4-10-1980

Signage System for Abuja Internation Airport, Abuja Republic of Nigeria

Hilary G. Marquis

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APPROVALS

R. R. Remington

Advisor: __________________________
Date: 5-2-81

Associate Advisor: James VerHague
Date: 5-2-81

Associate Advisor: R. S. Kerr
Date: 5-4-81

Graduate Academic Council
Representative: __________________________
Date: 5/7/81

Dean, College of Fine & Applied Arts: __________________________
Date: 5/7/81

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Date: __________________________
Rochester Institute of Technology

A Thesis Submitted to the Faculty of
The College of Fine and Applied Arts
in Candidacy for the Degree of
MASTER OF FINE ARTS

Signage System for Abuja International Airport, Abuja
Republic of Nigeria.

By

Hilary Gbolarumi Marquis

April 10, 1980
DEDICATION

To my parents.
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THESIS COMMITTEE

Chief Advisor: R. R. Remington
Associate Advisor 1: J. C. VerHague
               2: R. S. Kerr

BACKGROUND INFORMATION

I would like to express my sincere gratitude to Mr. S.E. Idada, Mr. A.D. Santos and Mr. G. Onyeali for their kind assistance during my data collecting process in Nigeria.
INTRODUCTION

The purpose of my thesis is to design a signage system for my country's new capital city international airport now under construction at Abuja.

Although this project is not a professional contract, I have chosen this topic because of the almost true-to-life experience it has afforded me in working closely with government agencies. It is hoped that this contact will help government managers and planners understand that large construction projects need well thought-out environmental graphics programs.

This signage system is designed specifically to orient passengers from the point of entry on the airport premises to their leaving through the departure gates. There has also been a conscious effort on my part to uphold the cultural identity of the locality in the designs executed for this system, while fully realizing that airport signage must address itself to an international audience.
RESEARCH

CORRESPONDENCE

Upon approval of my topic, I wrote a letter to the Permanent Secretary of Nigeria's Federal Capital Development Authority notifying him of my thesis topic and asking for his ministry's support in my data collecting process (Appendix A).

Due to the physical distance barrier between the Nigerian Federal Capital Development and myself I found it necessary to write another letter to the liaison officer enlisting his support towards this project (Appendix C).

In due course, I had replies from the Federal Capital Development Authority directing me to the Nigerian Airports Authority for relevant and appropriate data (Appendix D&E).

FIRST COMMITTEE MEETING

While waiting for a response from Nigeria, I had my first thesis committee meeting. Here, I outlined my program goals, objectives, processes and strategies. I also presented a timeline for the project (Appendix B). I came out of the meeting with useful suggestions on how I could approach the thesis problem.

READING AND INFORMATION GATHERING

All through this period of waiting for the architect's plans and data from Nigeria, I spent a considerable amount of time acquainting myself with books and articles on signage systems design.
ON-SITE VISIT

As can be seen in my data sheet (Appendix B), I returned to visit Nigeria in an attempt to expose myself to the realities of the project. This was also an opportunity to collect some data and talk with key resource people. I scheduled my visit to Nigeria for the Fall break.

On arrival in Nigeria, I went directly to the Federal Capital Development Authority's liaison office in Lagos, where I was able to receive a letter of introduction to the Nigerian Airports Authority from Mr. S.E. Idada (Appendix F).

With my formal letter of request (Appendix G), the Nigerian Airports Authority provided the architect's plans and the feasibility study booklet. I made copies and drawings from these documents and I eventually came back to Rochester with these as my reference materials for the project (Appendix H).

On my return trip to Rochester, I photographed architectural graphics at Murtala Mohammed International Airport, Lagos, Nigeria; Heathrow Airport, London, Great Britain and John F. Kennedy International Airport, New York, United States of America. I added these slides to earlier ones I had taken of Monroe County Airport.

