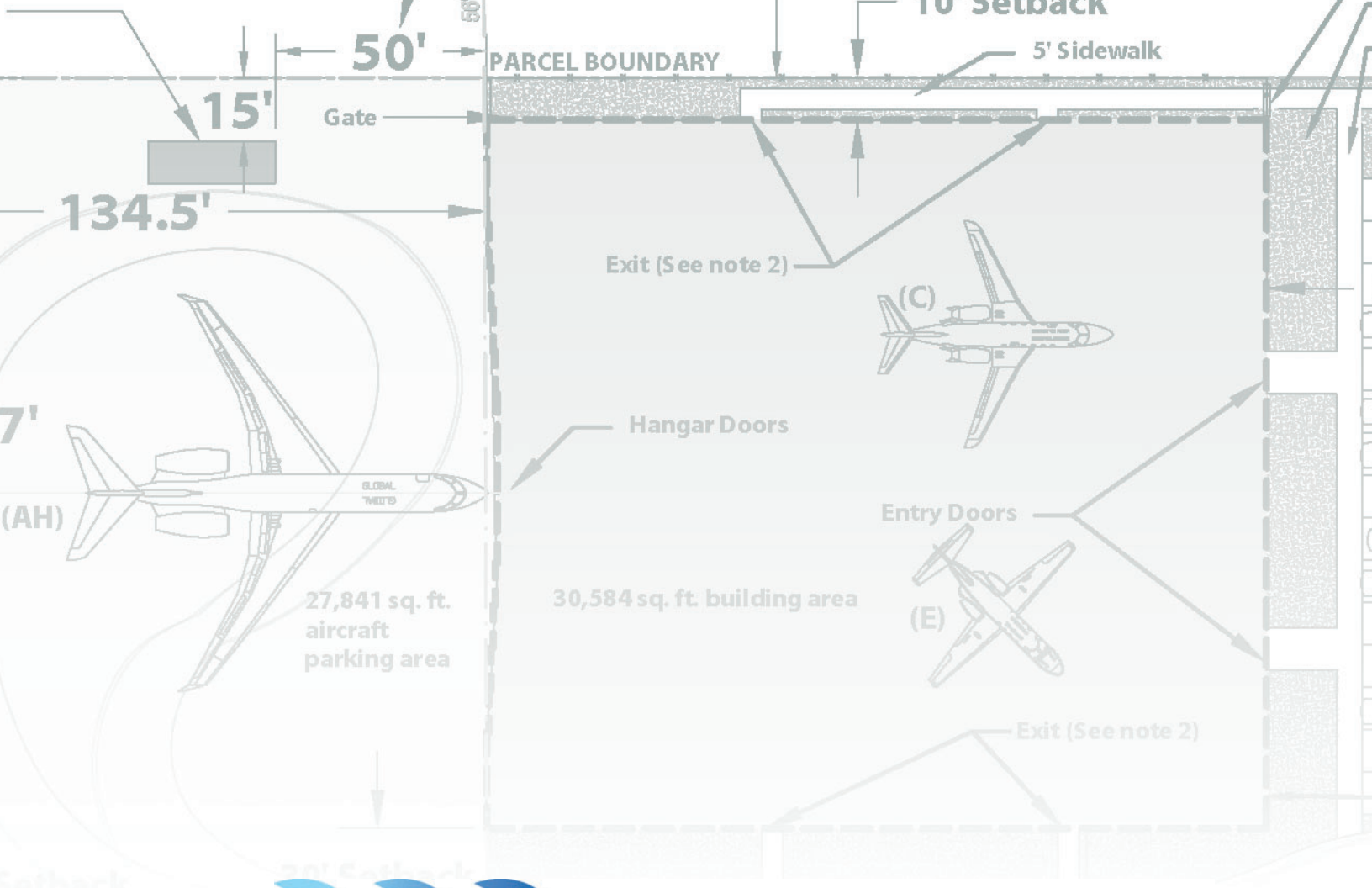


# NORTHEAST DEVELOPMENT STANDARDS






# WILEY POST AIRPORT

OCTOBER 2022

# NORTHEAST DEVELOPMENT STANDARDS

**TULSA**

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# Wiley Post Airport

## Northeast Development Standards

### I. General Information

- A. Purpose.** The Oklahoma City Airport Trust (“**Airport Trust**”), owns and operates Wiley Post Airport (“**Airport**”) for the sole benefit of the City of Oklahoma City (“**City**”). No Person may conduct or operate a business at the Airport, and/or construct any improvements on the Airport except as authorized by the Director of Airports (“**Director**”) through an agreement with the Airport Trust. The Department of Airports for the City performs the daily operations of the Airport Trust. The Director of Airports also serves as the Airport Trust’s General Manager.

In response to demand for additional aircraft storage facilities, the Airport Trust developed property within the northeast quadrant of the Airport (referred to as the “**Northeast Development Area**” or “**NEDA**”) to accommodate the construction of new aircraft storage facilities (see **Attachment 1** for the limits of the Phase One development boundary and **Attachment 2** for Sample Parcel Layouts). To facilitate the efficient development and use of land at the Airport, the Airport Trust has established these standards and requirements (“**NE Development Standards**”) as guidelines for the development of this area for both non-commercial aircraft storage and for approved services<sup>1</sup> by Specialized Aviation Service Operators (“**SASO**”) at the Airport. In establishing these NE Development Standards, the Airport Trust's goal is to make economical and efficient use of Airport land, taxiways, and runways, in accordance with the Airport’s Master Plan and the Airport Layout Plan. The NE Development Standards will be applied objectively, uniformly, and without discrimination within the context of the intended use or uses.

Within the Northeast Development Area a few of the larger parcels are available for the provision of aircraft self-fueling facilities when such use will be in accordance with Airport Trust policy as it may be amended from time to time. Land leased for SASO operations is not eligible for self-fueling facilities. The Airport Trust reserves the right to amend and supplement these Development Standards as conditions.

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<sup>1</sup> See Section II Statement of Policy for listing of allowable services that could be approved for a SASO hangar owner.

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These NE Development Standards apply to all leases and construction agreements within the Northeast Development Area. The provisions of the leases will be compatible with the NE Development Standards herein contained, as well as the City’s existing building regulations.

**B. Effective Date.** The Airport Trust previously adopted standards for the development of this area on September 28, 2011, and then revised the standards on November 20, 2014. The prior standards are revoked and replaced with this version effective October 27, 2022 (“Effective Date”).

**C. Applicable Standards, Codes, and Regulations.** The Airport Trust previously adopted its Minimum Standards for Aeronautical Activities and Leasing of Land and Facilities at Oklahoma City Airports (“Aeronautical Minimum Standards”), as the same may be amended from time to time, which are applicable to the Northeast Development Area along with the NE Development Standards. In addition to the Aeronautical Minimum Standards and the NE Development Standards, the following regulations, codes, and standards should be consulted prior to construction of any improvements within the Northeast Development Area:

- 1) **International Building Code – as adopted by the City**
- 2) **International Plumbing Code – as adopted by the City**
- 3) **International Mechanical Code – as adopted by the City**
- 4) **NFPA 70/National Electric Code – as adopted by the City**
- 5) **NFPA 409/Standard on Aircraft Hangars – as adopted by the City and required by the FAA**
- 6) **NFPA 101/Life Safety Code – as adopted by the City**
- 7) **FAA Advisory Circular (AC) 150/5370-2/Operational Safety on Airports During Construction – latest edition**
- 8) **City of Oklahoma City ordinances and building code requirements**
- 9) **Oklahoma Administrative Code/Title 165-Oklahoma State Department of Health/Chapter 26-Aboveground Storage Tanks<sup>2</sup>**
- 10) **NFPA 407/Standard for Aircraft Fuel Servicing<sup>3</sup> – latest edition**
- 11) **NFPA 30/Flammable and Combustible Liquids Code<sup>4</sup> – latest edition**

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<sup>2</sup> Applicable to parcels that are designated for the provision of self-fueling facilities in accordance with Departmental Policy No. 19-01 *Aircraft Self-Fueling Policy at Oklahoma City Airports*.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

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The architect/engineer of record for a lessee will 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 NE Development Standards do not apply to the Airport Trust or the City, as the Airport Trust reserves the right to develop the Airport in a manner it determines is in the best interest of the Airport Trust and City or as the same may be required by the Federal Aviation Administration (“FAA”). The applicable standards, codes, and regulations listed in this section are not intended to be all-inclusive. The lessee will be subject to compliance with all lease provisions and to applicable federal, state, and local laws, codes, ordinances and other similar laws or regulations pertaining to all such construction or operational activities.

## II. Leasing and Construction

All prospective lessees are required to make an application to lease ground space. The application process will necessitate the prospective lessee to provide background information on the lessee, its qualifications, and disclosure of the intended use of Airport land. The prospective lessee may be required to provide financial records to show its ability to meet long-term lease commitments.

Contingent upon its qualifications and the compatibility of the lessee’s prospective use with the Airport’s standards for the Northeast Development Area, the Director will enter into negotiations with the lessee for a ground lease and/or construction agreement. Lessees will be responsible for obtaining an architect/engineer, developing its plans and specifications for the project, making any necessary utility connections, obtaining any necessary permits, conducting any environmental baseline assessment, and for employing its own contractors for any construction activities.

Generally, the lease will be for 20 to 25 years and may contain an optional period for lessee to continue to lease the premises. The lessee will commence the payment of ground rent for the use of the Airport’s land from the effective date of any construction and/or lease agreements. Ground rent will include infrastructure recovery fees of \$0.05 per square foot of leased space for 16 years for the Trust to recover construction expenses for the development of the NE Development Area. Ground Rent will also be subject to periodic escalations during the primary term and any option period. The primary lease term provides a period for a lessee to amortize their construction and development costs while only paying for the use of the Trust’s land. At the end of the primary lease period, the title to the facilities, except any self-fueling facility, will then transfer to the Trust for ownership, but can be leased back to the lessee during any option period.

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During an available option period, the lessee continues to pay ground rent but also pays facility or building rent based on a percentage of the appraised actual cash value of the facility at the end of the primary lease period. Lessee will receive a discount on the facility rent during an option period for lessee's continued maintenance of the facility, leased premises, and pavement during the option period. At mutually agreeable times, the parties will perform a joint inspection to identify any improvements or repairs that need to be made. The ground and facility rent paid by a lessee during the option period should reflect the market value of the facility and the associated revenue needed to operate and develop the Airport.

