

Salt Lake City Department of Airports Hangar Development Standards

Section 1. Purpose:

Development standards promote consistent architectural design, site planning and visual appearance of hangars constructed at airports operated by the Salt Lake City Department of Airports (SLCDA). Airports operated by SLCDA include Salt Lake City International Airport (SLCIA), South Valley Regional Airport (SVRA), and Tooele Valley Airport (TVA). Development standards ensure new hangar development will be constructed in accordance with FAA regulations and Advisory Circulars along with local regulations relating to public health, safety, and welfare. Development standards also guarantee that future hangar development will be designed and constructed in a manner that will enhance both existing and future development.

The following standards apply to all airports operated by the SLCDA and are considered minimums unless otherwise specified. The standards apply to privately constructed hangars as well as those constructed by the Department of Airports. The standards do not preclude the construction of multiple unit hangars that will accommodate several aircraft owned by one or more individuals.

Section 2. Development Standards:

Development standards are implemented for use in the design of hangars built at airports operated by the SLCDA. They do not replace local building and fire codes, implemented by local city, county, state, and federal entities. It is the responsibility of the tenant to meet all codes and standards required. Development standards apply to both proposed hangar development and existing hangar modifications.

Section 2.1 Site Plan Review / Permits:

- a. **Pre-Design:** Prior to the hangar site planning and design, the tenant or the designated representative will meet with a Salt Lake City Department of Airports (SLCDA) properties division representative to discuss the following pre-design requirements.
 1. Lease agreement terms and conditions.
 2. Lot location for the proposed hangar.
 3. Development standards.
 4. Construction document requirements, including submittals and reviews.

- b. **Construction Documents:** The tenant or designated representative shall prepare and submit a set of construction documents to SLCDA including, but not limited to details on the following:
 1. Site Layout
 2. Civil Engineering
 3. Architectural Design
 4. Structural Engineering
 5. Mechanical Engineering
 6. Electrical Engineering
 7. Landscape Design
 8. Specifications

- c. **Submittals:** The tenant or designated representative shall submit to the SLCDA a set of construction documents after 50%, 90% and 100% of completion for design review.
- d. **Final site plan and As-built submittals:** The tenant shall submit to the SLCDA a final set of approved construction documents before the start of construction. A set of as-built drawings shall be submitted to SLCDA after construction is complete. As-built drawings shall be submitted in AutoCAD format with a set of 24" x 36" reproducible drawings.
- e. **FAA Review:** The SLCDA is responsible for submitting a Notice of Proposed Construction form 7460-1 to the FAA for approval. The SLCDA shall submit this form once the SLCDA has approved the hangar site location. Form 7460-1 permits take a **minimum of 90 days** to process and approve.
- f. **Permits:** The tenant is responsible for obtaining all applicable building permits. All permits shall be obtained before the start of construction. Permits may take a **minimum of 60 days** to process and approve.

Section 2.2 Setbacks:

Setbacks from object free areas and property lines are required to enhance the safety of aircraft operations on taxiways and taxilanes and to allow access for emergency vehicles. All setbacks shall conform to both local city zoning ordinances and SLCDA hangar development standards setbacks. If a conflict exists between the local city ordinances and SLCDA hangar development standards setbacks, the most restrictive setback applies. The site plan shall show the location and dimension of all object free areas on impacted taxiways or taxilanes. The following SLCDA hangar development setbacks apply:

- a. Hangars erected at SLCIA, and SVRA shall have a non-airside side yard setback of no less than 10' from an adjoining lease line.
- b. Hangars erected at TVA shall have a non-airside side yard setback of no less than 8' from an adjoining lease line.
- c. Hangars will be located outside the established taxiway / taxilane object free area.
- d. Hangars shall have a minimum setback of 15' from any public street or airport road.
- e. Hangars facing a major access taxiway shall have a setback of no less than that of the longest dimension of the largest aircraft to be stored in the hangar from the object free area.

Section 2.3 Height Restrictions

The highest point of the proposed hangar, including roof equipment, shall be no higher than the building height restrictions as shown on the Airport Layout Plan and defined in FAA Part 77 surfaces.

Section 2.4 Hangar Size

All hangars shall meet the minimum square footage established for the airport at which the hangar is proposed. The minimum hangar size established in these standards may be reduced, upon approval by the Department of Airports, where the proposed lot does not have adequate width or depth to satisfy the appropriate standard.

- a. Hangars constructed at SLCIA shall be a minimum of 5600 square feet.
- b. Hangars constructed at SVRA shall be a minimum of 2500 square feet.
- c. Hangars constructed at TVA shall be sized and shaped to adequately and safely store the proposed aircraft. The proposed hangar size and shape must be reviewed and approved by SLCDA.

