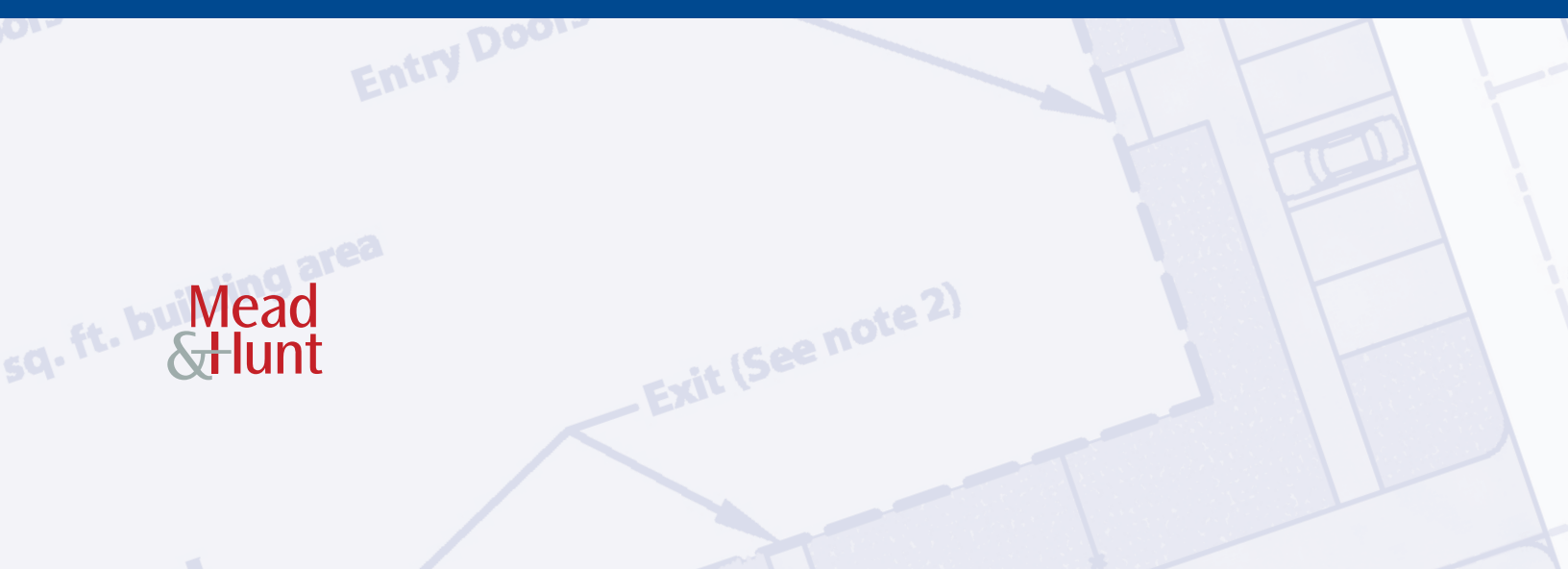


Northeast Hangar Development Standards



 Wiley Post Airport



**Mead
& Hunt**

Northeast Hangar Development Standards

October 2014



 Wiley Post Airport

**Mead
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Attachment 1 Northeast Hangar Development/Phase One Site Plan

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Wiley Post Airport

Northeast Hangar Development Standards

I. General Information

A. Purpose. The City of Oklahoma City, through the Oklahoma City Airport Trust, owns and operates Wiley Post Airport, and no Person may conduct or operate a business at the Airport or construct any improvements on the Airport except as authorized by the Director of Airports (referred to as the Director). In response to demand for additional aircraft storage facilities, the Department of Airports has developed property within the northeast quadrant of the Airport (referred to as the Northeast Hangar Development Area) to accommodate the construction of new aircraft storage facilities (see Attachment 1 for the limits of the Phase One development boundary). To facilitate the efficient development and use of land at the Airport, the Airport Trust has established these standards and requirements (i.e., the "Northeast Hangar Development Standards") for the development of both Non-Commercial Aircraft Hangars and hangars associated with prior approved services¹ by Specialized Aviation Service Operators (SASOs) at the Airport. These Development Standards may be amended by the Trust as conditions require in accordance with Section IX of the *Oklahoma City Department of Airports Minimum Standards for Aeronautical Activities and Leasing of Land and Facilities at Oklahoma City Airports*.

