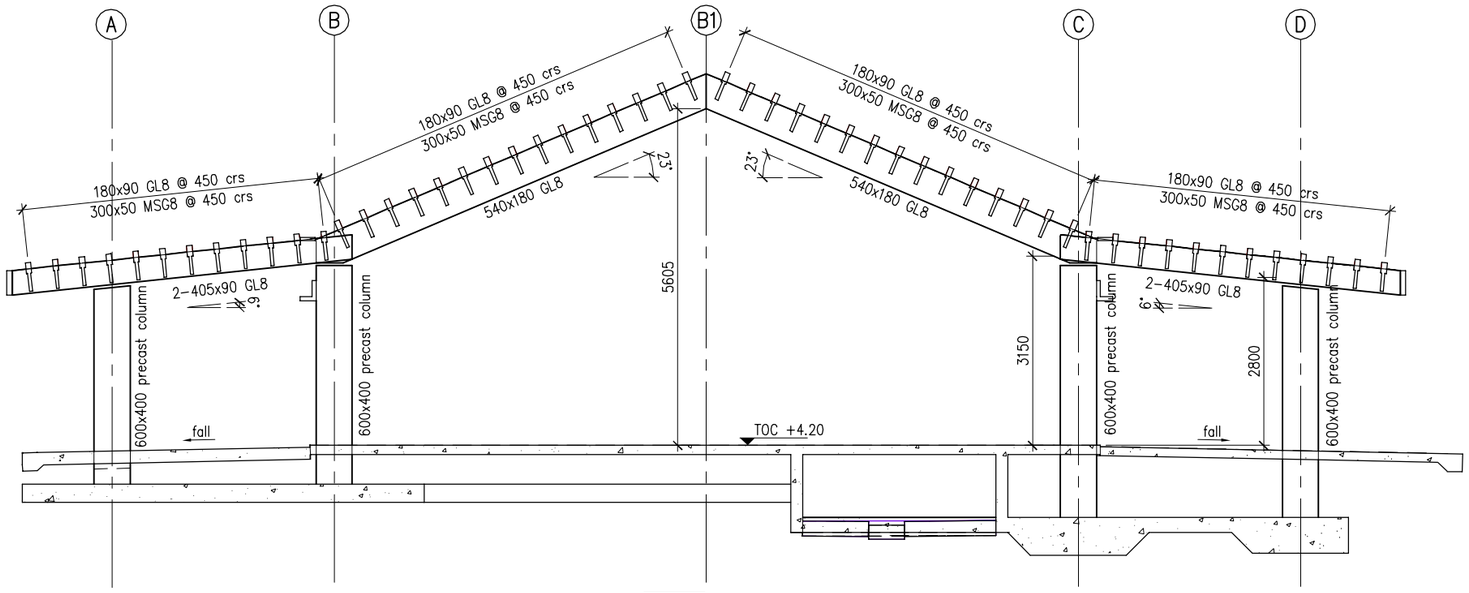
A1	STATUS: FOR TENDER	DRAWING NO: 60277008-ST-5242	REV: B

Last saved: Fri, 10 Apr 2015 02:44 pm

Note:
1. Refer General notes drawing ST-5201



5 – SECTION AT GRID 9
Details as Grid 2 uno
1:50



6 – SECTION AT GRID 10
Details as Grid 2 uno
1:50

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B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

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CLIENT: FUNAFUTI-MOTETEATEA

FOR TENDER

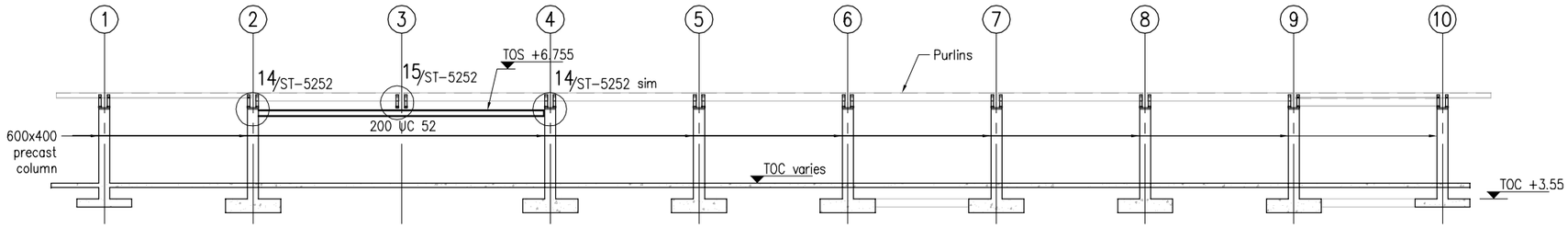
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL SECTIONS
ON GRIDS 9 + 10

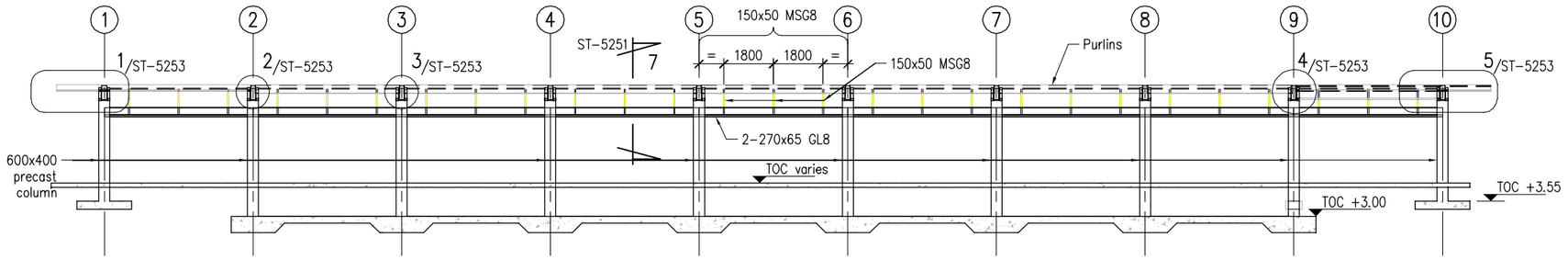
A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5243 | REV: B