Section 2.5 Architecture

Hangars erected at SLCIA shall meet all applicable building codes, including fire, electrical, and plumbing, etc. The proposed hangar will be reviewed by SLCDA to determine compatibility with the Airport Master Plan and Airport Layout Plan. Interior office and habitable spaces shall conform to SLCDA standard tenant finishes, latest edition.

- a. SLCIA and SVRA Construction Materials: The façade of all hangars will be constructed of masonry, concrete, or powder coated metal or a combination of these materials. Materials may be Concrete Masonry Units (CMU), brick or concrete as approved by SLCDA. If concrete, the façade may be cast in place, precast, or tilt up panels. Pre-fabricated or pre-engineered hangars are subject to approval by SLCDA.
- b. TVA Construction Materials: Pre-fabricated, pre-engineered or erected hangars shall have a façade of masonry, concrete, powder coated metal or a combination of these materials. Other materials may be used if approved by SLCDA.
- c. Structural Requirements: All hangars shall be engineered to meet the following standards; Seismic Zone 3- Importance Factor 1, Wind loading to 90 MPH Exposure C, and a Snow load of 30 PSF plus drift.
- d. Exterior Color: All exterior surface colors shall be compatible with that of the surrounding area as determined and approved by SLCDA. The tenant shall submit a sample of the colors selected to SLCDA for approval.

Section 2.6 Hangar Apron

The tenant shall provide apron from the aircraft door of the hangar to the existing taxiway or taxiway edge. The apron pavement strength and materials shall be designed to current SLCDA engineering and FAA standards.

Section 2.7 Storm Water Systems

Storm water piping, whether relocating/extending existing lines or installing new lines, shall be Reinforced Concrete Pipe (RCP), fifteen (15) inch minimum inside diameter. The design of the piping system shall consider the proper RCP class, bedding, and backfill for the anticipated loading. All manholes/inlet boxes shall be designed to current SLCDA engineering standards. The manholes/inlet boxes shall not be spaced farther apart than 250 feet. No storm drainage system will be allowed under buildings. All roof drains shall be connected to a storm drainage system.

Section 2.8 Signs

Signs are permitted in accordance with SLCDA signage standards. All signs are subject to review and approval by SLCDA.

Section 2.9 Lighting

Within the non-airside property boundaries, lighting may be used to illuminate buildings, landscaping, signs and parking provided the lighting is adequately shielded from public streets and airfield. If hangar apron lighting is necessary, lighting fixtures must be attached to the façade of the hangar and adequately shielded from the airfield.

Section 2.9.1 Landscape

All landscaped areas shall conform to the existing landscape ordinances. Careful review will be placed on the plant material selection. Plant materials that attract birds and other wildlife are not permitted. The hangar landscape design shall be submitted to and reviewed by SLCDA and the local city planning division to insure that all landscaping will conform to existing landscape ordinances and FAA height restrictions.

Section 2.9.2 Sidewalks

If the proposed hangar borders landside airport property, or a public street, the tenant is responsible for the construction of a sidewalk along the property line bordering the landside property or the public street unless a sidewalk is already existing.

Section 2.9.3 Parking

There are no parking space requirements for proposed hangars. However, where parking is needed for employees and/or visitors, it shall be designed in accordance with local city parking ordinances and ADA standards. Pavement, curb and gutter shall be designed to meet current SLCDA engineering standards and local city codes.

Section 2.9.4 Outdoor Storage

Outdoor storage areas, dumpsters, loading/unloading areas, roof equipment will be screened with the same architectural style as the hangar.

Section 2.9.5 Utilities

The tenant shall negotiate for utility service with SLCDA.

Section 3.0 Temporary Buildings (TVA only):

Temporary buildings such as trailers are subject to approval by SLCDA. Temporary buildings must be constructed of materials and have an exterior color that compliments the surrounding area. A document showing the proposed location and use must be submitted to SLCDA. All temporary buildings must be skirted and are subject to local building and ADA codes. Temporary buildings are **not** permitted at SLCIA and SVRA.

Section 4.0 Definitions:

Airfield: Includes ramp, apron, taxilanes, taxiways, runways, and the internal areas that separate these areas.

Airside Property: Property that accesses runways, taxiways, taxilanes or apron systems.

Non-Airside Property: Property and uses outside of the airfield or airside.

Object Free Area: An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Taxilane: The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Section 5.0 Contacts:

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SLCDA Architect

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SLCDA Planning & Environmental

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