The allowable services for a SASO hangar lessee in the Northeast Development Area include:

- 1) **Aircraft Charter/Air Taxi Service**
- 2) **Aircraft Engine, Airframe, and Accessory Sales and Maintenance**
- 3) **Aircraft Radio and Avionics Sales and Service**
- 4) **Aircraft Rental**
- 5) **Aircraft Sales**
- 6) **Flight Training**
- 7) **Aircraft Management**
- 8) **Commercial Aircraft Storage**

The granting of such right and privilege by the Airport Trust shall not be construed in any manner as affording the lessee any exclusive right for such operations.

Unless otherwise provided in an agreement with the Airport Trust, the Airport Trust 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, NE Development Standards, and other regulatory measures pertaining to such use.

These NE 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 be required in the future as a condition precedent to the use of or transfer of federal rights or property 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 NE Development Standards inconsistent with such agreement shall operate to invalidate such provision. The invalidity or unenforceability of any

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

### III. Site Development Standards

**A. Location and Site Survey.** Once a parcel location is determined, the prospective lessee will be required to have the parcel surveyed to establish the premises to be leased (“**Leased Premises**” or “**Premises**”). The Survey work needed for the parcel survey shall be performed by an Oklahoma Registered Land Surveyor selected by the lessee and shall set forth a minimum of the following: (i) describe the boundaries of the subject parcel by legal metes and bounds descriptions; (ii) include the exact acreage and square footage of the anticipated parcel, and (iii) include a visual depiction of the parcel. The surveyor shall submit one (1) copy of the parcel survey to [AP-Development@okc.gov](mailto:AP-Development@okc.gov) and [wrwabusinessproperties@okc.gov](mailto:wrwabusinessproperties@okc.gov) and certify to the Trust that the survey is a true and accurate representation of the subject parcel. Any of the lessee’s officers, invitees, employees, suppliers, contractors, subcontractors, and agents who require escort access to the parcel or secured areas of the Airport will coordinate with the General Aviation Manager of the Airport at (405) 316-3392.

**B. Preliminary Site Plan and Airspace Determination.** The survey work needed for the 7460-1 airspace review by the Federal Aviation Administration (“FAA”) shall be performed by an Oklahoma Registered Land Surveyor selected by the prospective lessee. The survey should include a “Certification of Data Accuracy (On-Airport Proposals) Form” and be certified to FAA Accuracy Code 1A, which must be signed and sealed. It may be necessary to complete multiple 7460-1 forms such as for temporary construction activities, construction equipment, and for permanent structures. Airport staff can provide recommendations for completing the forms. With the completed survey, the 7460-1 notice(s) can be completed by the prospective lessee. The Airport staff will review and facilitate the filing of all forms with the FAA.

Generally, a survey for airspace determination must be performed for any buildings, antenna, tanks, cranes, powerlines, light poles, or equipment that will be permanently constructed on the parcel or temporarily utilized during construction. The surveyor must identify the coordinates for all the corners of any operations area to be used for any temporary or permanent equipment, including the corners and high-point elevation point of any permanent equipment and any permanent facility to be constructed on the parcel. The survey shall also include overall height (i.e., the high-point elevation) for any temporary equipment to be used during construction or permanently installed

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equipment such as a crane, drilling equipment, above-ground storage tank, antenna, or concrete pumper truck boom. The survey must also identify the distance from the closest runway to the facility to be constructed.

Each location surveyed requires five (5) data points. The survey should set forth the latitude and longitude for each given point using North American Datum of 1983 (NAD83). The site elevation should be provided in above mean sea level (“AMSL”) using the North American Vertical Datum of 1988 (NAVD88). The airspace survey shall also include the total structure height above ground level (“AGL”) and the overall height AMSL.

The Surveyor shall sign and seal the survey and provide one (1) copy of the Airspace survey to AP-Development@okc.gov and wrwabusinessproperties@okc.gov without cost to the Airport. Any of Permittee’s officers, invitees, employees, suppliers, contractors, subcontractors, and agents who require escort access to the parcel or secured areas of the Airport will coordinate with the General Aviation Manager of the Airport at (405) 316-3392.

- C. Design/Construction Review.** All plans shall be complete and submitted to the Department of Airports in accordance with these Development Guidelines and the applicable provisions of the lease. The lessee is also responsible to separately submit its Plans and Specifications to the City for permitting.

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 include any easements, right of ways, utilities, building setbacks, object free areas, and comply with all 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. At no time may a lessee construct, install, remove, or modify any improvements on the Leased Premises without the prior written approval of lessee’s plans and specifications for the proposed project by the Director, through a *Notice of Authorization to Proceed with Construction* (“NTP”), unless otherwise specified in a lease or construction agreement. The Director will not issue the NTP until the FAA’s airspace determination is complete, all insurance is received, and all necessary permits are obtained and provided to the Airport.

Once the NTP is issued, the lessee generally has 90 days to commence construction activities and shall have 1 year to complete construction once commenced unless otherwise agreed to by the parties.



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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).

- D. Insurance.** Lessee shall provide or cause its general contractor to provide, prior to the commencement of any construction of any improvements, appropriate worker’s compensation, automobile liability, commercial general liability and builder’s risk insurance policies in the amount required by the lease and/or construction agreement. The Airport Trust and the City shall be named as additional insured to the commercial general and builder’s risk policies. If the lessee’s contractor provided insurance during the construction activities, the lessee will be required to comply with the applicable insurance provisions once the initial period or beneficial occupancy commences.
- E. Maximum and Minimum Space/Development Requirements.** The lessee shall lease at least a full designated parcel within the Northeast Development Area. The specified limits for the size of hangar/building improvements do vary between individual parcels, with minimum hangar/building square footages being specified on **Attachment 1**. The lessee will be required to provide a paved aircraft apron area and connector 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 8,000 square feet of hangar/office structure, of which a minimum of one (1) space must be handicap accessible to the hangar.
- F. Airport Design Criteria.** All construction of improvements and infrastructure must conform to the minimum 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.

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2) **Setbacks.** In addition to any federal, state, or local building requirements, all buildings shall be set back at least 53 feet from the centerline of any roadway and 10 feet from any lease line. No objects, structures, or aircraft may be located within the following object free areas: or restricted locations:

- a) 85.5 feet from the Taxiway B centerline.
- b) 62 feet from the Taxiway A8 centerline.
- c) 55 feet from the centerline of any taxilane.

Also, no objects (excluding a lessee access driveway, sidewalks, and fences), structures, or aircraft may be located within 10 feet from any lease boundary line and/or 53 feet from the centerline of any roadway.

3) **Fuel Storage Facilities.** Any fuel storage tanks must be constructed in accordance with the Trust's Self-Fueling and Self-Servicing Policy. Generally, prior to the installation of a Self-Fueling Facility the lessee will need to document baseline total petroleum hydrocarbons (TPH) sampling data results at the proposed tank location. The tank must be aboveground with a capacity of 10,000 gallons or less (on some locations, the Director may approve a greater capacity), be double-walled and meet the UL 2085 requirement, be protected from collision with vehicles or aircraft with bollards and fencing and include a spill/overflow prevention device. In most cases, the tank must be located 50 feet from any building, structure, utility main, dispenser, or lease premises boundary line. However, for Tanks larger than 10,000 gallons or tanks located on parcels less than 2.5 acres, and/or located less than 50 feet from a lease premises boundary line, a zoning variance from the City Board of Adjustment will be required for approval. At all times, the lessee will be the owner of any fuel and the self-fueling facility including the aboveground storage tank. In addition, the lessee will be required to register the tank with the Oklahoma Corporation Commission (OCC), as well as obtain all appropriate City building permits, OCC aboveground tank permits, and operational permits from the City Fire Department.

4) **Apron Parking.** Depending on the size of a hangar constructed or the aircraft to be stored, there may not be adequate apron parking outside of the hangar unless an additional parcel is leased. No aircraft may be parked, even temporarily, in a designated taxiway or taxilane object free area.

5) **Site Utilities.** The lessee shall be responsible to locate and 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

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within the Premises, to the extent the utility company providing such utility service does not perform such maintenance or repair.

- 6) **Stormwater Drainage.** 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 direct surface stormwater to drainage structures designed, installed, and connected by the lessee to the Airport's surface/sub-surface drainage system. Surface drainage shall not discharge onto adjacent parcels or the Airport. Hangars shall have gutters and downspouts, or other means of directing rainwater to the Airport's underground storm drainage system.
- 7) **Aprons and Hangar Floor Drains.** For hangar development that classifies as Aircraft Hangar Group I or II, see *NFPA 409/Standard on Aircraft Hangars*-Chapter 5 for apron and hangar floor drainage requirements. For hangar development that classifies as Aircraft Hangar Group III, see *NFPA 409*-Chapter 10 for apron and hangar floor drainage requirements. Permits with the City will be required before connection of floor drains to the sanitary sewer.
- 8) **Hangar Clear Space Distance/Fire Walls & Fire Protection Systems.** The lessee shall comply with all applicable codes for the hangar clear space distance design regulations around exterior walls and fire wall regulations for both exterior and interior walls which may include the *International Building Code* (see Chapter 4), *NFPA 409 (Group I, II and III aircraft hangar fire suppression systems)*, and both the *City Zoning and Planning Code Use Standards* for Aboveground Flammable Liquid Storage and the *Oklahoma Administrative Code* (Title 165, Chapter 26 for clear space distance from aboveground fuel storage tanks to adjacent buildings, lease premises, and public way).
- 9) **Other Site Improvement Facilities.** It is the intent of these NE Development Standards that all areas of the development be provided with appropriately designed and maintained site amenities, which include pedestrian access, landscaping, lighting, fencing, signage, and outside service/storage areas.
  - a) **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.
  - b) **Landscaping.** Landscaping of the Premises is required. Landscaping shall not be attractive to birds or other wildlife or pose a hazard to aircraft. A

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plan for landscaping the Premises shall be submitted to the Director for approval. Landscape improvements that promote sustainable/low maintenance design principles are encouraged. In accordance with FAA Advisory Circular (AC) 150/5200-33 *Hazardous Wildlife Attractants on or near Airports* (or current versions thereof), “vegetation that produces seeds, fruits, or berries, or that provides dense roosting or nesting cover should not be used”. All landscaping shall be consistent with recommendations made by the USDA for use on Airport property. The lessee will be required to maintain the landscaping in a neat, clean, and aesthetically pleasing manner.

