

Kalispell City Airport

Minimum Construction and Design Standards For Aircraft Hangars and Other Buildings

1.0 INTRODUCTION

These Standards shall be known as the Kalispell Airport Hangar Construction and Design Standards. They are cited in the Airport Layout Plan (ALP).

1.1 PURPOSE

The purpose of these Design Standards is to insure development of consistent high quality, to protect and enhance the investment of all those locating within the Airport Layout Plan (ALP). These standards provide a basis for directing and evaluating the planning and architectural design of improvements to each lot.

1.2 GOALS

The following goals form the basis for these design standards:

- **ECONOMIC** -- Protection of property values and enhancement of investment.
- **ENVIRONMENTAL** -- Conservation of existing natural features and minimum adverse impact on the ecosystems.
- **FUNCTION** -- Encouragement of imaginative and innovative planning of facilities and sites and flexibility to respond to changes in market demand.
- **VISUAL** -- Variety, interest and a high standard of architectural and landscape design.
- **SOCIAL** -- Amenable working environment, which is an integral part of the community.
- **SAFETY** -- Provide and secure storage of vehicles and equipment.

2.0 GENERAL PROVISIONS

Buildings may not be constructed on airport property, unless approved by the Airport Manager for conformance in each of the following areas:

2.1 Current Airport Layout Plan (ALP).

2.2 All applicable building restriction lines and height restrictions.

- 2.3 Interference with any Airport or Federal Aviation Administration radio or guidance equipment due to location or type of structural material.
- 2.4 Minimum structural standards as appended.
- 2.5 Access to the proposed building, including any required easements, roads or taxiways.
- 2.6 An approved Aviation Ground Lease with the City of Kalispell or an approved sublease with an existing authorized tenant of the Airport. Such lease to include all areas deemed necessary to the normal use of the building. Minimum separation beyond the outermost perimeters of the structure shall be in accordance with the ALP. This provision may be waived, in whole or in part, by the Airport Manager to facilitate Airport Operations or access. Requests for waiver must be in writing, shall state the reason for the waiver and shall state in detail the mitigating measures to be taken with respect to potential adverse impacts that may arise from granting the requested waiver.

3.0 APPLICATION

These standards shall apply to all properties in the ALP and are in addition to any other jurisdictional requirements including but not limited to Zoning Ordinances and Building Codes of the City of Kalispell.

- 3.1 Copies of all structural plans, site plans, and material specifications developed by a certified architect and/or engineer shall be provided to the Airport Manager for review and approval and upon approval shall become the property of the City of Kalispell.
- 3.2 The Airport Manager or his agent shall make frequent inspections during construction of any approved building. No changes to, or variations from approved plans and specifications shall be permitted unless approved in writing by the Airport Manager.
- 3.3 Construction of any approved structure or material component thereof, may not commence until the following documents or proofs thereof are provided to the Airport Manager.

- 3.3.1 Contractor's Comprehensive General Liability Insurance and Automobile Liability Insurance policies in an amount not less than Seven Hundred Fifty Thousand Dollars (\$750,000) for injuries, including accidental death, to any one person and subject to the same limit for each person, and in an amount of not less than One Million Five Hundred Thousand Dollars (\$1,500,000) on account of one occurrence. Contractor's Property Damage Liability Insurance shall be in an amount of not less than Five Hundred Thousand Dollars (\$500,000).
- 3.3.2 Property insurance upon the entire Work at the site to the full insurable value thereof. This insurance shall include the interest of the Lessee, the Contractor, and Subcontractors in the Work and shall insure against the perils of fire and extended coverage and shall include "all risk" insurance for physical loss or damage including, without duplication of coverage, theft, vandalism and malicious mischief.
- 3.3.3 A Performance, Material and Labor Payment Bond payable to the Kalispell City Airport in an amount equal to the entire cost of the project. A one year maintenance bond equal to 10% of the amount of the Performance, Material and Labor Payment Bond shall be required upon substantial completion of the work.
- 3.4 Temporary buildings must be approved by the Airport Manager as to type, use, design and location on an individual basis for a specified term and that removal of temporary buildings will be done by the Lessee, at his expense, within fifteen days of the end of the approved term.
- 3.5 In the event of any failure on the part of any Lessee to comply with Airport requirements or any failure to complete a construction project according to the approved plans and specifications, or within a reasonable time as determined by the Airport Manager, shall be cause for the Manager to revoke any ground lease with the Lessee of the project and require that the structure be removed from the airport property. In addition to the foregoing remedies, the Manager shall retain all other remedies provided by the lease term or provided by law.

APPROVED this 5th day of July 2004.

CITY OF KALISPELL

By: Chris A. Kukulski
City Manager

APPENDIX

Minimum Standards for Hangar and Buildings on Kalispell Airport Property

A-1 GENERAL REQUIREMENTS

- A-1.1 This general section requires permits for building, plumbing and mechanical (city) and electrical (state).
- A-1.2 All structures shall be designed and constructed in accordance with the Building, Plumbing, Mechanical and Electrical Codes as adopted by the State of Montana and the City of Kalispell.
- A-1.3 All plans must be approved by all required local or state Building Inspection offices and all permits must be obtained before construction begins.
- A-1.4 All electrical, plumbing, mechanical or any other work that is governed by Federal, State, or local licensing regulations will be performed only by individuals or companies so licensed.
- A-1.5 All construction shall be in compliance with all applicable zoning regulations, FAA regulations, height restrictions, and other regulations issued by any agency having jurisdiction over work or projects within the scope of these standards, shall apply.
- A-1.6 The Airport Manager must approve the schedule for all work and said approved schedule shall become binding upon the applicant unless modification of said schedule has been approved in writing by the Airport Manager.