SECOND COMMITTEE MEETING

At the beginning of the Winter Quarter, I held my second thesis meeting. I made a progress report on my trip and my thesis project (Appendix I). I also discussed some guidelines on how I was going to approach the next phase of my thesis. The committee suggested useful changes, additions and corrections on organization and presentation of contents and scheduling of the project. I was advised to draw up a new timeline to compensate for the late arrival of data and other necessary information (Appendix J).
After careful study of the architect's location plans, the feasibility study booklet and the passenger traffic flow charts, I started to identify the graphic components that would create a signage system suitable for the international airport. I developed preliminary messages, sign types and location for the driveways and the two floors of the air terminal. I did this by assigning 4x6 index cards with color codes and wording on each to correspond with a recommended location on the architect's maps (Appendix K&L). Each color identifies different types of signs; green for direction; blue for information; black for restriction and prohibition and yellow for identification.

SIGN ITEM CARDS

After a thorough review of the preliminary location maps, information on the color-coded 4x6 cards was transposed onto sign item cards. More information was reviewed and decisions were made on these cards for the graphic schedule. These included messages, remarks, thumbnail sketches etc. (Appendix M).

FINAL LOCATION MAPS

After the graphic schedule was worked out, the final location maps were drawn and prepared for presentation to the committee by affixing lozenge shaped tabs on sign locations and ascribing appropriate item numbers from the sign item cards (Appendix N).
GRAPHIC SCHEDULE

With the complete compilation of sign item cards and the preparation of the final location maps, I went on to compile the graphic schedule for all the signs in the system (Appendix O).

THIRD COMMITTEE MEETING

At this meeting, the graphic schedule sheets for the signage system were approved and I went on to show the design elements I had chosen for the signage (Appendix P).
**GRAPHIC DESIGN ELEMENTS**

**STANDARD TYPEFACE**

The typeface for the signage is Helvetica Medium. It has a large x-height, lending itself to good legibility. It has also acquired international recognition as a typeface for signage (Appendix P).

This program will utilize three sizes. The sizes chosen in an effort to bring unity to the system were 22.86cm. (9ins.), 11.43cm. (1-1/4ins.) and 4.13cm. (1-5/8ins.).

**STANDARD ARROW**

The design of the arrow is executed to complement the Helvetica Medium typeface. The height of the capital letters will correspond with the arrow from top to bottom.

**STANDARD COLORS**

Four colors will be used in the system including the colors used in standard road signs. The colors are to be found in the Pantone Matching System – Green: Pantone 354-A, Black: Opaque A and Yellow: Pantone 116A. However, Chartpark Red: NO. CF055 was found to be the most satisfactory red.

The green will be used for exterior signs complementing the traditional green of Nigeria's public highway signage system.

The interior signage will be black and is used because of its neutral color in an atmosphere so full of colors and activities. Red and yellow will be part of the standard road signs used in the airport.
STANDARD PICTOGRAMS

The American Institute of Graphic Arts - Department of Transportation pictograms (Appendix P) are examples of the pictograms to be used in the recommended system because of the multi-lingual nature of air travellers. This will supplement the use of English as the international air travel language. This will also be a good advantage to Nigeria since English is her lingua-franca.

So far, the American Institute of Graphic Arts - Department of Transportation pictograms are the most accepted, hence their adoption.

STANDARD ROAD SIGNS

Examples of standard road signs (Appendix P) depict the signs to be installed as part of the signage system at the airport. They have been time-tested and universally accepted for their functional qualities.


2 Ibid. p. 60
PRELIMINARY TYPOGRAPHIC LAYOUT

Having arrived at a decision on the design elements, I set out to make some preliminary typographic layouts as a projection from the thumbnail sketches on the 4x6 sign item cards (Appendix Q).

These were my first attempts at doing schematic drawings for the signage system. From here, I tried to build a coordinated system.

After some criticism and suggestions from advisors on the thesis committee, I went on to do more comprehensive schematic drawings, in color, using the principles I had outlined earlier (Appendix P).

With a few revisions like the selective use of copy for reasons of legibility, color visibility and consistency in material usage, my drawings were approved for final production for my thesis show exhibits (Appendix R).
GRID AND MODULAR LAYOUT

Before progressing to the preparation of my presentation drawings, I prepared the grid drawings and modules for the signage system (Appendix S). This helps to structure the signage system.

The grid or modular units are squares with dimensions taken from appropriate capital letter heights. Interlinear spaces are half of the capital letter height. Panel margins are a unit and the space between the last line of a message and the bottom of the panel is one and one-half of a unit.