B. Applicable Standards and Regulations. These Northeast Hangar Development Standards establish the criteria by which the Director shall consider requests from Persons who seek to lease, or sublease, a tract of land at the Airport to construct, install, operate, maintain, and use a Non-Commercial Aircraft Hangar and approved SASO hangars. These Development Standards apply to all Leases granted or renewed after the effective date of these rules within the

¹ See Section II Statement of Policy for listing of allowable services to be provided by the approved SASO hangar owner.

Northeast Hangar Development Area. The provisions of the Lease will be compatible with the Development Standards herein contained, as well as the City of Oklahoma City's existing established building regulations.

The following regulations, codes, and standards shall apply to construction of all improvements within the Northeast Hangar Development Area:

- 1) *Oklahoma City Department of Airports Minimum Standards for Aeronautical Activities and Leasing of Land and Facilities at Oklahoma City Airports*
- 2) *International Building Code – latest edition*
- 3) *International Plumbing Code – latest edition*
- 4) *International Mechanical Code – latest edition*
- 5) *NFPA 70/National Electric Code – latest edition*
- 6) *NFPA 409/Standard on Aircraft Hangars – latest edition*
- 7) *NFPA 101/Life Safety Code – latest edition*
- 8) **FAA Advisory Circular (AC) 150/5370-2F/Operational Safety on Airports During Construction – latest edition**
- 9) **City of Oklahoma City Building Code**

The architect/engineer of record shall be responsible for determining whether any other codes, regulations, or rules are applicable. If there are conflicts between any applicable codes, rules or regulations, the more stringent standard will apply. In addition, these Northeast Hangar Development Standards do not apply to the City itself or to Commercial Aeronautical Service Providers. They are not intended to be all-inclusive; the Lessee will be subject, additionally, to applicable federal, state and local laws, codes, ordinances and other similar laws or regulations pertaining to all such activities.

II. Statement of Policy

In establishing these Development Standards, the City's goal is to assure the safe and orderly operation of the Airport, while making economical and efficient use of Airport land, taxiways, and runways, in accordance with the Airport Master Plan and the Airport Layout Plan. The Development Standards shall be applied objectively, uniformly, and without discrimination within the context of the intended use or uses.

The standards and requirements in this policy are minimums. All Lessees will be encouraged to exceed the minimum requirements.

Contingent upon its qualifications, its meeting the Development Standards, the approval of the prospective Lessee's application by the Director, the execution of a Lease, and the payment of the applicable rentals, fees and charges, the Lessee shall have the right and privilege to install, construct, operate, and maintain a Non-Commercial Aircraft Hangar or "restricted-use" SASO Hangar for which it made application on the Airport, as specified in its Lease agreement. The allowable services for an SASO Hangar Lessee located in the Northeast Hangar Development Area include:

- 1) *Aircraft Management*
- 2) *Aircraft Sales*
- 3) *Aircraft Charter/Air Taxi Service*
- 4) *Commercial Aircraft Storage*

The granting of such right and privilege, however, shall not be construed in any manner as affording the Lessee any exclusive right of use of the premises and facilities and the Airport, other than those premises that may be leased exclusively to it, and then only to the extent provided in a written agreement. The Department of Airports reserves and retains the right for use of the Airport by others who may desire to use the same, pursuant to applicable federal, state and local laws, ordinances, codes, development standards, and other regulatory measures pertaining to such use. The Department of Airports further reserves the right to designate the specific Airport areas in which Non-Commercial Aircraft Hangars and SASOs can be located/developed. Such designation shall give consideration to the nature and extent of the operation and the land and improvements available for such purpose, consistent with the orderly and safe operation of the Airport.

These Development Standards are subordinate and subject to the provisions of any agreement between the City and the United States Government relative to the operation or maintenance of the Airport, the execution of which has been, or may in the future be, required as a condition precedent to the transfer of federal rights or property to the City for Airport purposes, or the expenditure of federal funds for the development of the Airport, including the expenditure of federal funds for the development of the Airport in accordance with the provisions of the Federal Aviation Act of 1958, as amended. The issuance of a Final Agency Order finding a provision of these Development Standards inconsistent with such agreement shall operate to

invalidate such provision. The invalidity or unenforceability of any provision of these Development Standards shall not affect validity or enforceability of any other provision of these Development Standards, and the remainder shall be construed and enforced as if the invalid or unenforceable provision was never included in the Development Standards.

III. Site Development Standards

This section of the document addresses specific development standards for the hangars to be constructed within the Northeast Hangar Development Area.

