

Greene County – Lewis A. Jackson Regional Airport

Construction Design Standards

March 2016



FORWARD

This document has been prepared to aid architects, engineers and contractors in the preparation of airport related building plans and engineering designs, and to inform interested persons of the procedures and standards for submittal, design and construction of airport improvements at the Greene County – Lewis A. Jackson Regional Airport.

It is not the intent of this manual to take away from the design engineer any responsibility for the technical adequacy of a design or freedom to use engineering judgement and discretion in the practice of the profession. It is recognized that matters of engineering design cannot be set out in writing to cover all situations. However, the design standards as set out herein represent good practice. Any design methods or criteria different than that listed will receive consideration for approval, provided the proposed variances and the reasons for their use are submitted to the Greene County Regional Airport Authority.

The Greene County Regional Airport Authority, at any time during the design or construction, shall have the authority to require modification to any engineering or construction detail whenever required for the protection of the public and airport's interests.

BUILDING STANDARDS

These Building Standards are set forth to ensure a mechanism for evaluating proposed facade treatments, a framework for treatments for hangar construction and coordinated paint color, building and construction materials, signs, and exterior lighting fixtures.

A. Construction and design shall comply with all rules and regulations promulgated by the Authority, all appropriate local, state and federal laws, rules and regulations, as applicable. Operators are urged to secure the services of qualified professional architects or designers to ensure compliance with the intention of these guidelines. Design engineers shall be permitted freedom to use sound engineering judgment and discretion in the practice of the profession and shall maintain the responsibility for the technical adequacy of a design. Any deviation from the design and/or construction standards set forth herein shall be submitted to the Authority for review. It shall be in the Authority's sole power to reject or approve such deviations which approval shall be not unreasonably withheld.

B. Plan Submission

A preliminary plan submittal package shall be submitted to the Greene County Regional Airport Authority. The preliminary plan submittal package shall consist of the following:

1. Letter of intent addressing the scope of Development proposed.
2. Exhibit A - Plan view of proposed lease area (typically a set of parallel lines which extend from the access road to the taxiway and are located 10 feet to either side of the hangar) including size and location of all proposed improvements consisting of distances from known, fixed reference points.
3. Exhibit B - Plan view of proposed maintenance area consisting of distances from known, fixed reference points.
4. Exhibit C - Legal description defining the proposed leased area.

Submission of plans and legal description shall be in duplicate. A finished proposed construction schedule, along with site parking for owners or corporate clients and related pedestrian walkways, location sizes and types of doors to be used on the exterior, location of appropriate exterior lighting fixtures etc. shall be submitted to the Authority with the preliminary plan submittal package.

The Authority shall have a minimum of thirty (30) days to review such preliminary plans. Any requested modifications or additional information shall be submitted to the Authority before such preliminary plans are approved.

This final set of documents consists of:

1. A signed ground lease agreement containing exhibits A, B, and C above.
2. Required insurance certificates as stated herein.
3. Drawings and specifications sealed by a registered engineer or architect and shall comply with the then current Airport Layout Plan. The final approved plans shall include, but not be limited to, parking accommodations, pedestrian walkway accommodations and restroom facility accommodations.
4. A copy of the construction permit(s) and associated utility permits issued by the appropriate agency(ies) for the construction of the proposed development.

The final set of plans shall be submitted, in duplicate, to the Authority for final approval. No work shall take place until and unless the Authority grants such final approval. No alterations shall be made to the construction plans as approved by the Authority unless further approval for such modifications is first obtained.

It is the responsibility of lessee to provide the information required to complete the notice of proposed construction form. A notice of proposed construction form shall be completed and submitted to both the ODOT/Office of Aviation and the Federal Aviation Administration. The Airport Authority may assist in this process.

C. Building Construction Process

Operator shall not permit the creation of any dangerous, injurious, noxious or otherwise objectionable conditions during the construction project. Operator, or its contractors, may temporarily store the construction materials, construction trailers and other necessary items in conjunction with construction of the project during the construction period at the site. Upon completion of the construction all items necessary for the construction work shall be immediately removed.

A completed building shall not be used or occupied in any manner so as to create any dangerous, injurious, noxious or otherwise objectionable element or condition so as to adversely affect the surrounding or adjoining premises.