A-2 SPECIAL REQUIREMENTS

- A-2.1 In addition to the General Requirements, the following Special Requirements are emphasized or added to promote safety and insurability of structures on airport properties and to maintain the value of airport properties.

A-2.1.1 Footings and Foundations

Soil bearing tests shall be performed at the location of any proposed structure and the design of footings and foundations based on the results. Copies of the design and test results bearing the seal of a registered architect or engineer shall be submitted to the Airport

Manager. Footings and foundations shall extend a minimum of one (1) foot below normal frost depth. Any enclosed structure not designed with a continuous perimeter footing-foundation shall be provided with an approved, continuous perimeter frost barrier.

A-2.1.2 Structural Strength and Materials

The Uniform Building Code or the Building Code currently adopted by the jurisdiction shall apply as to allowable materials and structural strength for the structure class or type as determined by use, seismic zone, wind and snow loads.

The fire ratings of structures used for the storage of aircraft, motor vehicles, and flammable or hazardous materials shall comply with the Building Code and any Federal, State, or Municipal Fire Codes and are subject to approval by the City of Kalispell Fire Marshall..

A-2.1.3 Framing

All framing shall be of metal.

A-2.1.4 Exterior

All exterior surfaces must be pre-finished aluminum, steel or CMU (concrete). No painted wood or other materials may be used.

All exterior materials and colors must be submitted to the Airport Manager for approval before construction starts. A standard color will be identified and registered with the Airport Manager. No galvanized metal shall be used on any exterior surface.

A-2.1.5 Exterior Finishes

Wood- No wood or wood composite siding or roofing shall be allowed. Exceptions to this rule may be granted by the Airport Manager based on aesthetics or airport operational requirements. However, no exception shall be granted that would modify the requirements of Section 2.1.2. Requests for exceptions to this requirement must be made in writing at the time of initial plan approval.

Steel - The minimum gauge of steel used for roofing or siding shall be twenty-eight (28) and shall be factory finished in a color approved by the Airport Manager and warranted by the manufacturer as to color fastness for a minimum of twenty (20) years.

Concrete - Where (CMU), poured or preformed concrete walls are used, the exterior shall be sealed and stained in a color approved by the Airport Manager.

A-2.1.6 Floor and Ramp Construction

All floors and ramps must be constructed of concrete having a minimum of four inch thickness and shall include steel reinforcement of a type approved by the Airport Manager. A stiff broom finish is required on exterior ramps.

A-2.1.7 Doors

Bi-fold doors are recommended because of their ease of operation during the winter months. Approved swing out, overhead or sliding doors may also be used. All pedestrian doors must be of pit-finished metal construction.

A-2.1.8 Drainage

The gradient of the finished floor of any proposed structure and the surrounding surfaces shall provide for positive flow of water into the existing airport storm sewer system. In areas where no storm sewer exists, the Airport Manager may require the installation of inlets and pipe designed for anticipated maximum flow and loading to be installed and attached to the existing storm sewer system. An approved system of oil/water separators may be required to prevent contamination of surface or ground water resources.

Oil/Water Separators. Aviation repair facilities and paint shops, dealerships, fuel stations, equipment degreasing areas, and other facilities generating wastewater with oil and grease content are required to pre-treat these wastes before discharging to the sanitary sewer system. Pre-treatment requires that an oil/water separator be installed and maintained on site.

Oil/water separators for commercial/industrial processes must be sized on a case-by-case analysis of wastewater characteristics. Typically a minimum capacity of 750 gallons is required for small fuel stations, aviation repairs, and light commercial sites; 1500 gallon capacity for large-scale aircraft washing and steam cleaning facilities. The ultimate discharge must be directed to the sanitary sewer system. All units regardless of size shall be fitted with a standard final-stage sample box and spill-absorbent pillows.

Oil/water separators shall be commercially manufactured and sized for the intended discharge rates for the facility where it is to be installed.

A-2.1.9 Landscaping

The Airport Manager may require landscaping due to location or use of a structure. All plans for landscaping shall be approved by the Airport Manager.

A-2.1.10 Utilities

Connection to electric, gas, sanitary sewer or septic tank and telephone shall be the responsibility of the Lessee. All new electric, cable TV and telephone lines shall be placed underground. Upon completion of construction, a plot plan showing the exact location of all Lessee installed utilities shall be given to the Airport Manager.

No trenching or excavation shall commence until all pipes and lines in the area have been located. The Airport Manager and utility companies shall be contacted for locations. The Lessee shall be responsible for any damage to existing utilities or communications lines.

A-2.1.11 Access

The Airport Manager may require the Lessee to construct paved roadways, taxiways, and controlled access gates to provide access to the structure. Plans for any roads or taxiways so required shall be submitted to the Airport Manager for approval. Under no circumstances will an uncontrolled opening in the Airport's security fence be allowed.

A-2.1.12 Further restrictions or requirements may be imposed by the Airport Manager when, in his judgment, such restrictions or requirements are necessary to insure safety, airport operations, aesthetics, or property value.

A-3 NOTICE TO PROCEED

A-3.1 When satisfied that all provisions of this directive have been, or will be fulfilled, the Airport Manager will issue a letter notifying the Lessee to proceed with the approved work.

A-3.2 Any loss incurred due to work performed, materials purchased, or subleases signed by the Lessee prior to receipt of a Notice to Proceed shall be the Lessee's responsibility.

A-4 AIRPORT LAYOUT PLAN (ALP) MAP