A. Location. These Development Standards only apply to Non-Commercial Aircraft Hangars and approved SASOs that may be located within the Northeast Hangar Development Area, as specified in the Airport Layout Plan (ALP) and the Airport Master Plan (see Attachment 1 for the limits of the Phase One development boundary).

B. Bonds and Insurance. Lessee shall provide or cause to be provided to the Trust and the City, prior to the commencement of any construction of any Improvements, a valid performance bond and payment bond, each in the amount of the maximum estimated hard construction costs, for the successful construction of its Improvements. Said bonds shall be maintained and kept in full force and effect until work items called for in the Lessee's agreement with the Trust and the City are complete. The bonds shall be conditioned to ensure performance and payment by the Lessee and its construction contractor of all Improvements required and proposed by the Lessee, and to stand as security for the successful completion of the built Improvements on the Premises and for payment of any valid claim by the Trust or the City against the Lessee or its Contractor associated with the construction of the Improvements. The bonds shall be in a form acceptable to the Trust and shall be issued by a surety that complies with the requirements of the Oklahoma Insurance Department. If Lessee engages any contractors and/or subcontractors to construct Improvements on the Premises, the contractors and subcontractors must carry appropriate builders risk and commercial general liability policies as are required at that time for construction projects on Trust and City property.

C. Design/Construction Review. All plans shall be complete and submitted in accordance with these Development Guidelines, and the applicable provisions of the Lease. All plans must be prepared by a registered architect or engineer and final plans intended for construction shall bear their required stamp or seal. It is the responsibility of the Lessee's architect or engineer of record to ensure that the plans comply with applicable building and fire codes. Approval of the submitted plans in no way implies that the plans are in compliance with other applicable codes or regulations. Lessee shall not construct, install, remove, or modify any Improvements on the Premises without the prior written approval of the Director, or his designated representative, of Lessee's plans and specifications for the proposed project. Lessee shall have 30 days to break ground following notice-to-proceed on the project and shall have 260 days to complete construction. In addition, the Lessee's plans and specifications for the proposed project shall include an official response from the FAA regarding the submittal of a completed FAA Form 7460-1 "Notice of Proposed Construction or Alteration".

Within 30 days of completion of construction or alteration, the Lessee will submit to the Director a complete set of "as-built" construction plans and specifications (both paper and electronic format), including an itemized listing of all construction costs.

D. Maximum & Minimum Space/Development Requirements. The Lessee shall lease or sublease a sufficient amount of land from the available lots within the Northeast Hangar Development Area, upon which all required Improvements shall be located. The specified limits of hangar/building Improvements do vary between individual lots, with minimum hangar/building square footages being specified on Attachment 1. The Lessee shall also provide paved aircraft apron area that links the hangar to the adjacent taxiway or taxilane. The design strength of the new pavement shall match that of the existing taxiways and taxilanes (i.e., 80,000 lbs dual wheel). The minimum auto parking space requirements are tabulated at four (4) spaces per each 4,000 ft.² of hangar/office structure, of which a minimum of one (1) space must be handicap accessible to the hangar.

E. Airport Design Criteria. All construction of improvements and infrastructure must conform to the minimum Development Standards as specified in this document and must conform to and comply with the approved plans and specifications submitted by Lessee and approved by the City and the Director.

1) Height Limitations. The height of any structure on the Premises must be within the limits of the FAA regulations governing objects affecting airspace, as set forth in 14 C.F.R., Part 77 and the City’s Airport Zoning Overlay Districts. Any structure that violates these requirements shall be subject to removal or remediation at the Lessee’s expense. The Director will have the right to review all plans and specifications for any Improvements to be constructed on the Premises to determine compliance with such regulations. The approval by the Director shall not constitute a representation or warranty as to such conformity or compliance, but responsibility therefore shall at all times remain with the Lessee.

F. Site Utilities and Storm Water Drainage. The Lessee shall be responsible for connection to all utility services, such as electricity, water and telephone, including payment of any tap, connection, or meter fees. Lessee shall pay all utility charges, including any drainage and transportation fees, as well as maintain and repair all utility service lines and fixtures, including lighting fixtures within the Premises, to the extent the utility company providing such utility service does not perform such maintenance or repair.

All hangars and site improvements on the Airport shall be designed for proper drainage. Both the site surface drainage plan and the roof drainage system plan shall be designed by a qualified engineer in compliance with applicable codes. Hangar sites shall be designed to conduct surface storm water to drainage structures designed, installed, and connected by the Lessee to the Airport’s surface/sub-surface drainage system. Surface drainage shall not be discharged onto adjacent lots. Hangars shall have gutters and downspouts, or other means of conducting rain water to the Airport’s underground storm drainage system.