CAD Ref: P:\602X\60277008\5. CADD\5.3 Working\DRG\V5 FUN\Terminal\ 60277008-ST-5243.dwg

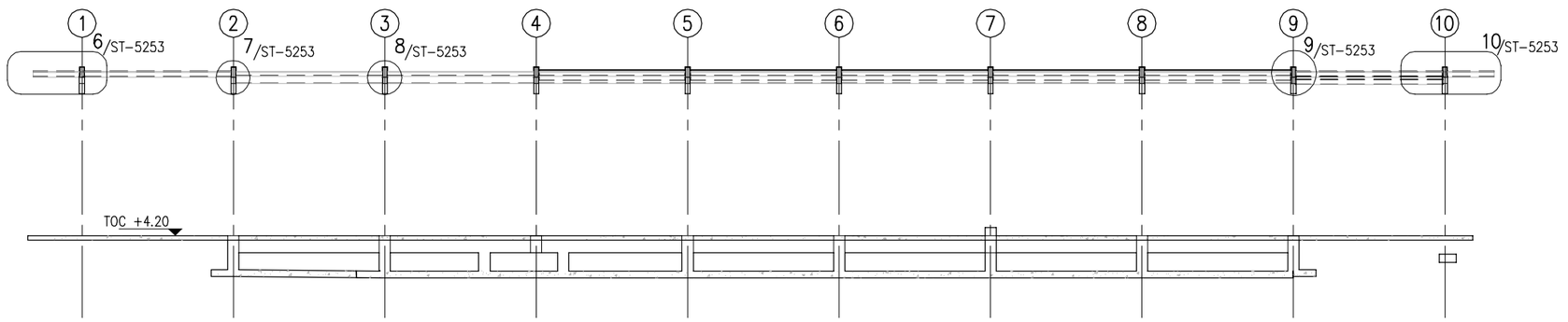
Note:
1. Refer General notes drawing ST-5201



1
-
1:100
SECTION AT GRID A



2
-
1:100
SECTION AT GRID B



3
-
1:100
SECTION AT GRID B1

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REVISIONS				
No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
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APPROVED		DATE	

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CLIENT:

FOR TENDER

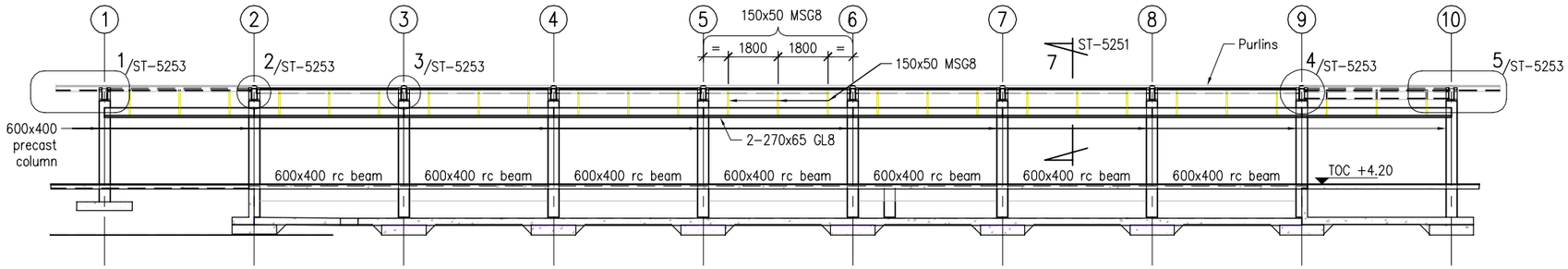
PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL SECTIONS
ON GRIDS A, B + B1

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5246	REV: B

Last saved: Fri, 10 Apr 2015 02:45 pm
CAD Ref: P:\612X\60277008\5 CADD\5.3 Working\DRG\05 FUN Terminal\ 60277008-ST-5246.dwg

Last saved: Fri, 10 Apr 2015 02:45 pm



4
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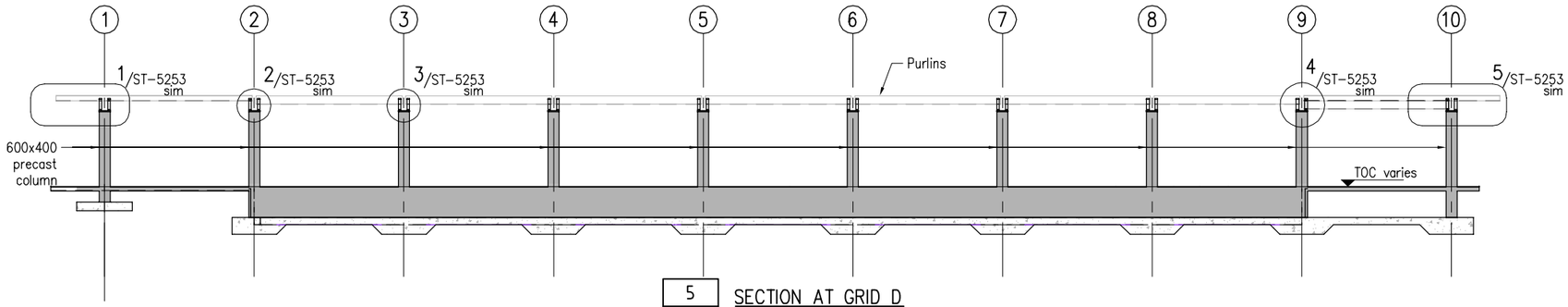
1:100

SECTION AT GRID C



5
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1:100

SECTION AT GRID D

CAD Ref: P:\602X\60277008\5 CADD\5.3 Working\DRG\05 FUN\Terminal\ 60277008-ST-5247.dwg