- c) **Exterior Lighting.** Exterior lighting of the Premises, both buildings and grounds, shall be designed 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 parcels. In addition, the lessee is responsible to provide and maintain any required obstruction lighting.
- d) **Security Fencing/Access Control Systems.** The lessee shall insure that all fencing on the Premises 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. Lessee may be required to obtain a fence permit from the City.
- e) **Building/Site Signage.** Each structure may have one sign each on the airside and landside of the building that identifies the hangar lessee 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. All signs must be approved in advance by the Director.
- f) **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

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for proper drainage. All trash receptacles shall be located outside of the security fence and accessible from the roadway without entering on the airside.

**G. Maintenance Responsibilities.** The lessee is responsible, at its sole cost and expense, to maintain, repair, and keep in good condition all its improvements on the Leased Premises, in accordance with the lease agreement. This generally includes, but is not limited to:

- 1) Pavement, landscaping, greenbelts, lighting, and all equipment on the Leased Premises.
- 2) All interior and exterior maintenance to include electrical, mechanical, plumbing, fire protection system(s), roof, floors, load-bearing and exterior walls, utilities, and HVAC system(s).
- 3) Lessee must clean debris, trash and provide snow removal from driveway, taxiways, aprons, greenbelts, and sidewalks to maintain safe, clear, unobstructed access.
- 4) Lessee must maintain all hangar and overhead doors and door operating systems, including weather stripping and glass replacement.
- 5) Lessee must 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 must 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 may 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.
- 9) Lessee must maintain Interior and exterior lighting including any light bulb or fixture replacement in and on all buildings, landscaping, parking parcels, and planter boxes. Any obstruction lights shall be the lessee's responsibility

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to maintain. "Obstruction light" is defined as the lighting for any structure that is an obstruction to air navigation and that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities.

- 10) Lessee must maintain, repair, and keep in good condition all glass on any door, window, or other location.
- 11) Lessee must repair any stoppage or blockage in plumbing fixtures, sanitary service lines, and any drain lines from the connection at the main, source of supply, or outlet to the Leased Premises.
- 12) Lessee must maintain all building interior and exterior finishes including painting, floor coverings, lighting, and window coverings.

#### **H. Other Prohibited Activities.**

- 1) Aircraft may be maintained, repaired, or serviced on the Leased Premises when services are performed either by (i) the Aircraft Owner or the Aircraft Owner's employees with resources supplied by the Aircraft Owner, (ii) a Fixed Base Operator (FBO), or (iii) a SASO when such FBO or SASO is authorized to provide such services on the Airport.
- 2) No painting or stripping of paint from aircraft is permitted on the Leased Premises.
- 3) The deicing of aircraft is not allowed on the Leased Premises and must be performed at locations approved by the Director (current locations are designated on the FBO apron areas).
- 4) The lessee may not perform engine run-ups on the Leased Premises.
- 5) No fuel may be stored on any Leased Premises unless authorized by a self-fueling agreement or properly stored in an aircraft. When a self-fueling agreement is applicable for the Premises, fuel may only be dispensed to an authorized aircraft.
- 6) No commercial activities shall be conducted on the Leased Premises unless they are SASO operations consistent with these standards and then when approved by the Airport Trust.

- I. Security.** Lessee will be responsible to control the Leased Premises to prevent unauthorized access (both vehicular and pedestrian) to the Air Operations Area ("AOA"). Lessee is required to provide security fencing, gates, and access

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controls that integrate into the existing fencing of the development area [see Section F, Subsection 9(d) above for fencing guidelines]. Also, the Department of Airports reserves the right to install security devices in, or on, the Leased Premises as it deems necessary at the Department of Airport's cost. Privately owned motor vehicles are not permitted on the "movement area" of the AOA including any runway, taxiway, or taxilane. Private vehicles may only be allowed on the leased premises.

- J. Waiver.** The Airport Trust or the Director may waive (but in no event shall be obligated to waive) one or more of the NE Development Standards applicable to a lessee for good cause upon written request of the lessee, provided that such waiver would not adversely affect public health or safety, airport security, and Airport finances or operations. Waivers will not be granted which would violate any federal, state, city, or other law, statute, ordinance, rule, regulation, or Airport grant assurance.
- K. Subleases.** A lessee may sublease a hangar for the storage of aircraft with the prior written consent of the Director provided there are no self-fueling facilities on the Leased Premises. A sublease may not be used as a subterfuge to avoid the prohibition against the use of the Premises for unauthorized purposes.
- L. Ownership of Improvements.** The lessee will exclusively own all hangar and improvements during the initial term of the lease. All rights, title, and interest in any hangar or improvements constructed by, or for, a lessee on the Airport (except for any fuel storage facility and equipment) will fully vest to the Airport Trust at the end of the term of the lessee's initial lease period unless otherwise agreed to by the parties. The lessee will be required execute and deliver to the Airport Trust such documents as may be required to evidence the Airport Trust and the City's ownership of such Improvements.

#### **IV. Environmental Compliance**

Prior to entering into a lease, the lessee will be responsible to conduct its own site due diligence on the proposed Leased Premises for any environmental conditions, to establish a baseline environmental assessment before the commencement of any lease or construction agreements. This assessment is usually done through a Revocable Permit at the time survey work is commenced. Unless otherwise noted in a lease agreement, any environmental condition found on the Leased Premises is presumed to be that of the lessee unless there is clear evidence that such condition has migrated onto the Leased Premises. If any hazardous material or substances is found during the term of the agreement or at the expiration, the lessee will be responsible to remediate any condition to the approval of the Director and will likewise be responsible to indemnify, defend, and hold the Airport Trust and City

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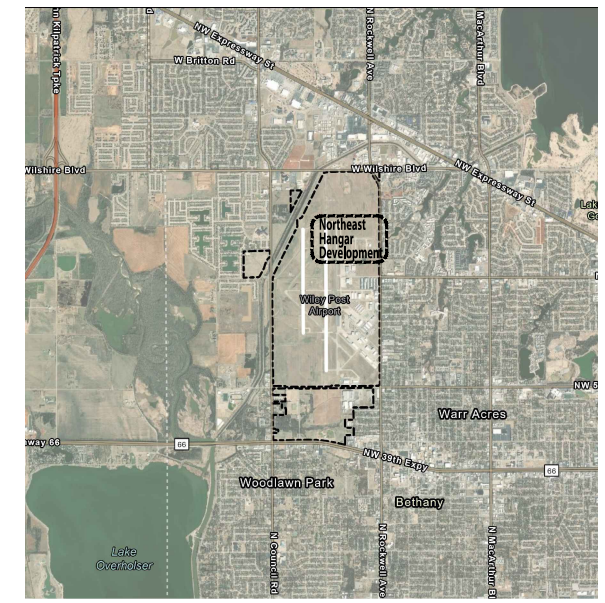
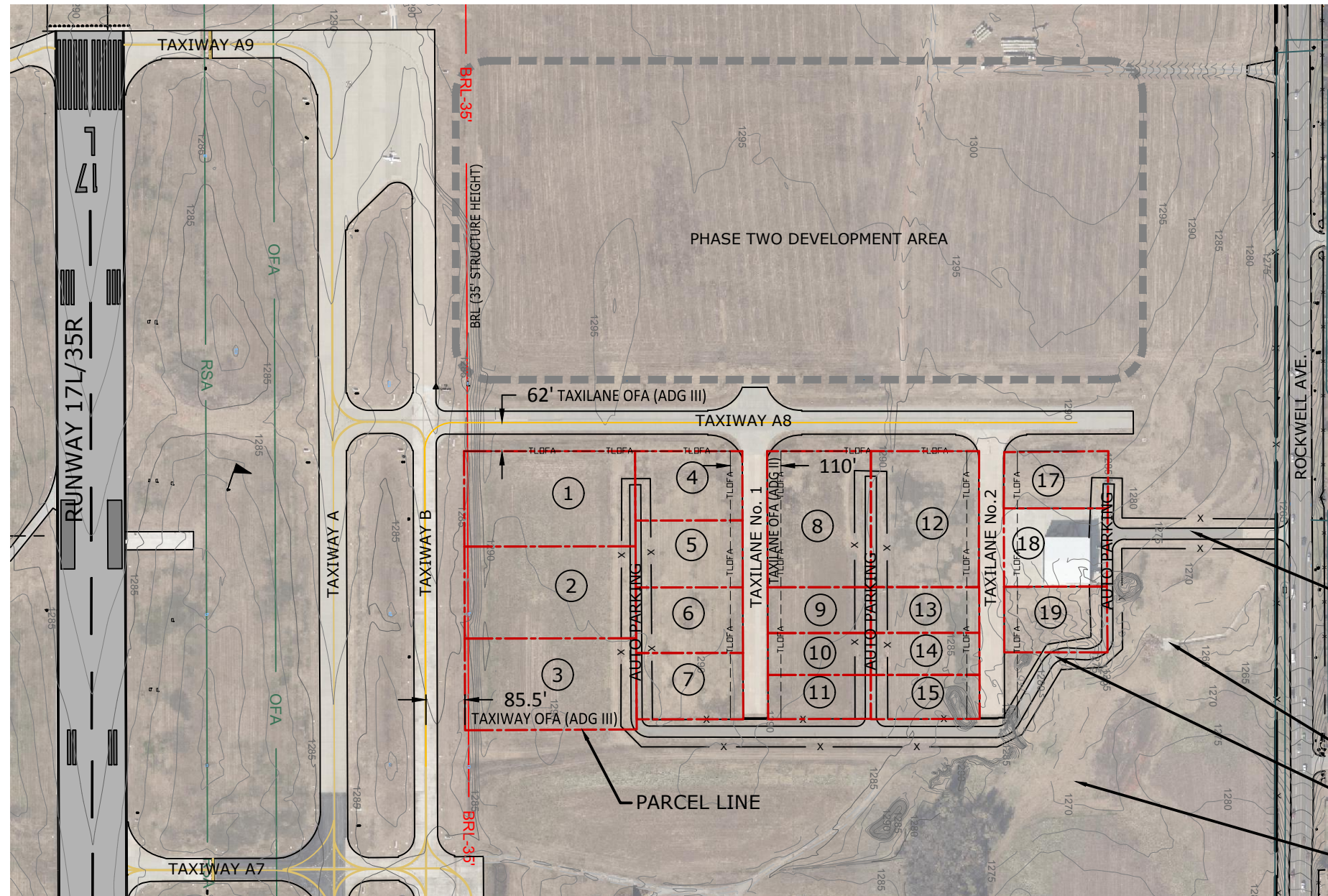
harmless for any environmental claims that may result. Only hazardous materials and substances approved by the Airport Trust in a lease agreement may be stored, kept or used on the Leased Premises.