G. Drainage of Aprons and Hangar Floors. For Corporate Hangar development that classifies as Aircraft Hangar Group I or II, see NFPA 409, Chapter 5, Section 5.11.1 and Section 5.11.2 for apron and hangar floor drainage requirements. For Corporate Hangar development that classifies as Aircraft Hangar Group III, see NFPA 409, Chapter 8, Section 8.1 for apron and hangar floor drainage requirements.

H. Hangar Clear Space Distance/Fire Walls & Fire Protection Systems. The Lessee shall comply with the hangar clear space distance design regulations around exterior walls and fire wall regulations for both exterior and interior walls. Regulations for hangar clear space distances are contained in the *International*

Building Code (see Section 412.4.1) and *NFPA 409/Standard on Aircraft Hangars* (see Section 5.3.1, 5.3.2 and Table 5.3.1).

Regulations for fire wall requirements and design are contained in the *International Building Code* (see Section 412.4.1) and *NFPA 409/Standard on Aircraft Hangars* (see Section 5.3.2.1, 5.3.2.2, and 5.3.2.3). Regulations for various Group I, II, and III aircraft hangar fire suppression systems are presented in *NFPA 409/Standard on Aircraft Hangars* (see Chapters 6, 7 & 8).

- I. Other Site Improvement Facilities.** It is the intent of these Standards that all areas of the Northeast Hangar Development be provided with appropriately designed and maintained site amenities, which include pedestrian access, landscaping, lighting, fencing, signage, and outside service/storage areas.
- 1) **Pedestrian Access.** The Lessee shall provide within the Premises a paved walkway to accommodate pedestrian access between the hangar entrance doors and the auto parking area.
 - 2) **Landscaping.** Landscaping of the Premises is required. A plan for landscaping the Premises shall be submitted to the Director for approval. Landscape improvements that promote sustainable/low maintenance design principles are encouraged. The Lessee shall maintain the landscaping in a neat, clean, and aesthetically pleasing manner.
 - 3) **Exterior Lighting.** Exterior lighting of the premises, both buildings and grounds, shall be designed so as to minimize light pollution of adjoining properties. Lighting for parking areas and walkways shall provide a minimum average of one foot candle (fc) coverage at one foot above the ground, and cut-off shields will be installed as needed to prevent direct discharge of light onto adjacent lots.
 - 4) **Security Fencing/Access Control Systems.** The Lessee shall insure that all fencing on Airport leased property be compatible and presents a uniform appearance that complies with FAA and/or Airport specifications (i.e., 6-foot chain link or Director-approved decorative iron or steel fencing providing an equivalent level of security). Both pedestrian and automobile access gates shall be installed at the locations identified on the approved site plan and shall have only approved means of access control that are compatible with Airport security systems and comply with any applicable FAA requirements.

-
- 5) **Building/Site Signage.** Each structure may have one sign each on the airside and landside of the building that identifies the hangar Lessee or business entity operating in the building. In addition, each Lessee may have one site sign located near the vehicle entrance/parking area on the landside of the facility. The maximum area for each sign shall be 100 square feet.
 - 6) **Outside Service/Storage Areas.** All outside service areas, trash enclosures, and storage areas shall be screened from view. Dense landscaping or fencing and/or combinations thereof are acceptable methods for these screening purposes. If provided, trash enclosures shall be a minimum of one foot taller than the dumpster or trash receptacle housed within the enclosure. All enclosures shall be designed for proper drainage.

J. Motor Vehicles on Airport. The Lessee shall control the on-Airport transportation of pilots and passengers of aircraft using the Non-Commercial Aircraft Hangar or SASO hangar. Privately owned motor vehicles are not permitted on the “movement area” of the Air Operations Area (AOA) without the express prior written consent of the Director. If authorized by the Director, Lessee-owned or operated motor vehicles driven on the “movement area” must strictly comply with Airport Rules and Regulations, applicable federal, state and municipal laws, ordinances, codes or other similar regulatory measures now in existence, or as may be hereafter modified or amended. The Lessee shall be required to equip each of these motor vehicles with a functioning aeronautical utility mobile station two-way radio (operating at 121.7 MHZ or as designated by the Director) and with an operating rotating beacon or FAA approved flag, or such other equipment as the FAA or the City shall require. The Airport may impose training and licensing requirements and charge a fee for AOA driving privileges.