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REVISIONS

No.	BY	DATE	DESCRIPTION	APPD
B	GH	10.04.15	FOR TENDER ISSUE	CDT
A	SM	03.11.14	FOR TENDER ISSUE	CDT

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DESIGNED	ICF	CHECKED	CDT
DRAWN	SM	CHECKED	NS
APPROVED		DATE	

SCALES: AS SHOWN

AECOM

AECOM New Zealand Limited

CLIENT:

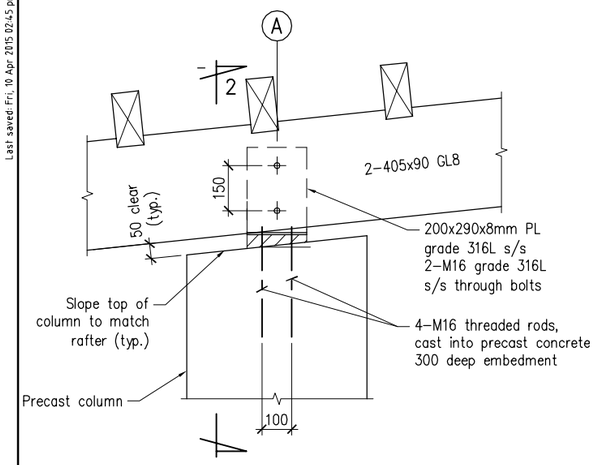
FOR TENDER

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

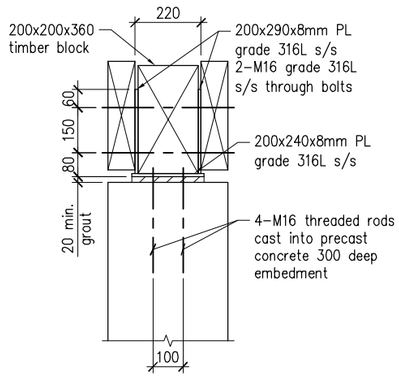
FUNAFUTI INTERNATIONAL AIRPORT (FUN) STRUCTURAL SECTIONS ON GRIDS C + D

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5247	REV: B

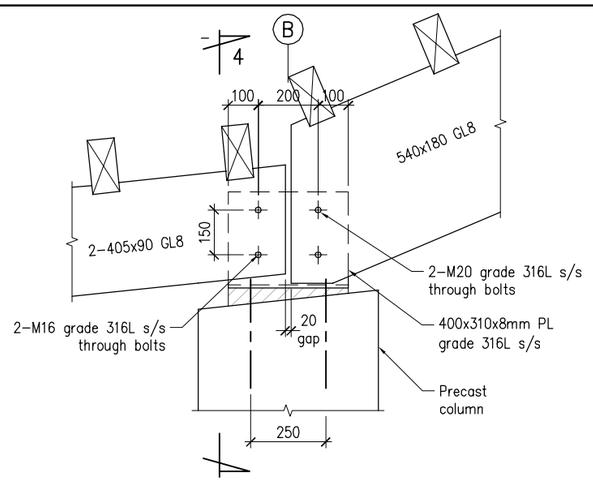
Last saved: Fri, 10 Apr 2015 02:45 pm



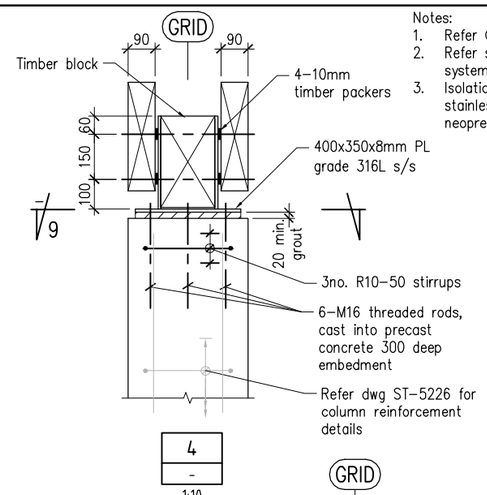
1 / ST-5241 / 1:10



2 / - / 1:10

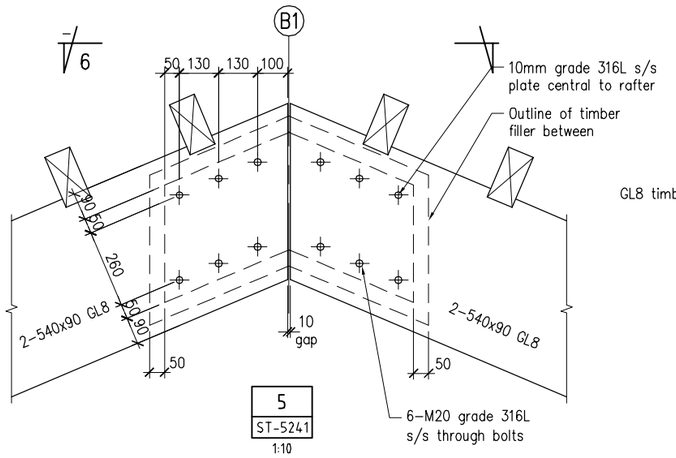


3 / ST-5241 / 1:10

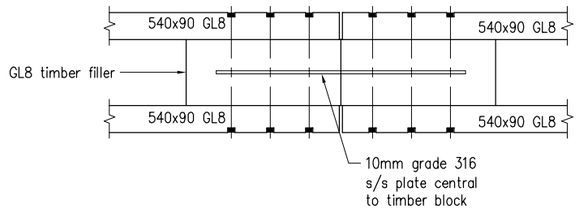


4 / - / 1:10

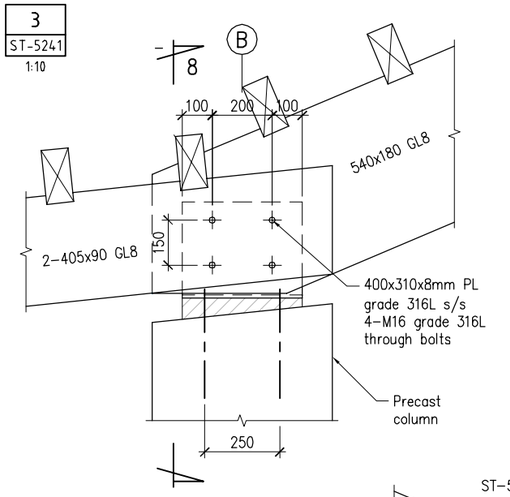
Notes:
1. Refer General Notes drawing ST–5201
2. Refer specifications for steel coating system.
3. Isolation between galvanised steel and stainless steel is to be provided by neoprene washers or approved similar