**ATTACHMENT 1**

Northeast Development Standards



Vicinity Map

**Aircraft Hangar Groups (NFPA 409 Standard on Aircraft Hangars)**

**Group I aircraft hangars shall have at least one of the following features and operating conditions:**

- An aircraft access door height over 28 ft (8.5m)
- A single fire area in excess of 40,000 ft<sup>2</sup> (3716 m<sup>2</sup>)
- Provision for housing an aircraft with a tail height over 28 ft (8.5m)

**Group II aircraft hangars shall have both of the following features:**

- An aircraft access door height of 28 ft (8.5m) or less
- A single fire area of 40,000 ft<sup>2</sup> (3716 m<sup>2</sup>) or less, and in accordance with Table 6.1.2 in NFPA 409 based on the type of construction and single fire area.

**Group III aircraft hangars may be either a row hangar with multiple units or an open bay hanger capable of housing multiple aircraft or a freestanding unit for a single aircraft. Group III hangars shall have both of the following features:**

- An aircraft access door height of 28 ft (8.5m) or less
- A single fire area of 30,000 ft<sup>2</sup> (3716 m<sup>2</sup>) or less, and in accordance with the maximum single fire areas for each construction type as shown in NFPA 409, Table 6.1.3.



GRAPHIC SCALE IN FEET  
 imagery Source: ©2022 Microsoft Corporation, © 2022 Maxar, © CNES(2022) Distribution Airbus DS, Bing Maps  
 Digital mapping source: Coffman Associates Airport Layout Plan Sept. 2021

PARCEL <sup>1</sup>	APPROX. SQ.FT. <sup>2</sup>	HANGAR/BUILDING MIN SQ. FT.	AIRCRAFT HANGAR GROUP	AIRCRAFT ACCESS DOOR HEIGHT <sup>2,3</sup>	AIRCRAFT AIRSIDE ACCESS	APRON PARKING	AUTO PARKING
1	77,000	25,000	I or II	≤ or > 28 FT.	TAXIWAY B/APRON	YES	YES
2	74,500	20,000	I or II	≤ or > 28 FT.	TAXIWAY B/APRON	YES	YES
3	74,100	20,000	I or II	≤ or > 28 FT.	TAXIWAY B/APRON	YES	YES
4	35,130	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
5	33,500	8,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
6	33,500	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	66,620	10,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
9	22,300	6,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
10	20,400	6,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
11	21,400	6,000	II or III	< or = 28 FT.	TAXILANE No.1	OPTIONAL	YES
12	69,430	10,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
13	23,400	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
14	21,600	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
15	22,677	6,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
17	27,900	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
18	40,386	9,970	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES
19	32,000	8,000	II or III	< or = 28 FT.	TAXILANE No.2	OPTIONAL	YES

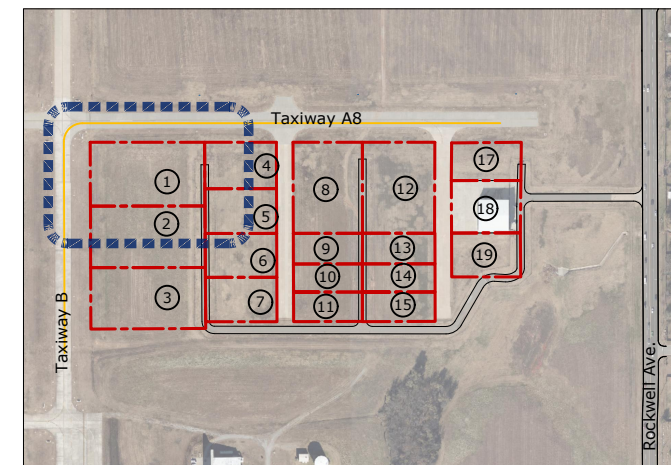
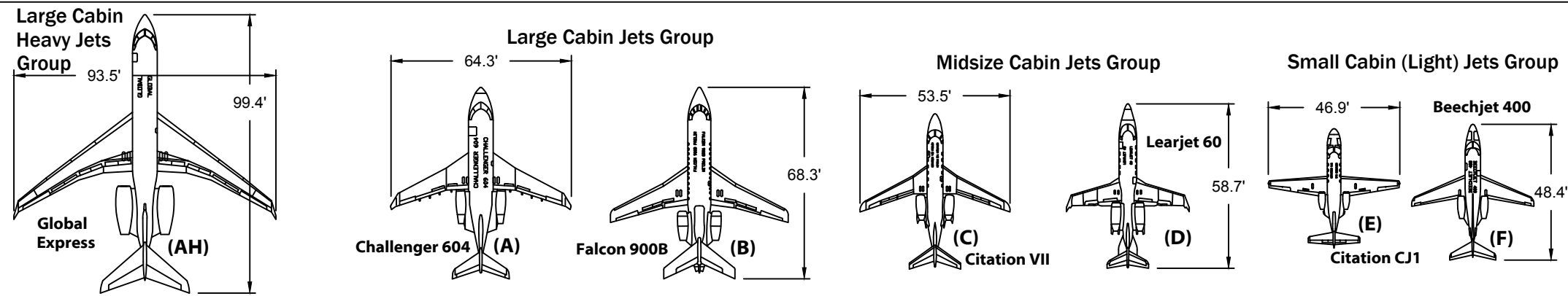
<sup>1</sup> Parcel 16 has been removed  
<sup>2</sup> Minimum & maximum hangar sizes and door heights to be designed/approved/constructed in accordance with current International Building Code (IBC) and National Fire Protection Association (NFPA) 409 requirements.  
<sup>3</sup> Aircraft door height for Group I Hangar can be 28 FT. or less if single fire area is in excess of 40,000 ft.<sup>2</sup>

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## **ATTACHMENT 2 SAMPLE PARCEL LAYOUTS**

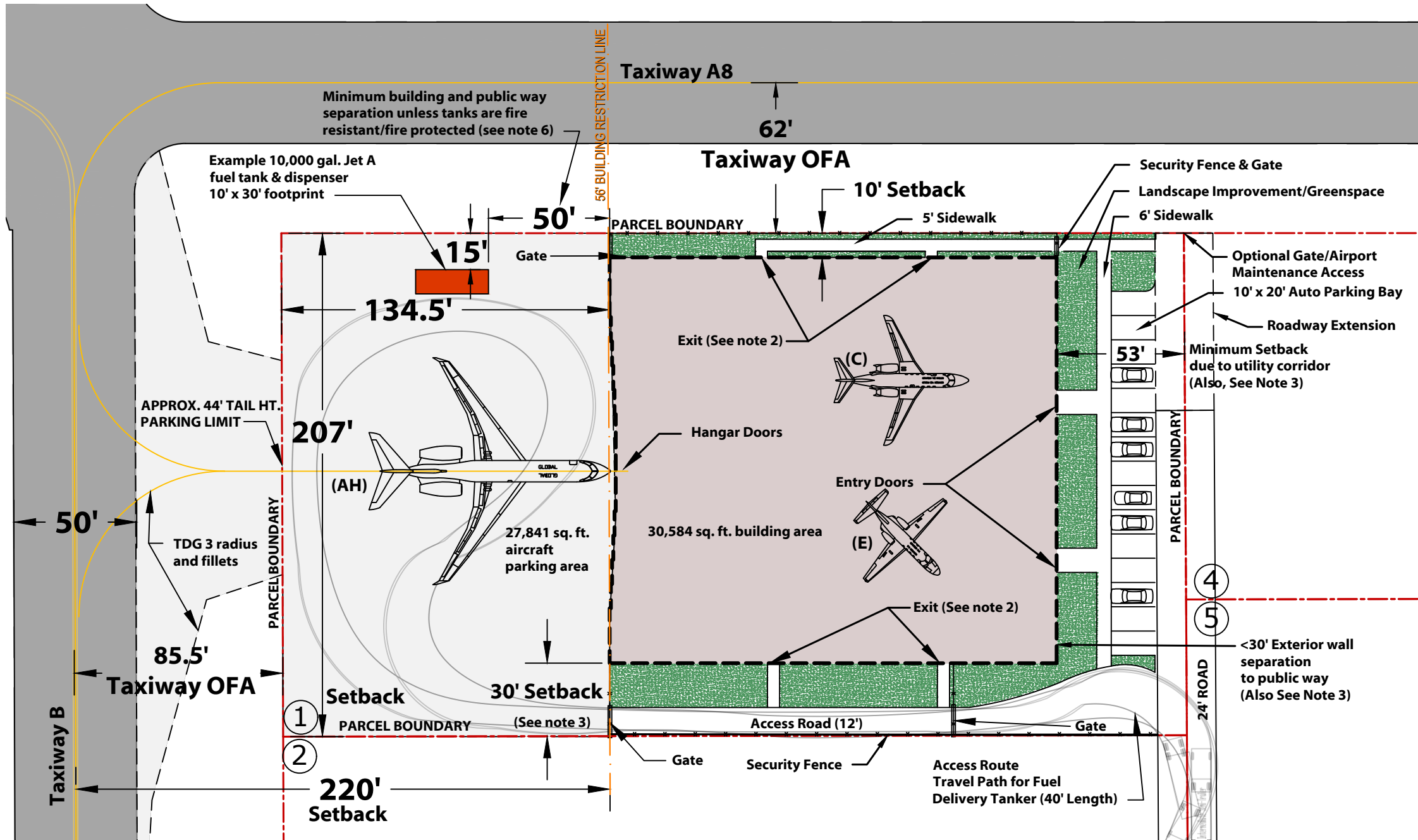
The following layouts are only samples of how parcels may be arranged. Each lessee will be required to engage its own architectural or engineering professionals who will be responsible to prepare area site plans, drawings, and specifications in accordance with the appropriate code requirements.