The modular system consists of an addition of the units horizontally or laterally to accommodate the intended messages.
FINAL PRODUCTION

I chose to have eight poster-size (27½ x 21¾) panels for my presentation drawings. After I produced a grid layout and comprehensive layouts for the presentation panels (Appendix S), I started transposing my schematic drawings into final presentation pieces. I employed the use of graphic arts materials like press-on types, color sheets and 3M's INT. I included in my presentation panels captions and copy describing the project, design elements and their applications (Appendix V).
CONCLUSION

In concluding, I would say this thesis work has afforded me the opportunity to originate, study and generate a project that demonstrates my knowledge of signage and environmental graphics. I feel that planning a design project will be a more systematic process for me now.

Finally, as a student from a developing country, I hope to be able to utilize this knowledge in my country in the near future.
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The Permanent Secretary,
Federal Capital Development Authority,
Lagos, Nigeria.

Dear Sir,

Request for Data in Pursuance of Thesis Study for a Masters Degree in Communication Design.

I am a Nigerian Student in the above named institution and I am in the process of starting my thesis study as a part requirement for a masters degree in communication Design.

After careful consideration, I have decided to choose a home related problem hoping that I might in my own little way be contributing to the development of my country in terms of a comprehensive study on a rational and systematic visual communication system in our cities and towns.

I will be directing my thesis on the Signage System (Environmental Graphics) for the new capital, being built at Abuja. I believe all our cities and towns should have character and peculiarities of their own and should be guided and structured to reflect a rational approach to environmental graphics. In this way, communication between people and the authority can be easier and more effective. Visitors into the city will find their way around much more easily and services will be better organised under a more effective signage system.

I hope to concentrate on either the signage system for the capital's International Airport, it's Commercial Hub Centre or it's transport system.

At the moment, it will be greatly appreciated if I could receive some sketch maps of the city, it's airport, highway and road constructions to enable me to design signage systems for the city. I hope this proposal is feasible since these materials will be crucial to the development of my thesis work. I would also be pleased to be directed to any other body that might be of some assistance to me in my data collecting endeavour to substantiate some of my design principles.

I do hope this introductory letter spells out my aims and objections in choosing this area of study as my thesis. I hope it would interest you and your office and this would be the beginning of a series of communication that will lend support to my work here. I am hoping to possibly come down in the middle of my work to have a first-hand information on the project.
I wish you the best of luck in your work to make our new capital city a well-organised and well planned city. I known it must be a big job. Goodluck.

I am hoping to hear from you very soon. Enclosed are some documents for proper indentification. Thank you.

yours sincerely,

[Signature]

Hilary G. Marquis.
APPENDIX B

Data sheet on project.
DATA SHEET

Program Title: Signage system (environmental graphics) for Nigeria

Program Goal: To design a demonstration concept program of a signage systems project for Nigeria's new capital, Abuja, for either its international airport, the commercial hub or its transport system.

Program Objective: This design is primarily to project a transfer of urban information through the use of organised signage design in our environment.

To help organise the effective running of the city's businesses through an efficient signage system.

To give the city a character which is befitting for its status as a world's capital.

Hospitality and cordial relationship with visitors will be promoted through immediate understanding of the city and its services from its signage.

Endeavour to reflect geographical location through the use of the language, typestyle and colors of the localities.

Program Processes & Strategies: Collect data from books and publications as to problems and subsequent solutions to some signage problems.

Collect plan or sketch maps from Federal Development Authority.

Choose typeface, guidelines and design of signage.

Produce sample work sheets and working drawings.

Visit site - Collect more data.

Produce sample worksheets.

Confer with production company.

Write, design and layout standard book.

Target Audience: Government Officers

Other Audience: College Administrators
Company Administrators
Designers and Allied Professionals

Presentation Date of Program: 22nd - 26th February
Location: Department of Communication Design, CFAA

Program Advisor—Design Director: R. Roger Remington

Program Consultants: J. VerHague
R. Kerr

Client: Permanent Secretary - Federal Capital Authority.