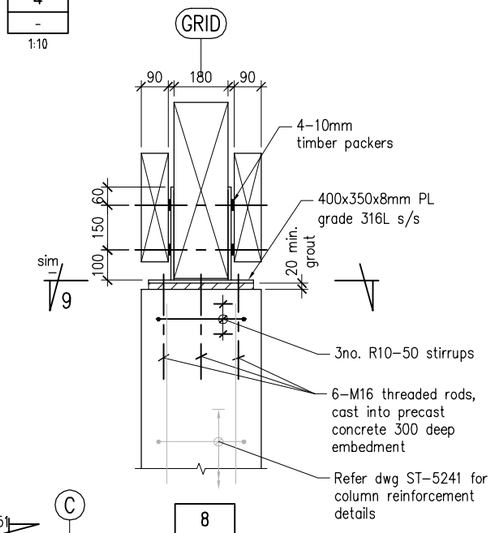
5 / ST-5241 / 1:10



6 / ST-5241 / 1:10



7 / ST-5241 / 1:10



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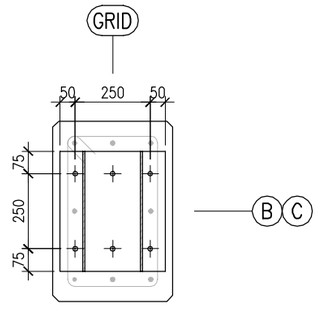

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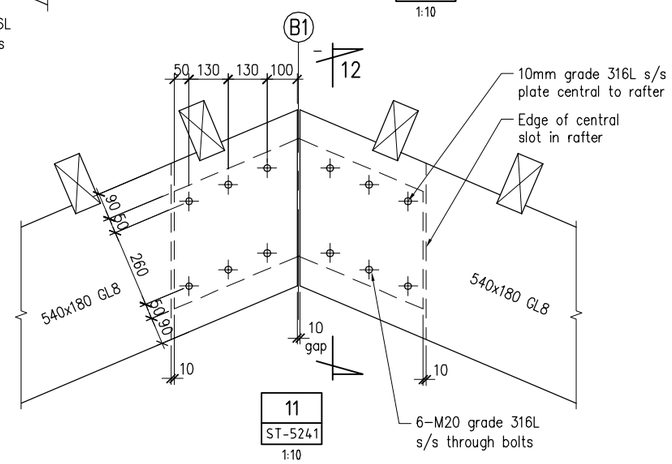

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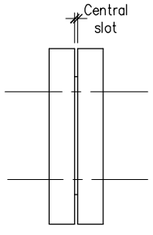

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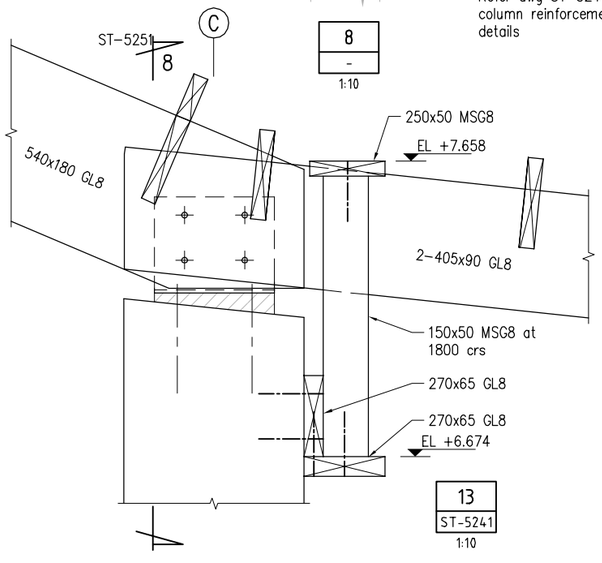

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APPROVED		DATE	

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CLIENT:

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL MEMBER
CONNECTION DETAILS - SHEET 1

A1 | STATUS: FOR TENDER | DRAWING NO: 60277008-ST-5251 | REV: B

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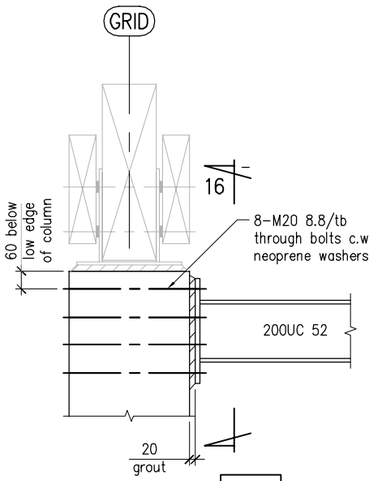

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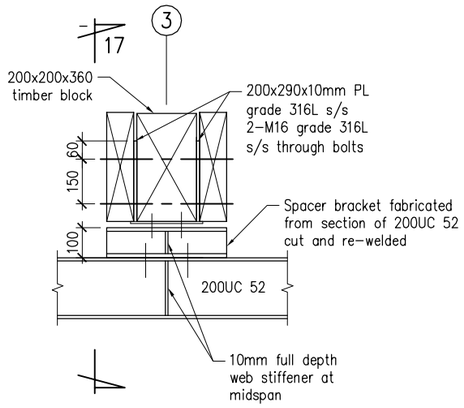