# Aircraft Legend



Location Map (Phase One)

## Example Aircraft Hangar Group I or II Layout Detail/Parcel 1



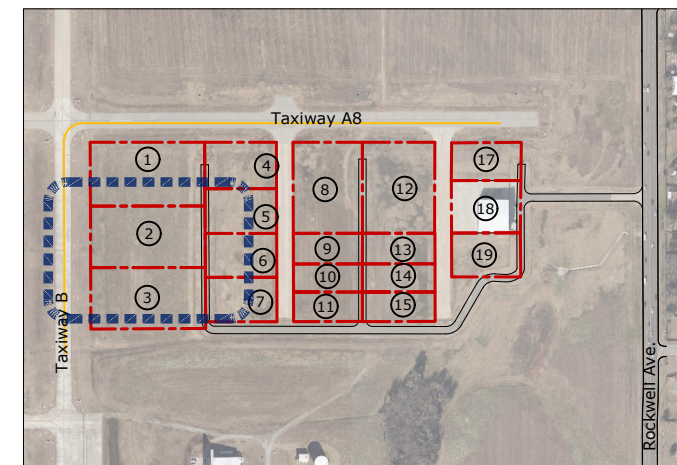
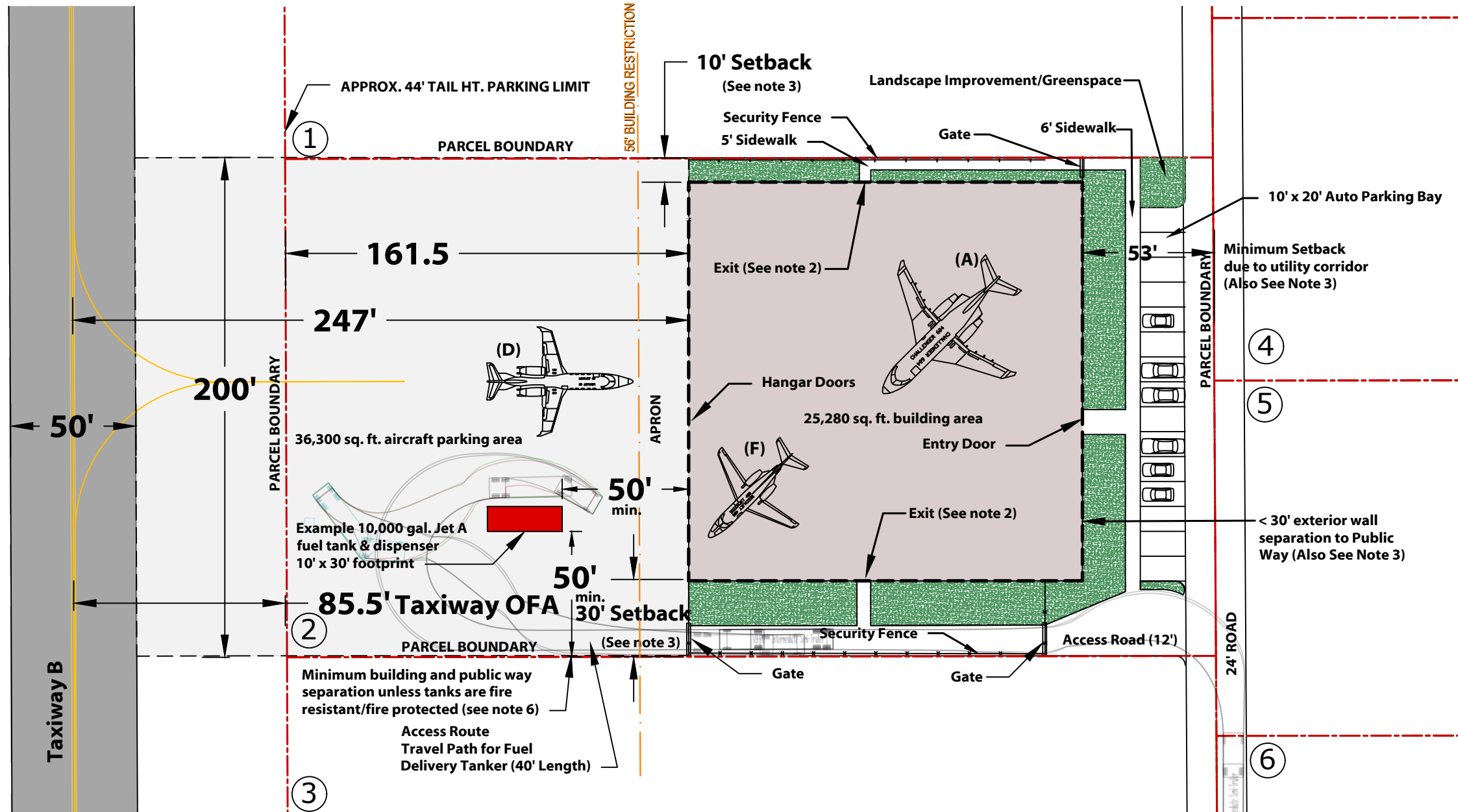
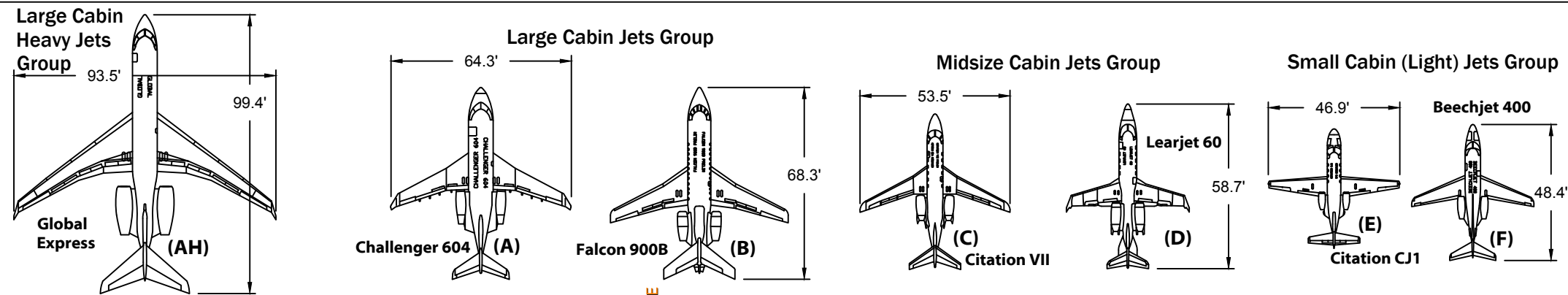
- Approximate Parcel Size @ 77,000 ft.<sup>2</sup>
- Hangar Size @ 30,584 ft.<sup>2</sup> (minimum 25,000 ft.<sup>2</sup>)
- Aircraft Access Door Height > 28 ft.
- Taxiway Access with Aircraft Parking Apron (27,841ft.<sup>2</sup>)
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area
- Available for Provision of Self-Fueling Facilities

Notes:

1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
6. See OKC Code of Ordinances, Oklahoma Administrative Code, NFPA 407 "Standard for Aircraft Fuel Servicing" (2022 Edition or Latest), and NFPA 30 "Flammable and Combustible Liquids Code" (2021 Edition or Latest) for rules and standards on the design and siting/installation of above ground storage tanks for petroleum products.
7. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria.

Figure 2 Aircraft Hangar Group I or II/Parcel 1 Example Layout Detail

# Aircraft Legend



Location Map (Phase One)

## Example Aircraft Hangar Group I or II Layout Detail/Parcel 2

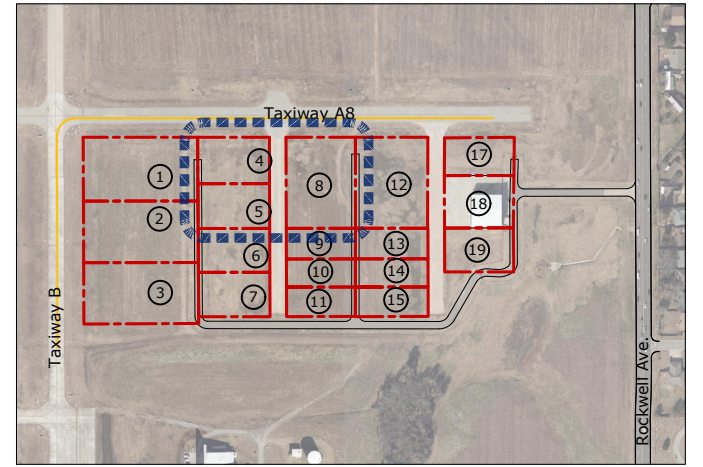
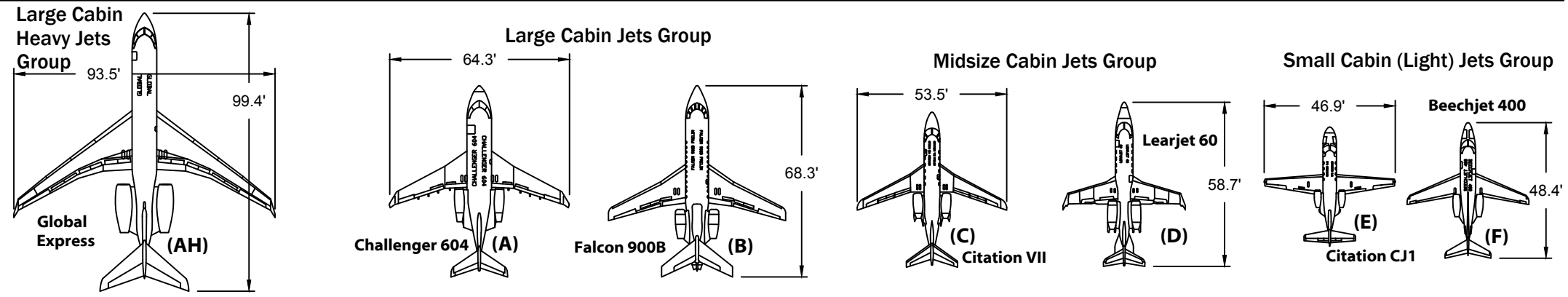
- Approximate Parcel Size @ 74,500 ft.<sup>2</sup>
- Minimum hangar size @ 20,000 ft.<sup>2</sup>
- Aircraft Access Door Height > 28 ft.
- Taxiway Access with Aircraft Parking Apron (36,300 ft.<sup>2</sup>)
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area
- Available for Provision of Self-Fueling Facilities

Notes:

1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
6. See OKC Code of Ordinances, Oklahoma Administrative Code, NFPA 407 "Standard for Aircraft Fuel Servicing" (2022 Edition or Latest), and NFPA 30 "Flammable and Combustible Liquids Code" (2021 Edition or Latest) for rules and standards on the design and siting/ installation of above ground storage tanks for petroleum products.
7. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria.