K. Maintenance Responsibilities. The Lessee shall, at its sole cost and expense, maintain, repair, and keep in good condition all of its Improvements on the Premises, in accordance with the lease agreement as hereinafter described, including but not limited to:

- 1) Lessee shall maintain pavement, landscaping, greenbelts, lighting, and all equipment on the Premises.
- 2) Lessee shall maintain the interior and exterior of all Improvements to include electrical, mechanical, plumbing, fire protection system(s), roof, floors, load-

bearing and exterior walls, utilities, and HVAC system(s). In addition, the Lessee shall provide a professional inspection and report of the roof and mechanical systems to the Director at the ten-year anniversary of the lease and at five-year intervals, or as requested by the Director, for the duration of the Lease. Also, the Lessee shall install fire alarm devices within the Premises in accordance with specified NFPA codes.

- 3) Lessee shall clean debris and trash from driveway, taxiways, aprons, greenbelts, and sidewalks to maintain safe, clear, unobstructed access to the Improvements at all times for authorized users and emergency vehicles.
- 4) Lessee shall maintain all hangar and overhead doors and door operating systems, including weather stripping and glass replacement.
- 5) Lessee shall maintain electric loads within the designed capacity of the system. Any change to such designed capacity will require the prior written consent of the Director.
- 6) Lessee shall provide, at its sole cost and expense, necessary arrangements for adequate sanitation, handling, and disposal from the Airport of all trash, garbage, and other refuse that results from Lessee's operations, including receptacles for the deposit of such trash, garbage, and other refuse.
- 7) Lessee will not permit any action on the Premises that has an adverse effect, or interferes with the proper function of any drainage system, sanitary sewer system, or any facility provided for the operation or protection of the Airport.
- 8) Lessee may provide, at its sole cost and expense, a security alarm/service on Premises provided it complies with all applicable city, state, and federal requirements and permitting.

L. Prohibited Activities. The Lessee shall not store or dispense fuel on the Premises. The location of self-fueling areas may be found in Departmental Policy No. 08-01/*Aircraft Self Fueling Policy at the Oklahoma City Airports*.

Aircraft may not be maintained, repaired, or serviced on the Premises unless such services are performed either by (i) the Aircraft Owner or the Aircraft Owner's employees with resources supplied by the Aircraft Owner, or (ii) a Fixed Base Operator or Specialized Aeronautical Service Operator having a permit to operate

on the Airport. No de-icing or painting of aircraft is permitted on the Premises. The de-icing of aircraft must be performed at locations approved by the Director (current locations are designated on the FBO apron areas). The Lessee shall not perform engine run-ups on the Premises. The Lessee may not, directly or indirectly, provide any Commercial Aeronautical Service to any Person on the Premises, except that which is specified as allowable in paragraph two of Section II., Statement of Policy.

M. Security.

- 1) To control access to the air operations area (AOA), Lessee will provide written notice to the Director of the names, addresses, telephone number(s), and contact persons for each contractor employed by Lessee that will require access to the AOA for the benefit of Lessee within five (5) days after the execution of the contract with such person.
- 2) Lessee shall control the Premises so as to prevent unauthorized access (both vehicular and pedestrian) to the AOA. Therefore, the Lessee shall provide security fencing, gates, and access controls that integrate into the existing fencing of the development area (see I. #4 above for fencing guidelines). Also, the Department of Airports reserves the right to install security devices in, or on, the Premises as it deems necessary at the Department of Airport's cost.

N. Waiver. The Director may (but in no event shall be obligated to) waive one or more of the Development Standards applicable to a Lessee for good cause shown upon written request of the Lessee, provided that such waiver would not adversely affect public health or safety, airport security, or Airport finances or operations, or would violate any federal, state, city or other law, statute, ordinance, rule, regulation, or Airport grant assurance.

O. Indemnification. Lessee shall defend, indemnify, and hold harmless the Trust and the City and its employees, agents, representatives, successors and assigns (collectively, the "Indemnified Parties"), from and against all costs, expenses (including reasonable attorneys' fees, expenses of investigation and litigation, and court costs), liabilities, damages, claims, suits, judgments, actions, and causes of actions whatsoever (collectively, "Claims") resulting from or concerning the design, construction, operation, or maintenance of the Non-Commercial Aircraft Hangar or approved SASO hangar at the Airport, to the extent arising directly or indirectly out of (a) any failure of the Lessee to comply with these Development Standards,

(b) any breach of the Lease by Lessee, its agents, employees or contractors, (c) any false representation or warranty made by Lessee in making application to conduct business on the Airport or in the Lease, (d) any negligent act or omission or willful misconduct of Lessee, or its agents, employees or contractors, and (e) the negligent acts and omissions of the Indemnified Parties. Lessee shall assume on behalf of the Indemnified Parties, and conduct with due diligence and in good faith, the defense of all claims against any of the Indemnified Parties. Lessee may contest the validity of any claims, in the name of Lessee or the Indemnified Parties, as Lessee may in good faith deem appropriate, provided that the expenses thereof shall be paid by Lessee.