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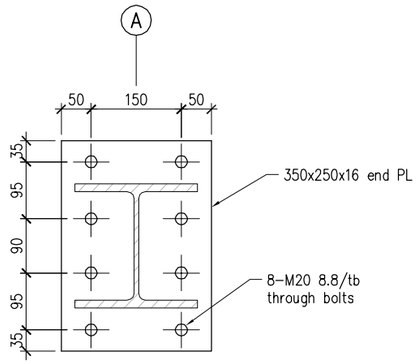

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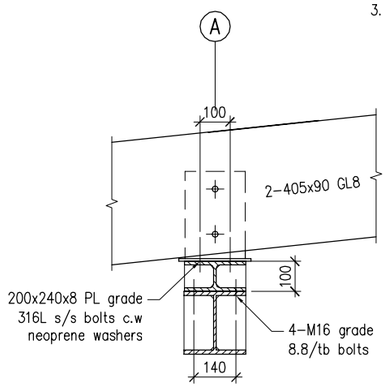

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Notes:
1. Refer General Notes drawing ST–5201
2. Refer specifications for steel coating system.
3. Isolation between galvanised steel and stainless steel is to be provided by neoprene washers or approved similar

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PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)

FUNAFUTI INTERNATIONAL AIRPORT (FUN) STRUCTURAL MEMBER CONNECTION DETAILS - SHEET 2

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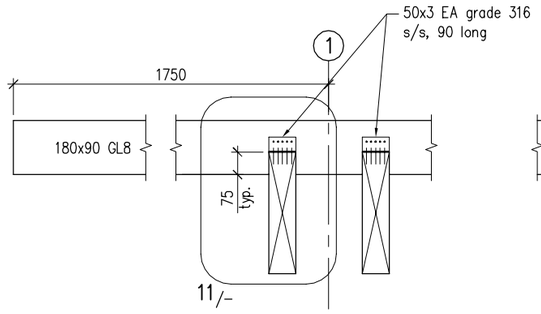
2. Refer specifications for steel coating system.



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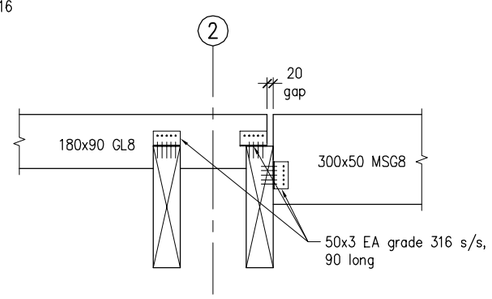

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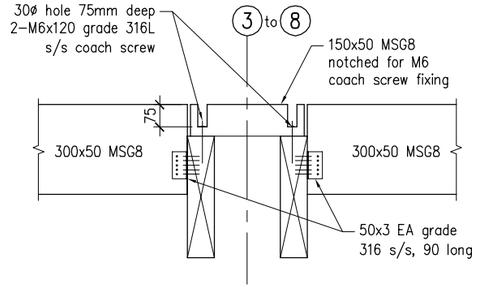

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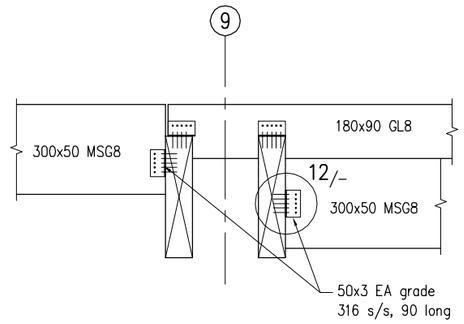

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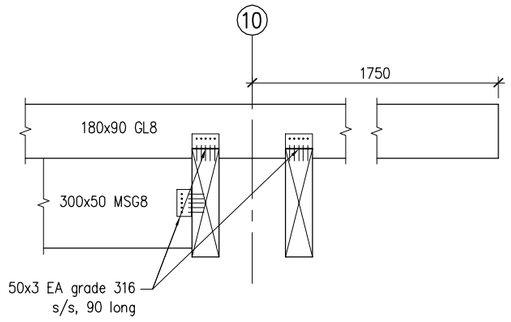

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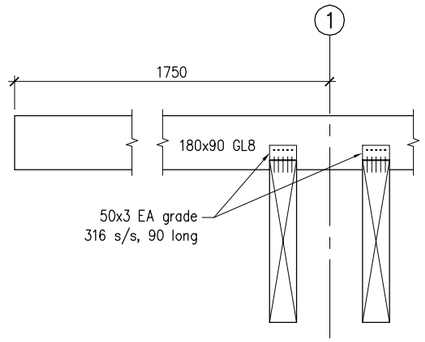

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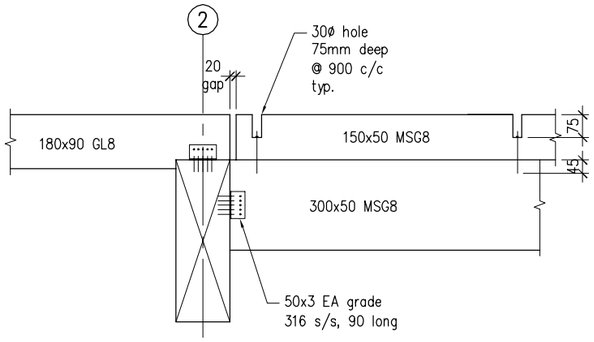