Figure 3 Aircraft Hangar Group I or II/Parcel 2 Example Layout Detail

# Aircraft Legend



Location Map (Phase One)

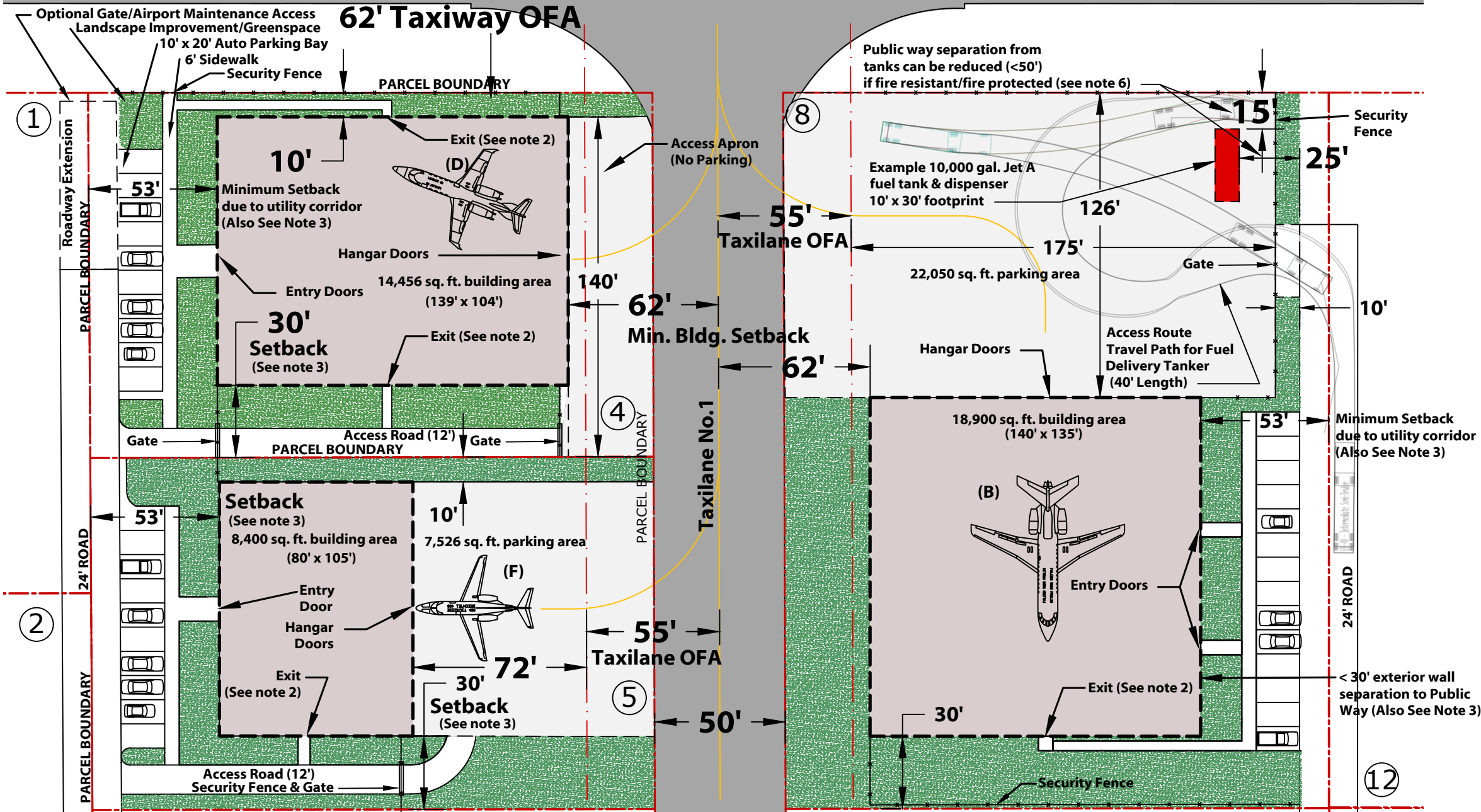
## Example Aircraft Hangar Group II or III Layout Detail/ Parcels 4, 5, & 8 (Option A)

- Approximate Parcel Sizes @ 35,130 ft.<sup>2</sup>, 33,500 ft.<sup>2</sup>, & 66,620 ft.<sup>2</sup>
- Parcel 4 hangar size @ 14,456 ft.<sup>2</sup> (minimum 10,000 ft.<sup>2</sup>)
- Parcel 8 hangar size @ 18,900 ft.<sup>2</sup> (minimum 10,000 ft.<sup>2</sup>)
- Parcel 5 hangar size @ 8,400 ft.<sup>2</sup> (minimum 8,000 ft.<sup>2</sup>)
- Aircraft Access Door Height < or = 28 ft.
- Taxilane Access with Optional Aircraft Parking Apron
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area
- Parcel 8 Available for Provision of Self-Fueling Facilities

Notes:

1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
6. See OKC Code of Ordinances, Oklahoma Administrative Code, NFPA 407 "Standard for Aircraft Fuel Servicing" (2022 Edition or Latest), and NFPA 30 "Flammable and Combustible Liquids Code" (2021 Edition or Latest) for rules and standards on the design and siting/ installation of above ground storage tanks for petroleum products.
7. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria

Figure 4 Aircraft Hangar Group II or III/Parcels 4, 5, & 8 (Option A) Example Layout Detail



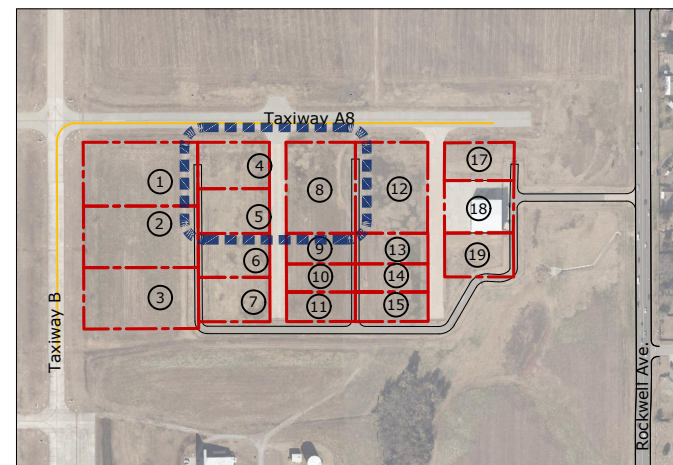
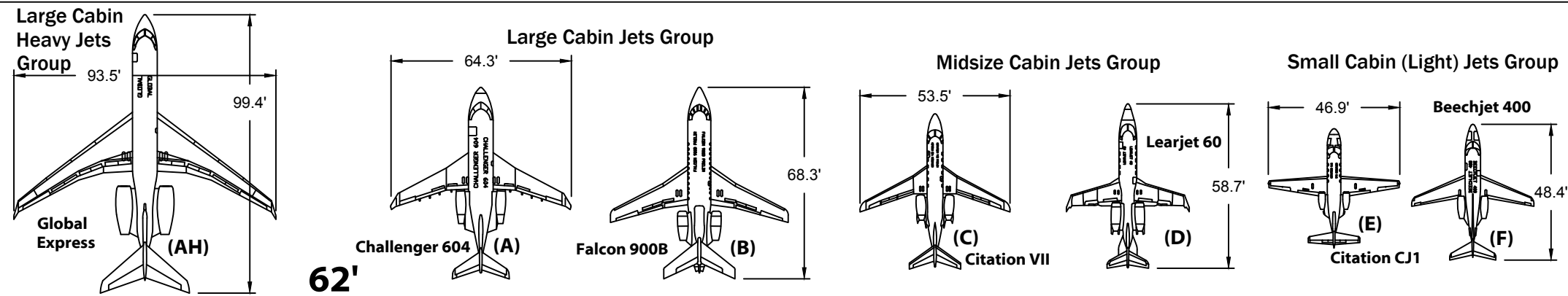
**Mead & Hunt**  
 Mead & Hunt, Inc.  
 1616 E 15th St.  
 Tulsa, OK 74120  
 phone: (918) 585-8844  
 meadhunt.com



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 Digital mapping source: Coffman Associates Airport Layout Plan Sept. 2021