P. Subleases. A Lessee may sublease his or her rights to store an aircraft in a Non-Commercial Aircraft Hangar or for an allowable service to be provided by an SASO with the prior written consent of the Director. A sublease may not be used as a subterfuge to avoid the prohibition against the use of the Premises for a Commercial Aeronautical Service, including, but not limited to, the operation of a Commercial Aircraft Hangar.

Q. Ownership of Improvements. All rights, title, and interest in any Improvements constructed by, or for, a Lessee on the Airport shall fully vest to the Trust and the City upon the end of the term of the Lessee's Lease. The Lessee shall execute and deliver to the Trust and the City such documents as may be required to evidence the Trust and the City's ownership of such Improvements.

IV. Environmental Compliance

A. Definitions.

- 1) "Environmental Laws" – shall refer to and include, without limitation, all federal, state, city and local statutes, laws, ordinances, rules and regulations, now or hereafter in effect, and as amended from time to time, that are intended for the protection of the environment, or that govern, control, restrict, or regulate the use, handling, treatment, storage, discharge, disposal, or transportation of Hazardous Materials. Environmental Laws specifically include, but are not limited to: the National Environmental Policy Act, the Comprehensive Environmental Response, Compensation and Liability Act, the Resource Conservation and Recovery Act, the Hazardous Substances Act, the Toxic Substances Control Act, the Clean Water Act, the Superfund

Authorization and Recovery Act, the Occupational Safety and Health Administration Hazard Communication Standards, the Oklahoma Hazard Communication Standard, and the Oklahoma Water Resource Board.

- 2) **“Hazardous Materials”** – shall refer to, and include, without limitation, all substances whose use, handling, treatment, storage, disposal, discharge, or transportation is governed, controlled, restricted, or regulated by Environmental Laws, which have been defined, designated, or listed by any responsible regulatory agency as being hazardous, toxic, radioactive, or that may present an actual or potential hazard to human health or the environment if improperly used, handled, treated, stored, disposed, discharged, generated, or released. Hazardous Materials specifically include, without limitation: asbestos and asbestos-containing-materials, petroleum products, solvents, and pesticides.
- 3) **“Environmental Claims”** – shall refer to, and include, without limitation, all claims, demands, suits, actions, judgments, and liability for: (i) removal, remediation, assessment, transportation, testing, and disposal of Hazardous Materials as directed by any government agency, court order, or Environmental Law; (ii) bodily injury or death; (iii) damage to or loss of use of property of any person; (iv) injury to natural resources; (v) fines, costs, fees, assessments, taxes, demands, orders, directives, or any other requirements imposed in any manner by any governmental agency under Environmental Laws; and, (vi) costs and expenses of cleanup, remediation, assessment testing, investigation, transportation, and disposal of a Hazardous Material spill, release, or discharge.
- 4) **“City”** – shall include the City’s elected and non-elected officials, officers, agents, employees, contractors, successors, and assigns.
- 5) **“Lessee”** – shall include the Lessee’s directors, officers, agents, employees, contractors, customers, invitees, successors, and assigns.
- 6) **“Trust”** – means the Oklahoma City Airport Trust.