Program development budget:

Program development timeline:
APPENDIX C

Letter to liaison officer, Federal Capital Development Authority.
Mr. S.E. Idada,  
Federal Capital Development Authority,  
15B Awolowo Road,  
S.W. Ikoyi,  
P.M.12534, Lagos,  
Nigeria.

Dear Mr. Idada,

Request for Data in Pursuance of Thesis Study for a Masters Degree in Communication Design.

I wish to enlist your assistance and support in my data and information collecting endeavour towards my thesis project. The thesis, I believe, has a lot in bearing with your projects at the Federal Capital Development Authority.

I am pursuing the study and design of a signage system (environment graphics) for the new federal capital as my thesis project being a part requirement for my postgraduate program.

Earlier, I had written to the Authority through the permanent secretary but I have not had any response yet. Through a request to my chairman Mr. Moemeke, I have been able to receive your name as a reference and as my possible contact with the Authority. Mr. Moemeke has asked me to write directly to you hoping you will be of great assistance to me.

My thesis will, all factors permitting, cover signage systems (environment graphics) for the city's international airport, central business district or its transport system. My choice will depend on where best I can collect adequate data. At the moment I have a bias for the airport.

As you might suspect, I do have a communication problem due to the distance between myself and the Authority. It will appreciated if I could receive your phone number enabling me to make calls if I do have some urgent questions.

At the moment, I would be glad to receive from your office some background information to the projects, the site maps, plans or blue prints that would be of assistance to me for a signage system for the new capital. As mentioned earlier, I have my bias towards the airport project.

Enclosed is a copy of an earlier letter I wrote to the Authority. I am looking forward to getting a receptive response from you. The project is a six months' study and I would very much like to complete the data collecting process as soon as possible to give me time to carry on to the other stages of the project.
I would be visiting Nigeria during the Christmas-New Year break as an on-site visit to the projects enabling me to have a firsthand information on my thesis problem.

Once again, I would like to emphasize that I am counting on your support and assistance. Thank you in advance.

Yours sincerely,

Hilary G. Marquis
APPENDIX D

Reply from liaison officer.
LIAISON OFFICE

10th November, 1980.

The Permanent Secretary,
Fed. Cap. Dev. Authority,
P. M. B. 24,
Suleja.

Research Projects on the New Federal Capital

I forward herewith letter dated 2nd October, 1980 with attachment from Mr. Hilary Gbolarumi Marquis of College of Fine and Applied Arts, New York for your information and necessary action.

2. The result of the project is likely to be of benefit to the FCDA in due course and should be supported.

S. E. Idada
LIAISON OFFICER

Copy to:

Mr. Hilary Gbolarumi Marquis,
Roche Institute of Technology,
College of Fine & Applied Arts,
Office of the Dean,
One Lamb Memorial Drive,
Rochester, New York 14623.

For information.

S. E. Idada
LIAISON OFFICER
APPENDIX E

Reply from the permanent secretary.
Mr. Hilary Gbolarumi Narquis,
College of Fine & Applied Arts,
Office of the Dean,
One Lamb Memorial Drive,
Rochester, New York 14623,
716 - 475 - 2645,
USA.

RE-REQUEST FOR DATA IN RESPECT OF THE ABUJA INTERNATIONAL AIRPORT FOR YOUR DESSERTATION

Reference your letters to the Permanent Secretary and the FCDA Lagos Liaison Officer dated 2nd September and 2nd October, 1980 respectively.

2. I am directed to inform you to channel your requests to the Nigeria Airports Authority's head-office in Lagos as the Authority is the one handling the development of the Abuja International airport and indeed all Airports in Nigeria and therefore is in possession of the materials relevant to your project.

3. Our inability to assist you as much is deeply regretted.

Thanks.

I. A. Lawal,
for Permanent Secretary.
APPENDIX F

My letter of introduction from Federal Capital Development Authority to Nigerian Airports Authority.
Mr. Santos,
Director of Engineering Services,
Nigerian Airports Authority,
Murtala Muhammed Airport,
Ikeja.

Re: Research Projects on the New Federal Capital

The bearer, Mr. H. G. Marquis, is a Research Student working on airport development in the new Federal Capital and will require your assistance in his work.