**Aircraft Legend**



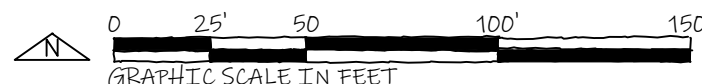
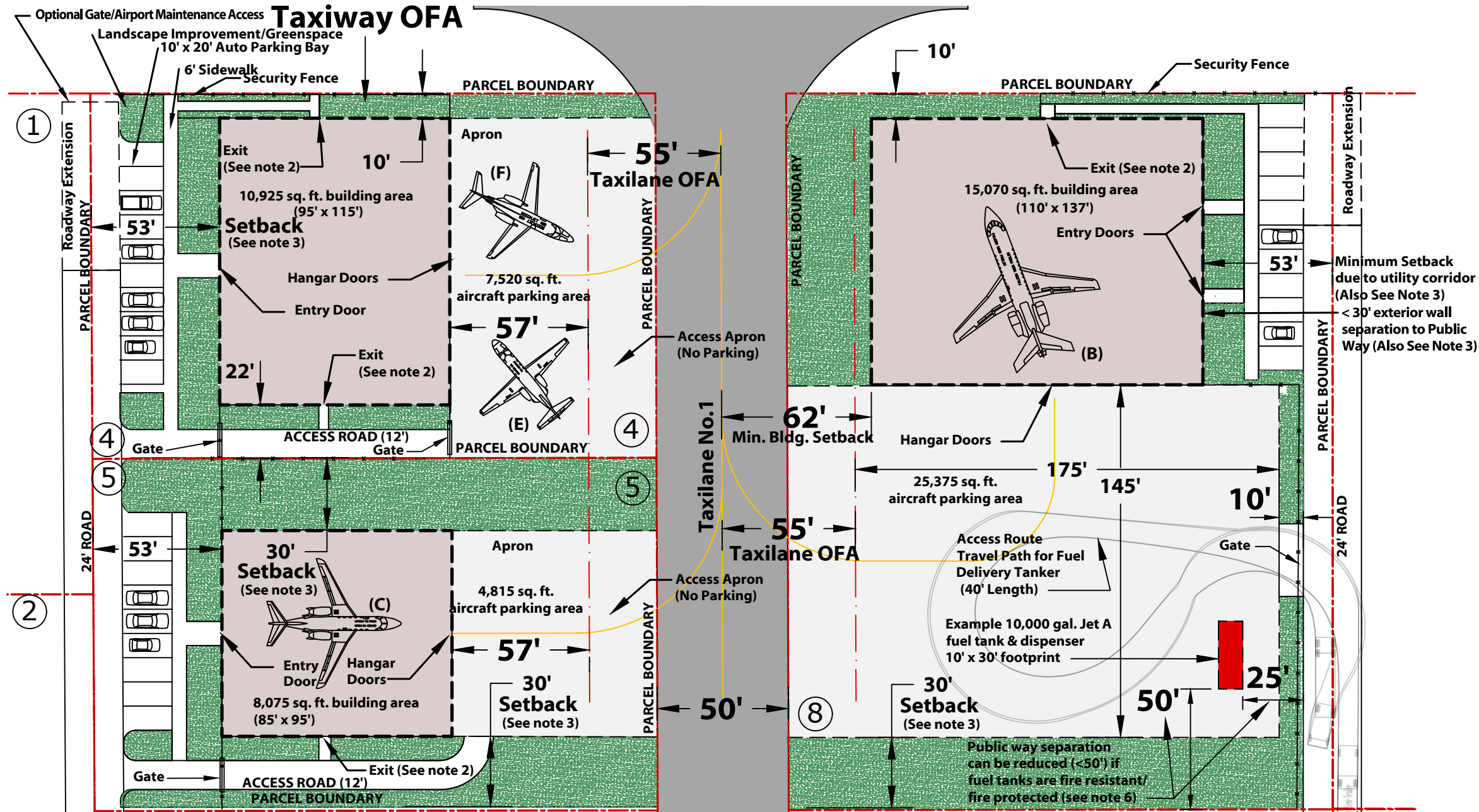
**Location Map (Phase One)**

**Example Aircraft Hangar Group II or III Layout Detail/ Parcels 4, 5, & 8 (Option B)**

- Approximate Parcel Sizes @ 35,130 ft.<sup>2</sup>, 33,500 ft.<sup>2</sup> & 66,620 ft.<sup>2</sup>
- Parcel 4 hangar size @ 10,925 ft.<sup>2</sup> (minimum 10,000 ft.<sup>2</sup>)
- Parcel 8 hangar size @ 15,070 ft.<sup>2</sup> (minimum 10,000 ft.<sup>2</sup>)
- Parcel 5 hangar size @ 8,075 ft.<sup>2</sup> (minimum 8,000 ft.<sup>2</sup>)
- Aircraft Access Door Height < or = 28 ft.
- Taxilane Access with Optional Aircraft Parking Apron
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area
- Parcel 8 Available for Provision of Self-Fueling Facilities

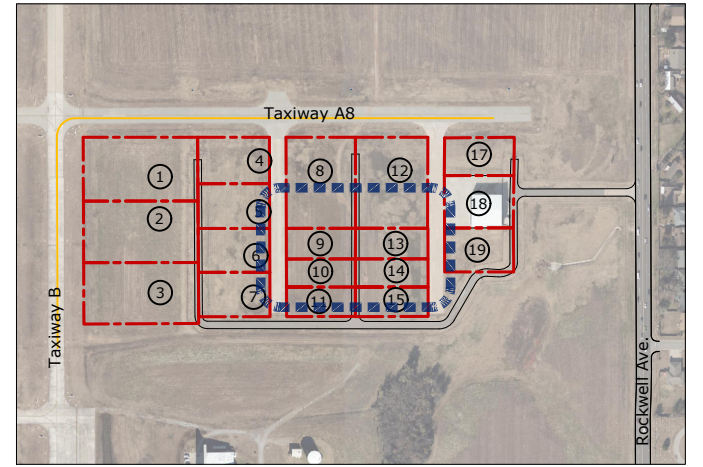
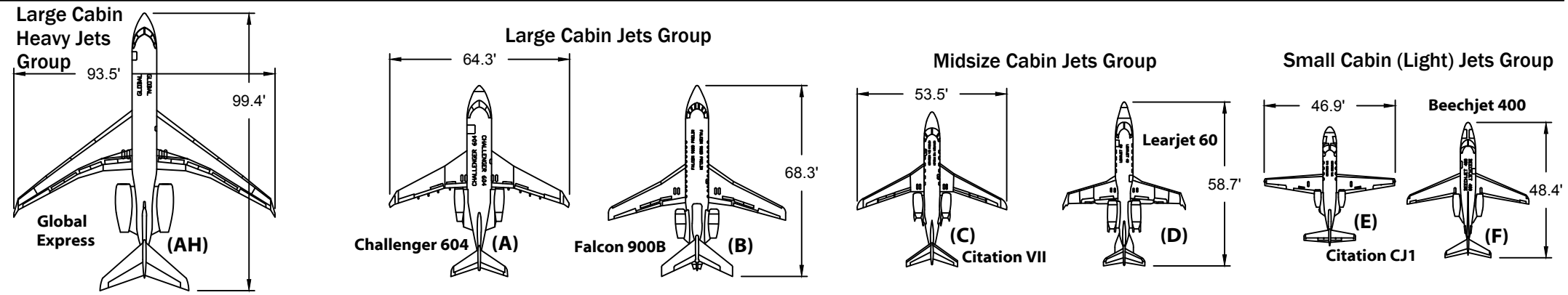
- Notes:**
1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
  2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
  3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
  4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
  5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
  6. See OKC Code of Ordinances, Oklahoma Administrative Code, NFPA 407 "Standard for Aircraft Fuel Servicing" (2022 Edition or Latest), and NFPA 30 "Flammable and Combustible Liquids Code" (2021 Edition or Latest) for rules and standards on the design and installation of above ground storage tanks for petroleum products.
  7. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria.

**Figure 5 Aircraft Hangar Group II or III/Parcels 4, 5, & 8 (Option B) Example Layout Detail**



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Digital mapping source: Coffman Associates Airport Layout Plan Sept. 2021

# Aircraft Legend



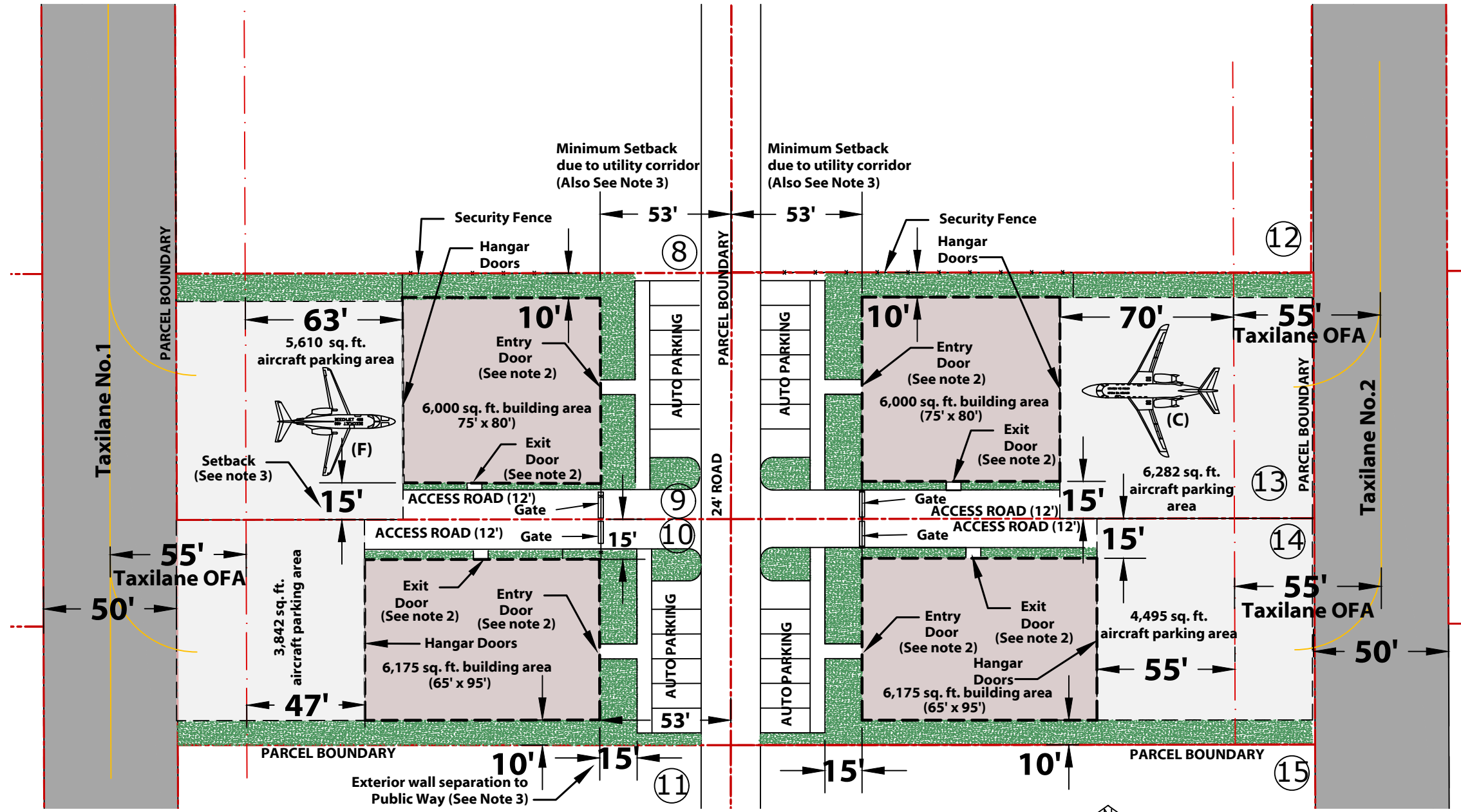
Location Map (Phase One)

## Example Aircraft Hangar Group II or III Layout Detail/ Parcels 9, 10, 13 & 14

- Approximate Parcel sizes @ 22,300 & 23,400 ft.<sup>2</sup> (Parcels 9 & 13)
- Parcels 9 & 13 minimum hangar size: @ 6,000 ft.<sup>2</sup>
- Approximate Parcel sizes @ 20,400 & 21,600 ft.<sup>2</sup> (Parcels 10 & 14)
- Parcels 10 & 14 minimum hangar sizes @ 6,000 ft.<sup>2</sup>
- Aircraft Door Height @ < or = 28 ft.
- Taxilane Access with Optional Aircraft Parking Apron
- Direct taxilane and connector taxiway access (Taxiway 'A-8' to Taxiway 'B')
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area

Notes:

1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
6. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria.

