

NAMPA MUNICIPAL AIRPORT

Minimum Design and Construction Standards

BUILDING STANDARDS

The Airport Commission must stamp all approved plans prior to submittal to the Nampa Building Department for a building permit. Plans without approval stamp will be rejected by the Building Department until the Airport Commission reviews plans for Airport Policy compliance.

- 1) **BUILDING PLANS** – The drawings furnished to the Airport Commission are to indicate the intent of the Lessee as to the type of building construction desired, the dimensions, including height and shown on floor plan drawings. No information shown on the drawings shall be changed without the written approval of the Airport Commission. The drawings shall include an architectural view of all four sides of the building. The Airport Commission must review a complete set of plans and specifications before approval is granted. The submittal must bear the seal of a Professional Engineer or Architect, registered in the State of Idaho, thereby certifying that the structural design of the building meets all the requirements of the current International Building Codes adopted by the City of Nampa.
 - a) The building codes and restrictions for buildings and structures at the Airport shall run with the land and be binding to all parties and all persons on the Airport property.
 - b) Those procedures and processes shall describe the enforcement of the building codes and restrictions contained herein in the land lease agreement between Lessee and City of Nampa.
 - c) All buildings constructed, erected, or placed upon any lot within the borders of the Airport shall conform to all government zoning and use requirements.
 - d) All building and structures shall comply with all current federal, state and local requirements.
 - e) Any loss incurred due to work performed, materials purchased, or subleases signed by the Lessee prior to receipt of a Building Permit shall be the Lessee's responsibility.

- 2) **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 Commission. 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.

- 3) **STRUCTURAL STRENGTH MATERIALS** – The International Building Code or the Building Code currently adopted by the City Of Nampa 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 IBC and with any Federal, State, or Municipal Fire Codes and are subject to approval by the City of Nampa Fire Department.

- 4) **FRAMING** – All framing shall be of painted metal or dimensioned lumber. All structures shall be totally enclosed. No open sided structures shall be permitted.

NAMPA MUNICIPAL AIRPORT

Minimum Design and Construction Standards

- 5) **EXTERIOR** – All exterior surfaces must be earth-tone colored, pre-finished aluminum, steel, decorative masonry or glass. No unfinished materials may be used.
 - a) All exterior materials and colors must be submitted to the Airport Commission for approval before construction starts. A standard color will be identified and registered with the Airport Manager. The front, rear, and sides of all buildings shall be of similar design and aesthetic.
 - b) Galvanized metal, if used, shall be limited to roofing. Roofs shall be metal.
 - c) Building glazing shall not cause glare or reflectors that will interfere with airport operations or ground circulation.
 - d) Windows or large areas of glass shall be oriented and/or treated to avoid reflections which could distract pilots landing or taking off.
 - e) All new construction shall be of high quality and utilize materials and finishes which will maintain their appearance with low maintenance.
 - f) 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 Commission and warranted by the manufacture as to color fastness for a minimum of twenty (20) years.
 - g) Decorative masonry may be used on building fronts and colors and materials shall be approved the Airport Commission.

- 6) **FLOOR CONSTRUCTION** – All floors must be constructed of concrete having a minimum of four (4) inch thickness and shall include steel reinforcement of a type approved by the Building Department.

- 7) **DOORS** – Premises facing taxiways have a minimum hangar door opening of 55'w x 16'h; those facing taxilanes have a minimum hangar door opening of 41'6"w x 12'h. 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 pre-finished metal construction in metal jambs. No wood jambs will be permitted on exterior doors.

- 8) **ROOF PITCHES** – All hangars constructed in the Hangar Storage areas shall have gable roofs that are oriented north-south (with the ridge line running east-west) in order to achieve a uniform appearance from Airport Road. Shed or gable roofs are permitted for all other hangars. The Airport Commission shall consider requests to vary a roof pitch from these standards.

- 9) **CONSTRUCTION STANDARDS** – All construction must be accomplished in a workmanlike manner. During construction, the Lessee/Contractor will keep the site free of debris and refuse, in addition to making sure all building materials are secured to prevent them from blowing around and causing a safety hazard for aircraft. Construction trailers and/or campers used for work sites must be removed nightly and cannot be stored at the site for any length of time unless approved by the Airport Commission.
 - a) A representative of the Airport Manager reserves the right to stop construction in the event of an airport safety issue or for non-compliance of Airport policy.
 - b) No storage of waste, refuse, material, or equipment shall be permitted outside the building.

NAMPA MUNICIPAL AIRPORT
Minimum Design and Construction Standards

- 10) **TENANT IMPROVEMENTS** – Permitted building improvements in Aircraft Storage Units include:
- a) Office, and/or Lounge, and/or Storage, and/or Bathroom on main level with mezzanine area above. Mezzanine to have guardrails 42”-48” high and a minimum of 50% wall open area.
 - b) Ground floor area and mezzanine area each not to exceed 10% of the hangar floor area; landing area not to exceed minimum building code requirements.
 - c) Enclosed spaces shall be contiguous.
 - d) Guardrails on mezzanine not to exceed 48” and each wall must have a minimum of 50% open area.
 - e) If a larger percentage of area is required a commercial lot will be necessary (check with Airport Manager for availability).
- 11) **ALTERATIONS** – No alterations to the exterior appearance of any existing building shall be made without first obtaining approval from the Airport Commission.
- 12) **ANTENNAS / SATELLITE DISHES** – All antennas, satellite dishes, and similar equipment, shall be indicated on plan submittals. If any such equipment is desired to be installed after initial approval of Lessee’s facility, Lessee shall receive the Airport Commission’s approval prior to installation. No equipment shall be allowed that will interfere with existing or future airport operations.
- 13) **CLEAN UP AND RECLAMATION** – The Lessee/Contractor shall be responsible to maintain a clean construction site and to repair any damage to other sites caused by construction to as good or better condition. A covered dumpster or other appropriate covered receptacle shall be placed on the site prior to construction and shall be used for all waste materials. If the Lessee fails to maintain these areas the Airport reserves the right to maintain them at an additional cost to Lessee. All areas disturbed during hangar construction, including utility trenches, must be cleaned up, compacted, and covered with topsoil and compacted again. All areas around the leased premises must be back-filled in an approved manner.
- 14) **INVALIDATION** – Invalidation of any one of these covenants, codes, or restrictions contained within this document, by judgment or court order, shall in no way affect any other provisions herein, which shall remain in full force and effect.
- 15) **VARIANCES** – A variance of any section of these Design and Construction Standards must be requested in writing and shall state in detail the reason for the variance and the mitigating measures to be taken with respect to potential adverse impacts that may arise from granting the requested variance. All variances will be reviewed by the Airport Commission at the regular monthly meetings.

Approved this 12th day of February in 2007