2. Your co-operation will be greatly appreciated.

S. E. Idada
LIAISON OFFICER

Ref. No. FCDA/LLO/26/S.133/13A


Copy to:

Mr. H. G. Marquis,
Roche Institute of Technology,
College of Fine & Applied Arts,
Office of the Dean,
One Lemb Memorial Drive,
Rochester, New York 14623.

For information.

S. E. Idada
LIAISON OFFICER
APPENDIX G

Formal letter of request from me to Nigerian Airports Authority.
Mr. A. Delos Santos,
The Director of Engineering Services,
Nigerian Airport Authority,
Ikeja.

Dear Sir,

Request for Layout Plan for Murtala Mohammed and Abuja Airports

I wish to request for the layout plans of the two above mentioned airports as data materials for my research project on signage systems and environmental graphics of Nigerian airports.

I will like to stress that this is purely for educational purpose and the materials will be treated with great security.

I would also be grateful if I could take slides of some existing signage at the Murtala Mohammed Airport.

Once again, thank you for your cooperation.

Yours Sincerely,

Hilary G. Marquis
APPENDIX H

Working drawings from architect's plans and passenger flow chart from feasibility study booklet.
DEPARTURE PATHS

BUSES

EMBARKATION LOUNGES/JETWAYS

DEPARTURE GALLERY (INTERNATIONAL)

7 1 2 3 4 5 6

SECURITY CHECK

INTERNATIONAL DEPARTURE HALL

IMMIGRATION

TRANIT PASSENGERS

PUBLIC RESTAURANTS TERRACE

BAR SNACK SHOPS

WAVING GALLERY / SHOPS

DEPARTURE GALLERY DOMESTIC

1 2 3 4 5 6 7

SECURITY CHECK

DOMESTIC DEPARTURE HALL

BAGGAGE CLAIM (INTERNATIONAL)

CHECK-IN INTERNATIONAL / DOMESTIC

BAGGAGE CLAIM (DOMESTIC)

LEGEND

--- BAGGAGE FLOW: --- PASSENGER

35
ARRIVAL PATHS

BUSES

ARRIVAL GALLERY (INTERNATIONAL)

IMMIGRATION

BAGGAGE CLAIM INTERNATIONAL

CUSTOM

BAGGAGE CLAIM (DOMESTIC)

LEGEND

--- BAGGAGE FLOW

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APPENDIX I

Progress report on on-site visit and thesis project.
REPORT ON DATA COLLECTING TRIP FOR THESIS AND PROGRESS REPORT ON THESIS

Report on Trip

On my two weeks trip to Nigeria, I was able to: Make copies of architect's plans for the new federal capital airport at Abuja.

Make xeror copies from feasibility studies prepared by the Nigerian Airport Authority.

Ask questions concerning operating and functional requirements of similar facilities eg. Murtala Mohammed Airport Lagos, Heathrow Airport, London, JFK International Airport, New York and Monroe County Airport, Rochester.

Took slides of existing signage systems in the above mentioned airports.

Progress Report on Thesis (As per data sheet)

Program Processes & Strategies: Collect data from books and publications as to problems and subsequent solutions to some signage problems.

Collect plan or sketch maps from Federal Development Authority.

Choose typeface, guidelines of signage.

1 Develop concept for a system of graphic elements which will communicate information effectively.

2 Provide Preliminary Graphics Schedule, a complete list of graphic elements which includes recommended wording for signs.

3 Using architect's plans, show preliminary locations for all item.

4 Provide schematic designs showing approximate size and shape of sign.

5 Review sign types, copy and locations with the client for approval.

Produce sample work sheets and working drawing.

1 Using design techniques as required, develop designs for all signing and graphic items which were approved earlier.

2 Select color and materials for all items.

Visit site - Collect more data.

Produce final worksheets.

1 Provide complete working drawings for all signing and graphic items for access roads to terminal building.
and through it to passengers' boarding gate.