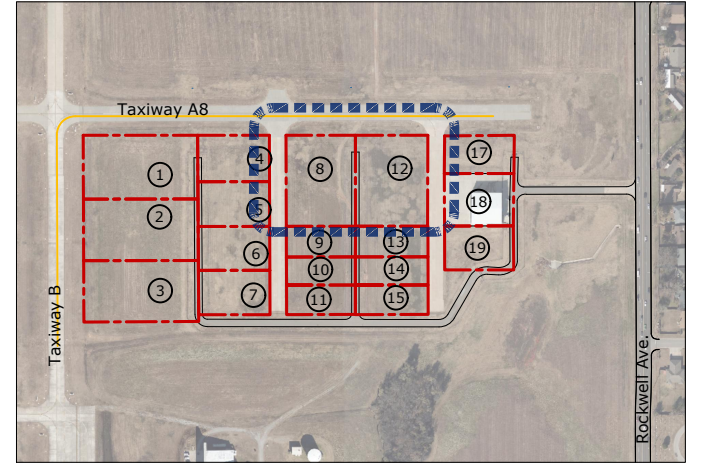
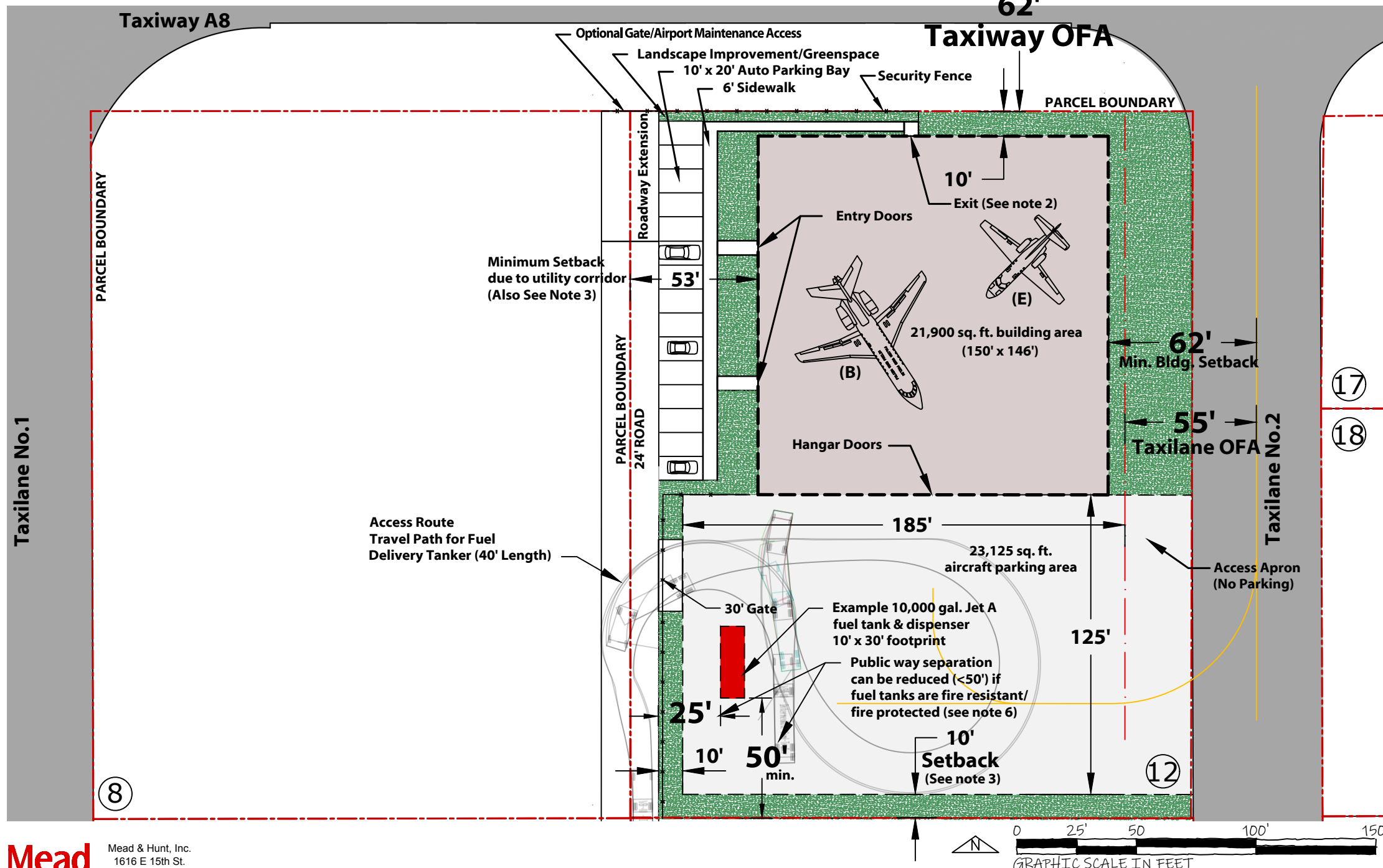
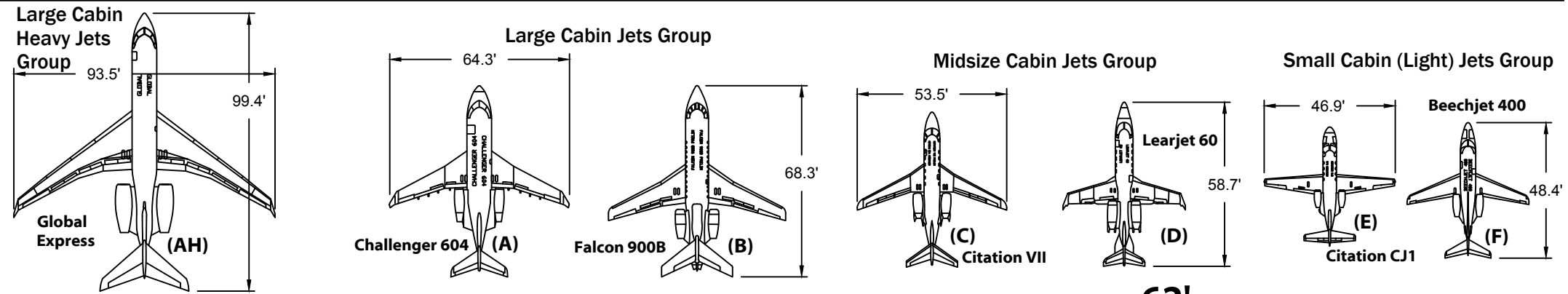


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Digital mapping source: Coffman Associates Airport Layout Plan Sept. 2021

Figure 6 Aircraft Hangar Group II or III/Parcels 9, 10, 13, & 14 Example Layout Detail



**Aircraft Legend**



**Location Map (Phase One)**

**Example Aircraft Hangar Group II or III Layout Detail/ Parcel 12**

- Approximate Parcel Size @ 69,430 ft.<sup>2</sup>
- Parcel 12 hangar size @ 21,900 ft.<sup>2</sup> (minimum 10,000 ft.<sup>2</sup>)
- Aircraft Access Door Height < or = 28 ft.
- Taxilane Access with Optional Aircraft Parking Apron
- Auto Parking with Controlled Airside Access Road
- Landscape/Green Space Area
- Available for Provision of Self-Fueling Facilities

**Notes:**

1. See National Fire Protection Association (NFPA) 409 "Standard on Aircraft Hangars" (2022 Edition or Latest) for minimum requirements specifying aircraft hangar construction types, fire protection, hangar floor gradient, trench drains, and oil/gas separation.
2. See NFPA 101 "Life Safety Codes" (2021 Edition or Latest) for minimum requirements specifying the number of pedestrian exits for each hangar.
3. See International Building Code (IBC)-2021 Edition or latest for regulations regarding clear space distance between hangars and NFPA 409 for fire wall protection requirements. Separation criteria can range between 60 feet and zero feet depending upon fire resistance rating specification of exterior wall.
4. A landscape plan for the designated landscape/greenspace areas associated with each Parcel is to be prepared by the lessee and submitted to the OKC Department of Airports for approval. All landscaping is to be maintained by the lessee.
5. The taxiway and taxilane object free area (TOFA) must remain clear of parked airplanes, parked automobiles, and above ground objects, except for those objects needed for air navigation or aircraft maneuvering.
6. See OKC Code of Ordinances, Oklahoma Administrative Code, NFPA 407 "Standard for Aircraft Fuel Servicing" (2022 Edition or Latest), and NFPA 30 "Flammable and Combustible Liquids Code" (2021 Edition or Latest) for rules and standards on the design and installation of above ground storage tanks for petroleum products.
7. See FAA Advisory Circular 150/5300-13B for taxiway and taxilane dimensional criteria.

**Figure 7 Aircraft Hangar Group II or III/Parcel 12 Example Layout Detail**