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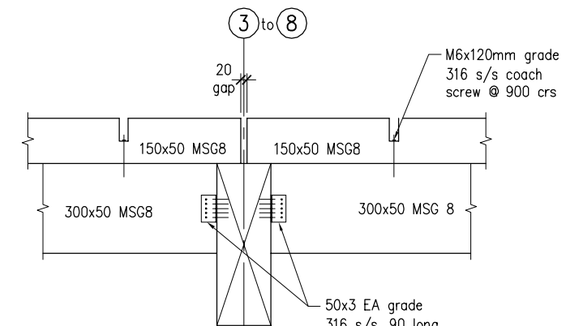

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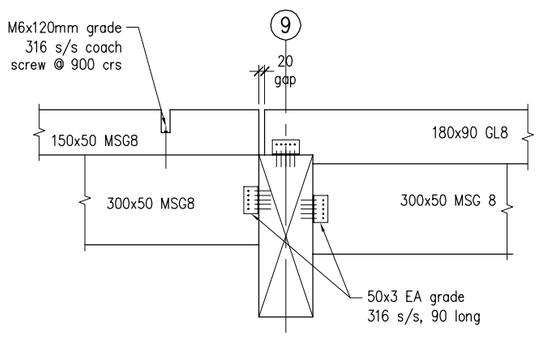

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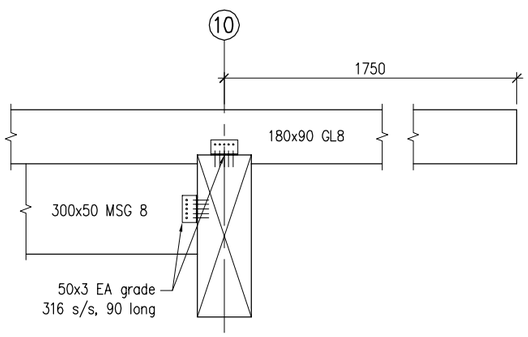

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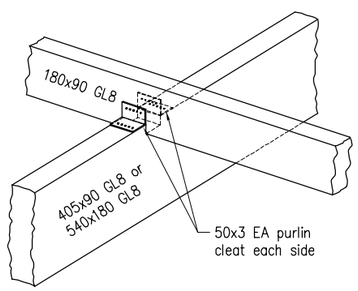

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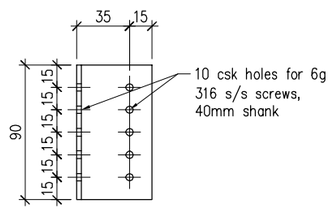

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PURLIN CLEAT DETAIL

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A	SM	03.11.14	FOR TENDER ISSUE		CDT

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FUNAFUTI INTERNATIONAL AIRPORT (FUN)
STRUCTURAL MEMBER
CONNECTION DETAILS - SHEET 3

A1	STATUS: FOR TENDER	DRAWING NO. 60277008-ST-5253	REV: B

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Appendix B

Mitigation Measures

Appendix B Mitigation Measures

Environmental & Social Mitigation Plan – For All TvAIP Components

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
DETAILED DESIGN/ PRE-CONSTRUCTION MOBILISATION STAGE					
Road traffic safety	Provide for Traffic Management Plan (TMP) to be developed by Contractor, to include signage, flag operators, personnel protective equipment (e.g. high visibility vest), and specific actions to be implemented around sensitive receptors (e.g. residential dwellings, schools, hospital). TMP to include vehicle and pedestrian traffic. Include renewal of any signage (e.g. speed limits) or other traffic calming measures (e.g. speed bumps) and sidewalks in design for ongoing safety of road users. Include transport of materials and equipment to construction camp (located at the airport) in the TMP e.g. covering of loads, maximum speed, designated travel times and notification of police and other required departments (e.g. hospital and schools).	To be decided on site From port to airport	Minimal (requirement of bidding documents)	Design Consultant and Contractor	Ministry of Communications and Transport (MCT)
Aviation traffic safety	Each investment within an operational airport is to have a Methods of Works Plan (MOWP) which is to be included in all bid and contract documents. The Contractor is to develop a Safety Management Plan as an addendum to the MOWP. The MOWP will include details of site works scheduling around known flight timetables and procedures for emergency response for all workers.	Operational airport	Minimal (requirement of bidding documents and standard construction practices)	Design Consultant	MCT
Soil erosion	Minimize erosion and design erosion protection measures according to international good practice standards, including incorporation of effective drainage systems (soakage pits) and consideration of surface flow paths. Schedule earthworks and construction activities outside of wet season, which is usually between November to April.	All locations	Minimal (part of standard design practices).	Design Consultant	MCT

[3] Costs are estimates only and will be calculated during the detailed engineering design.