2 Provide final specifications for all colors and materials.

3 Provide final location plans and Graphics Schedule of all items.

Write and layout standard book.
APPENDIX J

New timeline.
Flowchart showing work schedule for my thesis project.
APPENDIX K

Samples of color coded cards - preliminary location maps.
Abuja International Airport

Keep left to passenger terminal
APPENDIX L

Preliminary location maps.
APPENDIX M

Item number cards - Final location maps.
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APPENDIX N

Final location plans.
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APPENDIX O

Graphic schedule.
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<td>LP1</td>
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<td>3-1</td>
<td>35 Kph</td>
<td>6</td>
<td>LP1</td>
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<td>Public Car Park 1; Airport Safe Car Park 2; Airport Safe Car Park 3</td>
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<td>LP1</td>
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<td>LP1</td>
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<td>3-1</td>
<td>Merge</td>
<td>1</td>
<td>LP1</td>
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<td>LP1</td>
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<td>Front Service Road</td>
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<td>Public Car Park Lot 1; Airport Safe Park 2; Taxi Park; Airport Safe Park 3</td>
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<td>5-1</td>
<td>Public Car Park 1</td>
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<td>8-32</td>
<td>Do Not Enter</td>
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<td>LP1</td>
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<td>Bus Stop</td>
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<td>Technical Zone; City of Abuja</td>
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<td>Petrol - 2 Km</td>
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57
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<th>Information; International Departure; Domestic Departure</th>
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<td>Arrival; Immigration Control</td>
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<td>LP2</td>
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<td>Baggage Claim</td>
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<td>LP2</td>
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<td>Customs</td>
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<td>8-27</td>
<td>Something to Declare</td>
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<td>LP2</td>
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<tr>
<td>8-30</td>
<td>Taxi to Abuja</td>
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<td>Waiting Gallery; International Departure Hall; Bar; Duty Free Shop</td>
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<td>LP3</td>
</tr>
<tr>
<td>Row</td>
<td>Description</td>
<td>Number</td>
<td>Location</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------------------------------------------------------------------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>8-1</td>
<td>Check-in; Ticketing; Telephone-Bank-Car Rental;</td>
<td>1</td>
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<tr>
<td></td>
<td>Left Luggage Lockers</td>
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<td></td>
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<tr>
<td>8-3</td>
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<td>LP3</td>
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<tr>
<td>10-5</td>
<td>Shops</td>
<td>8</td>
<td>LP3</td>
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<td>13-1-2</td>
<td>Men's</td>
<td>3</td>
<td>LP3</td>
</tr>
<tr>
<td>13-3-4</td>
<td>Women's</td>
<td>3</td>
<td>LP3</td>
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<td>8-6</td>
<td>International Departure Hall; Bar; Duty Free Shops</td>
<td>1</td>
<td>LP3</td>
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<tr>
<td>8-7</td>
<td>Immigration; Security; Customs; Health Offices</td>
<td>6</td>
<td>LP3</td>
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<td>8-8</td>
<td>Gates 1 - 4; Gates 5 - 6</td>
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<td>LP3</td>
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<tr>
<td>8-9</td>
<td>Gates 1 - 2; Gates 3 - 4</td>
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<tr>
<td>8-10</td>
<td>Gates 5 - 6</td>
<td>1</td>
<td>LP3</td>
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<tr>
<td>11-1</td>
<td>Gate 1; Gate 2 etc.</td>
<td>12</td>
<td>LP3</td>
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<tr>
<td>12-1</td>
<td>No Smoking, Please</td>
<td>12</td>
<td>LP3</td>
</tr>
<tr>
<td>8-10</td>
<td>Domestic Departure Hall; Bar</td>
<td>1</td>
<td>LP3</td>
</tr>
<tr>
<td>14-1</td>
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<td>LP3</td>
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<td>8-11</td>
<td>Security</td>
<td>1</td>
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<td>Symbol (Elevator)</td>
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<td>Gates 7 - 8; Gates 9 - 12</td>
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<td>Gates 7-10; 11-12</td>
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</table>
APPENDIX P

Graphic design elements.
STANDARD COLORS

1. Yellow: Pantone 116A
2. Red: Chartpark Red, NO.: CF055
3. Green: Pantone 354-A
4. Black: Pantone Opaque A
STANDARD SIGNS
SHAPES AND COLORS

A. OCTAGON.

B. EQUILATERAL TRIANGLE.

C. ROUND.

D. DIAMOND.

E. VERTICAL RECTANGLE.

F. HORIZONTAL RECTANGLE.

G. PENTAGON.

H. PENNANT.

Note: See sections 201.6 and 201.7.

