

AIRFIELDS

A Hat Trick for Fitzpatrick!

South Apron Refurbishment - Jersey

The works consist of the phased excavation and reinstatement of the South Apron and the construction of a new Cargo Taxiway link. The components of the complete South Apron Refurbishment Contract are as follows:

- Replacement of approximately half the existing area with all-new Pavement Quality Concrete (PQC) on wet-lean concrete base and crushed concrete sub-base for parking stands and apron taxiway extending eastwards from Taxiway Bravo. Stands to be for ICAO Code C aircraft;
- Total area of pavement is 35,000 m² made up of 150mm of wet lean and 310mm of PQC concrete. (5250m³ of wet lean and 10850m³ of PQC)
- Approximately 75% of these quantities were laid using Fitzpatrick in house slipform paver.
- The wet lean concrete was produced using recycled aggregates from the existing pavement construction; this involved the crushing of over 10,000 tonnes of concrete to produce sufficient quantities for the wet lean.
- The Contract commenced on 20th August 2007 and will be completed by early June 2008.
- The contract was divided into six phases in order to allow the airport to maintain operations on at least 4 stands on the South apron throughout the works. The South apron was divided into 4 phases and the Cargo taxiway into 2 phases.
- The pavement construction works commenced on 14th September 2007 and will be complete by end of May 2008.
- The actual slipform paving works have taken 61 days to complete (average 200m³ per day).

The contract also included the following associated works.

- Aeronautical Ground Lighting (AGL) including upgrades to existing circuitry and 'mimic' control system display and Surface Markings to be incorporated on a 'like-for-like' basis with the existing;
- New service road and hardstandings to the front of the Stands including service tug protection to buildings;
- New ductwork and drawpits to facilitate the future installation of Fixed Electrical Ground Power (FEGP) to Stands and
- New Surface Water drainage system to include separate pipework for 'clean' (i.e. Taxiway, where there is low risk of oil spillage) and 'dirty' water (i.e. Stands, where there is a higher risk of spillage). The preceding North Apron Refurbishment Project provided an Oil Interceptor (OI), Aeration Pond and Reed-Beds with sufficient capacity to provide treatment to ensure clean discharge to the water environment from the western 50% of the South Apron. The treatment system is located within the airfield boundary and includes measures to render the surface of the Aeration Pond unattractive to birds. The eastern area of the apron will drain eastwards via the existing outfall pipe network.
- The primary challenge to the Design and Construction processes was safeguarding the operation of Jersey Airport during the works especially in the context of reconstruction of the taxiway link. In order to achieve this, the Airport operator specified a sequence of working and the limited closure of the South Apron Stands.

■ For more information:
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