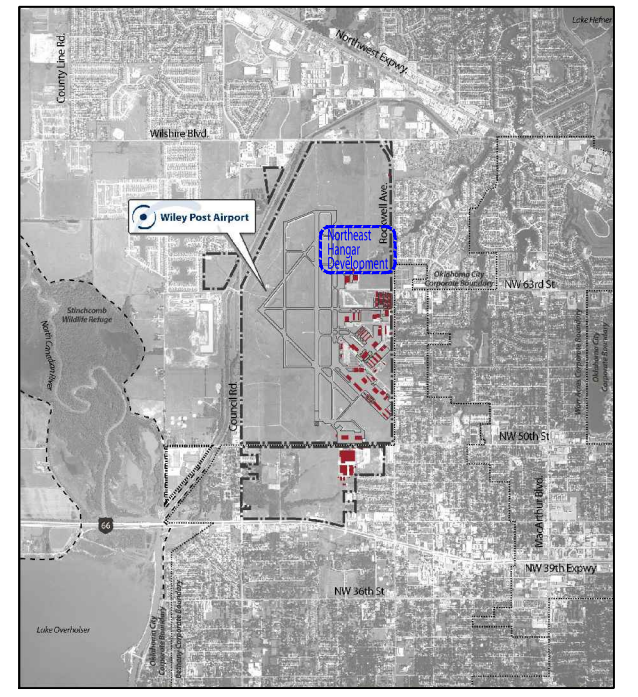
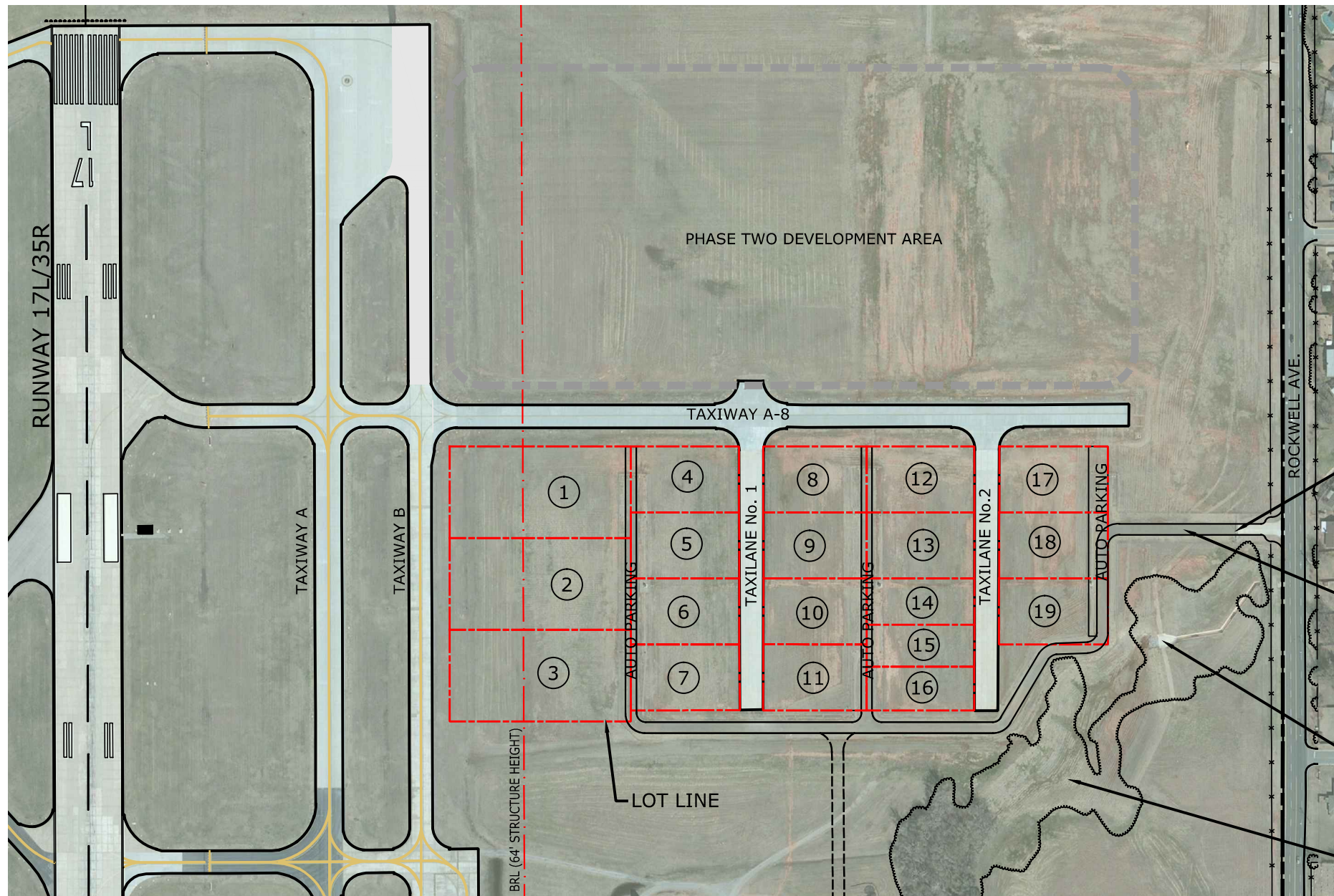
B. Compliance. In its operations at the Airport, Lessee shall strictly comply with all applicable Environmental Laws, the Airport Environmental Policies and Procedures [including without limitation, the Storm Water Pollution Prevention Plan (SWPPP) and Spill Response Plan], and generally accepted industry environmental practices and standards. Without limiting the generality of the foregoing provision, Lessee shall not use or store Hazardous Materials on, or at, the