Figure SS - 1
APPENDIX Q

Preliminary typographic layouts.
Parking

Public Car Park 1
Airport Safe Car Park 2 (Domestic passengers) £5 per day
Airport Safe Car Park 3 (International passengers) £5 per day

Sign Type Title
2-2 AUTO INFORMATIONAL
<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Title</th>
<th>Quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1</td>
<td>AUTO DIRECTIONAL</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Sign Type</td>
<td>Title</td>
<td>Quantity</td>
<td>Remarks</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------</td>
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<td>---------</td>
</tr>
<tr>
<td>5-1</td>
<td>Identification Sign</td>
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</tr>
<tr>
<td>Sign Type</td>
<td>Title</td>
<td>Quantity</td>
<td>Remarks</td>
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<tr>
<td>-----------</td>
<td>------------------------------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>10-2</td>
<td>IDENTIFICATION SIGN</td>
<td>4</td>
<td>S/F Illuminated</td>
</tr>
<tr>
<td>Sign Type</td>
<td>Title</td>
<td>Quantity</td>
<td>Remarks</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------</td>
<td>----------</td>
<td>------------------</td>
</tr>
<tr>
<td>15-1</td>
<td>IDENTIFICATION/INFORMATION</td>
<td>1</td>
<td>S/F ILLUMINATED</td>
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</tbody>
</table>
APPENDIX R

Schematic drawings - Color.
Public Car Parking (Visitors)
Airport Safe Car Park (Domestic passengers)
Airport Safe Car Park (International passengers)

Sign Type | Title          | Quantity | Remarks
----------|----------------|----------|--------
1-2       | AUTO INFORMATION | 1        | £50    
<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Title</th>
<th>Quantity</th>
<th>Remarks</th>
<th>Scale</th>
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</thead>
<tbody>
<tr>
<td>3-2</td>
<td>AUTO BI-DIRECTION</td>
<td>1</td>
<td>Spot-lighted</td>
<td>1:50</td>
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</table>
Sign Type | Title      | Quantity | Remarks            | 85
---|------------|----------|--------------------|-----
2-4 | AUTO DIRECTIONAL | 1        | Spot - Lighted     |     |
<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Title</th>
<th>Quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>AUTO DIRECTIONAL</td>
<td>1</td>
<td>S/F ILLUMINATED</td>
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</tbody>
</table>
Public Car Park

<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Title</th>
<th>Quantity</th>
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</tr>
</thead>
<tbody>
<tr>
<td>5-1</td>
<td>IDENTIFICATION</td>
<td>5</td>
<td>ILLUMINATED</td>
</tr>
<tr>
<td>Sign Type</td>
<td>Title</td>
<td>Quantity</td>
<td>Remarks</td>
</tr>
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<td>------------------</td>
<td>----------</td>
<td>------------------</td>
</tr>
<tr>
<td>4-1</td>
<td>AUTO 1DIRECTIONAL</td>
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</table>
Bus Stop

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<tr>
<td>Design Type</td>
<td>Title</td>
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<td>Pedestrian Identification</td>
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</table>
Grid and modular layouts.
Grid

Exterior Signage

Hotel, Amenities Club
Swimming pool

Interior Signage

Information
Arrival
Departure

Panel units: (i) 22.86cm x 22.86cm (9ins x 9ins)
(ii) 4.13cm x 4.13cm (1½ ins x 1½ ins)
(iii) 11.43cm x 11.43cm (4½ ins x 4½ ins)
**Modular layout**

Panel sizes are determined by increases through subsequent modular squares.
APPENDIX T

Grid and Comprehensive layouts for panels.
APPENDIX U

Color photographs of final presentation panels.
Signage system for Abuja International Airport, Abuja, Republic of Nigeria
Signage system for Abuja International Airport, Abuja, Republic of Nigeria
Signage system for Abuja International Airport, Abuja, Republic of Nigeria.
BIBLIOGRAPHY