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Dust/Air Pollution	Identify and locate waste disposal sites, stockpile sites and equipment (e.g. bitumen plant) to minimize impacts on the environment and nearby population. Ensure all equipment serviced and issued with warrant of fitness (as required). Equipment over five years old shall only be used with written approval by the Supervising Consultant. Any machinery deemed to be polluting the air must be replaced (or fixed) on instruction by the Supervising Consultant and MCT kept informed.	Construction camp Work sites	Minimal (part of standard design practices).	Design Consultant	MCT
Water and soil pollution	Minimise risk to groundwater and surrounding soil by developing a spill response plan and provide training to all contract workers on how to implement the spill response plan. Ensure bunded areas and hard stands are allocated at construction camp for the storage of fuel, lubricants and other potential substances required for the project. Water tight and sheltered bunds to be able to contain 110% of volumes being stored or 25% if total volume greater than 1,000L. Ensure wash down areas with respective collection and treatment systems are designated within the construction camp (e.g. settling pond or tank and concrete slurry treatment). Sanitation treatment system (e.g. compost or proprietary treatment system) is approved by the SWAT and MCT prior to implementation.	All components	Minimal (part of standard design and construction practices).	Design Consultant	MCT
Water supply	Ensure adequate supply of water for construction and personnel which does not adversely affect the community's water supply. Collect and store rainwater.	Airport terminals	Minimal (part of standard design practices).	Design Consultant and Contractors	MCT
Importation of aggregate material	Obtain import permit and Quarantine certification prior to export from country of origin. Certificate of fumigation and verification of source (or proof that material is free of contamination) to be submitted to Department of Public Works and Quarantine Department.	All components	Minimal (part of standard design and construction practices).	Design Consultant	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Solid waste generation	Allow for re-use of as much material as possible either within the TvAIP, other projects, or for community use. Funafuti Kaupule and the island recycling business should be consulted to determine if materials or waste can be recycled within the community. The recycling of construction materials will be at the discretion of the Public Works Department (PWD). When planning the construction Camp ensure temporary waste dump areas are allowed for and approved waste disposal sites / methodologies identified for removal of all solid waste. As early as possible in the pre-construction preparation phase suitable receiving waste facility(ies) should be identified and agreements put in place to transport (trans-boundary) remaining project waste from Tuvalu.	All locations	Minimal (part of standard design and construction practices).	Design Consultant and Contractor	MCT
Hazardous substances	Fuel shall be obtained from local commercially available sources. Prior arrangement regarding quantity and type will need to be organised (MCT to provide details of providers). Fuel shall not be stored in the construction camp unless permission given by MCT and the Department of Energy. Confirm the presence of asbestos containing material on any buildings to be demolished and make the necessary EHS and customs arrangements to deal with demolition and transport. Ensure containment facilities are set up for the transport of hazardous waste substances that are to be disposed of at licensed waste facility (trans-boundary).	All locations	Minimal (part of mobilisation and construction planning).	Contractor	MCT
Loss of public open space	Maintain access to the Falekaupule, apron and terminal car park outside of flight times. Investigation into alternative social gathering spaces / market areas (e.g. Waterfront Reclamation Area Project)	Terminal and Fongafale	Undefined	MCT	GOT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
CONSTRUCTION STAGE					
Traffic (vehicle and pedestrian) and construction safety	Implement the traffic management plan to ensure smooth traffic flow and safety for workers, passing vehicles and pedestrian traffic. Where appropriate, employ flag operators on the road to prevent traffic accidents. The workers shall have relevant safety equipment. Special care must be taken when construction works reach the schools and hospital. Coordination with school and hospital representatives must occur for safe passage of students and parents, and hospital visitors/ patients through a construction area. May include restricted work hours, reduced speeds and detours. MOWP to outline how access to operating terminal will be managed during construction so that businesses and enterprises can continue to operate and to ensure the safety of bystanders etc.	From port to airport	Safety equipment included in construction cost.	Construction Contractor	MCT
Loss of public Open Space	Provision of alternative social gathering spaces / market areas prior to construction starting and for duration of construction.	Funafuti	Undefined	MCT	GOT
Soil erosion	Minimise time and size of ground disturbing activities to workable size at any one time. Vegetation to be removed manually, strictly no use of herbicides/ pesticides.	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT
Water Supply	Possible non-potable water sources (e.g. seawater) and uses should be identified (e.g. dust suppression, machinery washing), provided there will be no risk of contamination of groundwater. Water saving measures such as sweeping of work areas and vehicles tyres instead of washing to prevent dust shall be used wherever possible.	All locations	Minimal (part of standard construction practice)	Construction Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Waste disposal	Ensure all construction waste material is recycled or packed up for transport off island. The municipal landfill on Funafuti is not suitable for disposal of construction waste generated from the TvAIP. Ensure areas for waste collection, recycling and off-side disposal are clearly marked/sign posted. Segregate waste to avoid cross contamination, such as with contaminated material (hazardous substance). Install waste collection facilities at construction camp to allow for collection and packing of waste. Strictly no dumping of rubbish. Include awareness training in general environmental training. Workers must be provided with a sanitary system to prevent fouling of lagoon or surrounding soils.	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT
Water and soil pollution	Lubricants shall be collected and recycled if suitable. All waste lubricants shall be removed from island as hazardous waste. Spill response plan training completed for all construction workers. Zones for preliminary accumulation of wastes are designated in areas that will cause no damage to the vegetation cover or leach into groundwater or the marine environment (e.g. within construction camp on hard surface). Excavations are bunded to prevent ingress of water runoff. Sediment laden runoff from excavations or stockpiles must be directed to a settling area (not the sea or beach) or collected for dust suppression provided the runoff is not contaminated with any chemicals (e.g. fuel). Rehabilitation of the construction camp area shall include scarification to loosen compacted ground as a result of stockpiles and construction of hard stand areas (including bunded areas). Any soil found to be impacted by hydrocarbons shall be excavated, treated as hazardous waste and removed from island for disposal at an approved facility.	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Generation of dust	Use closed/covered trucks for transportation of construction materials. Any vehicle which is overloaded (exceed designed load limit) or is not covered properly shall be refused entry to the construction camp or material shall be refused delivery (if not to the construction camp). Cover stockpiles containing fine material (e.g. sand and topsoil) when not actively being used. Keep work areas clean with regular sweeping. Due to freshwater supply constraints large scale water sprinkling should be kept to a minimum Dust masks and personnel protective equipment must be available for workers during dust generating activities (e.g. pavement milling).	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT
Noise and vibration disturbances	Minimise nuisance from noise, especially closer to residential areas, through establishment and communication to affected parties of standard working hours (7 am to 6 pm, Monday to Friday) and avoid increase of noise and number of work equipment at peak hours. Any work outside prescribed hours of operation requires approval by the MCT and notice to affected peoples provided at least 24 hours prior to out of schedule works starting (work on Sunday is unlikely to be approved unless required due to safety reasons). Regularly check and maintain machinery, equipment and vehicle conditions to ensure appropriate use of mufflers, etc. Workers in the vicinity of sources of high noise shall wear necessary protection gear rated for the situation they are being used. Signage to outline complaints procedure and contact details of recipient of complaints (e.g. phone number, physical address and email).	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Accident risks/Impacts on traffic and pedestrian safety	Arrange necessary measures for pedestrian and passer-by safety and all means of transportation safety (e.g., establish protection zones, by-pass these areas during transportation of materials, etc.) Relevant safety elements such as guardrails, road signs and delineators, pavement markings, barricades and beams, warning lights shall be installed. In some cases a flag operator or traffic control supervisor could be engaged around the specific work site.	All locations	Safety equipment included in construction cost. Minimal (part of standard construction practice).	Construction Contractor	MCT
Loss of archaeological artefacts or sites	Work to stop in specific location of unearthed artefacts or site and MCT notified immediately for instruction to proceed.	All locations	No marginal cost	Construction Contractor	MCT
Landscape degradation	Restoration of landscape after completion of rehabilitation works; restore the vegetation cover in accordance with the design and consistency with surrounding land condition (e.g. grass land or shrubs).	All locations	Minimal (part of standard construction practice).	Construction Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Hazardous substances and safety and pollution	Store and handle hazardous substances in bunded, hard stand or designated areas only. Bunded areas should be covered to stop rain water entering or constructed to drain to an oil water separator which will need to be constructed or a mobile proprietary unit imported specifically for use on the TvAIP. Bunds (secondary containment) to contain 110% of the largest container/tank required to be stored or 25% of total volume if total volume is over 1,000L. Provide hazard specific personnel protective equipment to workers directly involved in handling hazardous substances (e.g. chemical or heat resistant clothing, gloves). Complete list, including Safety Data Sheets (SDS) for each chemical stored or used shall be accessible at all times. Signage to be posted in storage areas identifying all chemicals present. Spill kits and training of use to be provided to all workers during toolbox meetings. Spill kits to contain PPE gear for the spill clean-up (e.g. gloves and overalls), material to contain the spill and absorbent pads, and a heavy duty rubbish bag to collect absorbent pads or material. Used oil to be collected and taken off island (for disposal or cleaning at approved facility) at completion of works if no on island disposal or recycling facility available.	All locations	Safety equipment included in construction cost. Minimal (part of standard construction practice).	Construction Contractor	MCT
Loss of biodiversity	If during course of construction work, particularly vegetation clearance and excavations any bird, reptile or mammal species is identified as being potentially impacted (e.g. nesting bird in area of proposed vegetation clearance) work is to stop in the specific location of the find and the Department of Environment and MCT notified immediately for instruction to proceed.	All locations	No marginal cost	Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Health and safety	Contractor prepare Site Safety Health and safety Plan Construction camp to be fenced to prevent access by unauthorised personnel. First aid training to be provided as required to site workers with basic first aid services to be provided by Contractor e.g. stretcher, vehicle transport to hospital. All contractors and workers to be given awareness training regarding prevention of communicable and sexually transmitted diseases (particularly HIV/AIDS). Contractor to coordinate with Ministry of Healthy regarding training. Prepare an Asbestos management plan if asbestos containing material is found, which clearly identifies the locations where the ACM is present, its condition (e.g. whether it is in friable form with the potential to release fibres), procedures for monitoring its condition, procedures to access the locations where ACM is present to avoid damage, and training of employees who can potentially come into contact with the material to avoid damage and prevent exposure. Only personnel trained in asbestos handling may be involved in any demolition works involving ACM. Full PPE to be used when handling the material ready for transport.	All locations	Security included in construction cost. Ministry of Health (US$ Ministry of Health (US$ Included in construction costs	Contractor	MCT
Damage to assets and infrastructure	As a result of TvAIP construction activities any damage to assets or infrastructure must be reported to the MCT and rectified at the expense of the Contractors.	All locations	Dependent on asset/ infrastructure and level of damage	Contractor	MCT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
OPERATION STAGE					
Hazardous substance management	Strictly apply and enforce manufacturer's recommendations for handling and storage. These measures include sealing of drums, and avoiding extreme heat. Compliance with international good practice. Security of storage areas to facilitate transport, handling and placement to be maintained (e.g. fences and locks fixed immediately if broken or vandalised). Complete list, including SDS for each chemical stored or used shall be accessible at all times. Signage to be posted in storage areas identifying all chemicals present. Staff to wear manufacturers recommended personnel protective equipment (e.g. gloves and overalls) when handling or mixing hazardous substances. Emergency vehicles are to be serviced and maintained at existing workshop areas.	All airport compounds	No marginal cost (standard operating procedure).	PWD (roading investment) Civil Aviation Directorate (CAD) (airports)	MCT
Water or soil pollution	Workshops or maintenance areas to be fitted with bunded areas for storage of oil and fuel drums (and any other hazardous substances). Used oil drums should be returned to the suppliers or, after being cleaned, sold in secondary local market if there is demand for this. Used oils may be used for emergency drills/preparedness exercises as appropriate by ARFF.	All locations	No marginal cost (standard operating procedure).	PWD (roading investment) CAD (airports)	MCT
Maintenance of drainage and soakage systems	Drainage systems shall be periodically cleared of sediment and organic matter build up to ensure appropriate flows and soakage. Material to be disposed at approved site (e.g. landfill or used as cleanfill) or composted if organic. Vegetation to be cleared from drainage channels and soakage pits and composted through Transfer Station.	All locations	No marginal cost (standard operating procedure).	PWD (roading investment) CAD (airports)	MCT
Loss of Open Space	Investigation into long term alternative social gathering spaces during operation.	Funafuti	Undefined	GOT	GOT

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS[3]	EXECUTING AGENCY	SUPERVISING AGENCY
Water supply	Include maximum rainwater reclamation in design of terminal	Terminal	Included in design	CAD	MCT
Wastewater management	Septic systems of the terminal to be regularly emptied and wastewater disposed or treated in accordance with requirements of PWD, Department of Environment and Solid Waste Agency of Tuvalu.	Terminal	No marginal cost for current practice of disposal.	PWD (roading investment) CAD (airports)	MCT