Airport, except as reasonably necessary in the ordinary course of Lessee's permitted activities at the Airport, and then only if such Hazardous Materials are properly labeled and contained, and notice of and a copy of the current material safety data sheet are provided to the Director for each such Hazardous Material. Prior to commencing operations at the Airport, Lessee will complete an Airport baseline environmental questionnaire. Lessee shall not discharge, release, or dispose of any Hazardous Materials on the Airport or surrounding air, lands, or waters. Lessee shall promptly notify the Trust and the City of any Hazardous Material spills, releases, or other discharges by Lessee at the Airport and promptly abate, remediate, and remove any of the same. Lessee shall provide the Trust and the City with copies of all reports, complaints, claims, citations, demands, inquiries, or notices relating to the environmental condition of the Airport, or any alleged material noncompliance with Environmental laws by Lessee at the Airport within ten (10) days after such documents are generated by, or received by, Lessee. If Lessee uses, handles, treats, or stores Hazardous Materials at the Airport, Lessee shall have a contract in place with an EPA or Oklahoma Conservation Commission approved waste transport or disposal company, and shall identify and retain spill response contractors to assist with spill response and facilitate waste characterization, transport, and disposal. Complete records of all disposal manifests, receipts, and other documentation shall be retained by the Lessee and made available to the Trust and the City for review upon request. The Trust and the City shall have the right at any time to enter the Premises to inspect, take samples for testing, and otherwise investigate the Premises for the presence of Hazardous Materials.

- C. Responsibility.** Lessee's Hazardous Materials shall be the responsibility of Lessee. Lessee shall be liable for, and responsible to pay, all Environmental Claims that arise out of or are caused in whole or in part from Lessee's use, handling, treatment, storage, disposal, discharge, or transportation of Hazardous Materials on, or at, the Airport, the violation of any Environmental Law by Lessee, or the failure of Lessee to comply with the terms, conditions, and covenants of this article. If the Trust and the City incur any costs or expenses (including attorney, consultant, and expert witness fees) arising from Lessee's use, handling, treatment, storage, discharge, disposal, or transportation of Hazardous Materials on the Airport, Lessee shall promptly reimburse the Trust and the City for such costs upon demand. All reporting requirements under Environmental Laws with respect to spills, releases, or discharges of Hazardous Materials by Lessee at the Airport, under any law, are the responsibility of Lessee.

Approved this _____ day of _____, 2014.

Chairman
Oklahoma City Airport Trust



Vicinity Map



GRAPHIC SCALE IN FEET
 IMAGERY SOURCE: ESRI, DIGITALGLOBE, GEOEYE, I-CUBED, USDA, USGS, AEX, GETMAPPING, AEROGIRD, IGN, IGP, AND THE 615 USER COMMUNITY (FEB 28, 2011)

LOT	SQ.FT.	HANGAR/ BUILDING MIN SQ. FT. ¹	AIRCRAFT HANGAR GROUP ¹	AIRCRAFT ACCESS DOOR HEIGHT ¹	AIRCRAFT AIRSIDE ACCESS	APRON PARKING	AUTO PARKING
1	79,000	25,000	I	> 28 FT.	TAXIWAY B/APRON	YES	YES
2	79,000	20,000	I	> 28 FT.	TAXIWAY B/APRON	YES	YES
3	79,000	20,000	I	> 28 FT.	TAXIWAY B/APRON	YES	YES
4	33,400	10,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
5	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
6	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
7	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
8	33,400	10,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
9	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
10	33,400	12,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
11	33,400	12,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
12	33,400	10,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
13	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
14	23,700	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
15	21,300	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
16	22,200	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
17	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
18	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
19	33,400	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES

¹ Minimum & maximum hangar sizes to be designed/approved/constructed in accordance with current International Building Code (IBC) and National Fire Protection Association (NFPA) 409 requirements.

- CONTROLLED ACCESS GATE
- VEHICULAR ACCESS ROAD
- DRAINAGE STRUCTURE
- DRAINAGE/DETENTION AREA

Attachment 1 Northeast Hangar Development/
Phase One Site Plan





Wiley Post Airport



Mead & Hunt