No alterations shall be made without conformity with all of the regulations.

D. Construction Material

All materials used in the construction of the facility approved by the Authority shall be the same or compatible with the existing facades on the other buildings at the Airport.

Where appropriate to function(s) housed within the newly constructed building, materials used on the street level shall be the same materials as used on the upper stories. In any given building, all openings of similar size and design shall be treated alike.

E. Building Material

Construction material shall be limited to metal, brick and stone. No synthetic or artificial materials of any kind shall be used on facades, such as acrylic or plastic, ceramic tile or wood shakes.

F. Roofing Material

Roofing material where visible from the street shall be limited to standing seam metal. No rolled roofing or asphalt shingles shall be used.

G. Storefront Trim

Storefront trim includes mullions, doors, sills, and window frames. Materials used for these members shall be limited to painted steel, or aluminum pre-finished or painted.

H. Miscellaneous

No in-window/room-type air conditions or other mechanical equipment shall be installed at any location in any part of the building having street frontage.

I. Pavement

All hangar floors shall consist of a minimum of 6 inches of Portland cement concrete. All associated aprons and taxiways and ramp areas shall consist of

Portland cement concrete or asphalt and shall be a minimum of 25 feet in width. Portland cement concrete, asphalt or appropriate pavers shall be used in the construction of corporate clientele parking and associated pedestrian walkways respectively. No vehicular parking on apron areas or on grass shall be permitted.

J. Landscaping

Front, side or rear grassy areas shall be landscaped appropriately. Fences are not to be erected without prior written approval of the Authority.

K. Signage

Signs may not be attached to roofs, chimneys, smokestacks, stair towers, penthouses, etc.

All signs at the Airport shall be of one of the types listed below:

1. Wall signs: A wall sign attached parallel to a building can project no more than six inches from the building surface, the bottom of the sign shall be at least eight feet above ground level and the top of the sign cannot extend higher than either twenty-five feet above ground level or the lowest point of the roof, whichever is lowest. Moreover, the entire sign shall be affixed to one continuous flat vertical opaque surface.
2. Right angle signs: A right angle sign is one which is attached at a right angle to a building which may have no more than two faces and can project no more than five feet from the building. The bottom of the sign shall be at least eight feet above ground level. No more than one right angle sign is allowed for each entrance door.
3. Direction or Information signs: Requests for permanent signs to indicate the location of an activity or business on the airport shall be submitted to the Authority for approval.

L. Construction

The following materials/specifications shall be used for construction at the Airport:

1. T-Hangars
 - a. 26 gauge shadow rib type panel, with a 20 year high tensile baked-on enamel finish similar to Kynar 500 paint system.
 - b. 26 gauge R-panel galvalum finish roofing of 1:12 pitch or greater.
 - c. 28 gauge liner interior panel painted.

- d. Insulate with minimum of 2" vinyl reinforced fiberglass and ventilated with continuous low profile ridge vent system.
- e. Approximate 42' W x 12' H electric horizontal bifold door with a 3'x6'x8" mandoor required.
- f. Provide either standard 32' front to back or nested arrangements approximately 50' front to back.
- g. Electricity available to each hangar unit consisting of one overhead light and least one duplex outlet, grounded.
- h. Security lighting at each corner of the hangar illuminating the entrance to hangar units.
- i. finished concrete masonry floor slab and foundation on prepared supporting subgrade,

2. Single Volume Hangar

- a. Similar to above with exceptions 24 gauge shadow-rib type panel with a 20 year high tensile baked on enamel similar to Kynar 200
- b. Insulate with minimum 4" vinyl reinforced fiberglass.
- c. Minimum 8' wide landscape area around building perimeter
- d. Provide screened parking from adjacent structures.
- e. Door arrangement and building size shall be required by the corporation.
- f. Finished concrete masonry floor slab and foundation on prepared supporting subgrade.

3. Colors

- a. Walls: White
- b. Trim: White

- M. These building standards, as these Minimum Standards, are minimum requirements for Aeronautical Activities at the Airport with respect to construction. Operators are encouraged to exceed these standards at every available opportunity.
- N. The Authority, at any time during design or construction, shall have the authority to require modification to any engineering or construction detail when required for the protection of the public, compliance with any applicable laws, rules or regulations or when it is in the Authority's best interests.