

Crater Lake – Klamath Regional Airport Minimum Building Standards

Each Agreement issued by the City shall include the specific development requirements for the construction of leasehold improvements on the Airport; however, the following are general provisions and policies applicable to each Airport Agreement:

- A. No fixed improvements shall be designed, planned, constructed, reconstructed or remodeled without the prior written approval of the Airport Director. The construction documents shall be accompanied by a site plan showing to scale the size and location of new construction, building and structure heights and existing structures on the site, distances from lot lines, the established street grades and the proposed finished grades, as applicable. In the case of demolition, the site plan shall show construction to be demolished and the location and size of existing structures and construction that are to remain on the site or plot. The Airport Director is authorized to waive or modify the requirement for a site plan when the application is for alteration or repair or when otherwise warranted.
- B. Any structure or facility to be constructed or placed upon the Airport shall be constructed in a manner to conform to all safety and environmental regulations of the State of Oregon and the City and shall be in compliance with the City's current site development requirements, building codes, and fire regulations as well as FAA design standards. All buildings housing aircraft shall be constructed primarily of metal.
- C. The FAA requires review and approval of Airport improvements. The Lessee may be required to submit environmental information, "Form 7460-1," Notice of Proposed Construction, or other documents to the FAA detailing specific requirements of each project. The Lessee shall submit all required information to the FAA and the Airport Director. Submittal and FAA's approval or non-objection of the project shall be a prerequisite of the Airport Director releasing final design approval. No construction shall commence without the written approval or non-objection from the FAA and the Airport Director.
- D. Upon receiving approval from the Airport Director's office, plans and specifications will be submitted by the Lessee to Klamath County Building Department for approval and permit. A copy of the issued County Building permit must be submitted to the Airport Director prior to construction. The Lessee shall be responsible for obtaining appropriate approvals from government authorities and complying with their various regulations, policies and standards.
- E. Lessees shall obtain, at their sole expense, all permits required for their construction program and shall pay all taxes, permits, inspection fees, and licenses required for the construction and operation of their business.

- F. Unless otherwise approved by the Airport Director, the design of any leasehold improvement is to be carried out under the direction of a registered architect or engineer. Construction drawings are to be certified by their respective professional disciplines – architectural, structural, mechanical, electrical, and civil engineers.
- G. Lessee shall be solely responsible and incur all expenses for connection to all leasehold improvements and facility requirements including, but not limited to; public roadways, aprons, taxiways, drainage, electrical power, communications, water, sewer and natural gas. All utilities will be provided by Lessee from nearest public utility source via utility easements and rights of way. Utilities will be grouped whenever practicable.
- H. Lessees shall obtain the prior written approval from the Airport Director to modify, improve, add to or delete facilities from their leased area. If any structure is erected, placed, or altered upon in any other manner than in accordance with plans and specifications approved by the Airport Director, such construction will be considered to have been undertaken without approval. This restriction is applicable to landscaping plans as well as architectural plans.
- I. Lessees shall suppress, at their own expense, and to the satisfaction of the FAA, all electromagnetic interference with radio guidance, safety devices or with any electric or electronic equipment or installations on or associated with the Airport.
- J. The City assumes no responsibility with regard to the ability of the Lessee to complete construction or otherwise meet the terms and conditions of its Agreement nor does it assume any responsibility for an error, fault or omission in the plans and specifications that have been approved. The City reserves the right to serve notice that corrective action must be taken to remedy any improper situations.
- K. Noise, dust, odors, stormwater detention, water quality, and smoke generation are of particular concern in the design and operation of any facility on the Airport. Therefore, the design and construction of all facilities shall be in compliance with all federal, state, and local environmental regulations applicable to the Airport.
- L. The City or its representative(s) shall have the right at reasonable times to visit sites and enter buildings which are completed or in the process of being built, changed, repaired, moved or demolished.
- M. All paving (or concrete) outside the hangar must be adequate to sustain repeated operations for a fully loaded fuel truck, or the most demanding wheel loading for the aircraft typically expected to use the paved area, or the heaviest airport snow plow used on the paved area, whichever is greater. All areas between a hangar and a taxiway shall be asphalt or concrete for the full hangar width by full depth to reach taxiway. Substantial base (gravel, rock, etc.) must be provided to properly support the paved surface.
- N. If aircraft fueling is to be permitted by the Airport Director's office, a fueling area must be built in accordance with all environmental and safety requirements. Fuel storage

location and type will only be as approved by Airport Director's office.

- O. Exterior lighting will be provided by Lessee as approved by Airport Director's office. Any interference with Airport operations including glare for pilots and/or the tower may require adjustment and/or shielding for elimination of the offending lighting.
- P. Landscaping may be required as determined by the Airport Director's Office on all projects and, if required, must be maintained by Lessee. The Lessee will be required to follow the Airport's approved Wildlife Hazard Management Plan regarding any and all landscaping.
- Q. If not landscaped, the ground adjacent to the sidewalls out to a distance of five feet shall be treated with a vegetation control chemical, covered with a vegetation barrier and then covered with a minimum of two inches of 3/4 minus rock. This area will be maintained vegetation free by the Lessee.
- R. Fencing may be required and must meet airport safety and security requirements. In order to provide airport users with safe and secure facilities, careful attention should be made regarding the design of access controls such as perimeter fencing and gates.

