

Port of Moses Lake

Development Standards Appendix to Grant County International Airport “Rules and Regulations”

July 3, 2019

Appendix B – Development Standards

Section 1- Leasing

1.0 Reversionary Clauses

All ground leases shall include language defining the terms of reversion (transfer of ownership) for all improvements associated with the lease, to be executed at the end of the lease term. The Port retains the right to require removal of improvements upon termination of the lease in lieu of transfer of ownership for any or all improvements.

1.1 Through-the-Fence (TTF) Operations

Consistent with FAA guidance, the Airport may accommodate TTF operations when it is determined to be in the best interest of the Airport and compliant with all applicable FAA rules; however, FAA AIP grant assurances do not obligate the Airport to accommodate requests for TTF access.

All proposed TTF operations require prior approval from the Port. TTF agreements will define the terms of the proposed access, including Tenant responsibilities to maintain adequate control of airport (TTF) access.

All TTF agreements are subject to the requirements defined in FAA AIP grant assurances, and the Port is responsible for coordinating TTF agreements with the FAA Seattle ADO. TTF operations shall be subject to a fee structure that provides adequate compensation to the Port in lieu of accommodating the activities on airport premises (e.g., ground lease, aircraft parking fee, etc.). All costs associated with maintaining the security of TTF operations is the responsibility of the operator.

Public access to off-airport aeronautical facilities shall be secured, in addition to providing adequate security at the TTF access point to the airport. Specific fencing or gate requirements at the TTF access point, including modifications to existing airport fencing, is the responsibility of the operator. The specific requirements will be determined by the Port based on the site configuration and proposed access plan, and reflected in the TTF agreement with the Port.

The operator is responsible to assure adequate fire protection, consistent with all applicable City and County rules, and the requirements defined in Minimum Standards Chapter One, Section E – Fire and Safety (provided for facilities and aircraft) to protect adjacent airport facilities from excessive fire exposure.

1.2 Ingress/Egress Operations

Tenant ingress/egress routes and operations shall be approved by Port prior to site development/occupancy. All related vehicular movement on the Airport is subject to the requirements defined in the Port Minimum Standards document (Chapter I, Section D, Nos. 12 and 13).

Ingress/egress routes and operations related to Tenant construction activities shall be approved by Port prior to the start of any site development, consistent with Port **On-Airport Ground Lease, Section 4.3**

Construction of Tenant Improvements (Section 4.3.1 Tenant Improvements) “Lessee shall submit plans to, and obtain written approval from, Lessor before commencing any Tenant Improvements.” All Tenant construction must comply with the requirements in Minimum Standards document, Chapter IV, Commercial Operations, Leases, Concessions, and Minimum Standards for Commercial Aeronautical Activities, Section J (Adapted for Non-Commercial Tenants).

1.3 Maintenance and Facility Improvements (Pavement Maintenance, Snow Removal, Landscaping)

Tenants are responsible for all maintenance and facility improvements within the boundaries of their lease area. Tenants are responsible for maintaining all landscaping associated with Tenant facilities, as defined in site development plan submitted for Port review and approval.

The standards defined in Minimum Standards Chapter IV, Section N – Aeronautical Service Providers (No.23 Leasehold (Tenant) Responsibilities, No. 24 Notification of Cleanliness Violation) are applicable to all Tenants.

1.4 Solid Waste Recycling, Storage and Disposal of Hazardous Material, Related Permitted/Prohibited Activities (Fire and Safety)

All Tenants are subject to Minimum Standards (Chapter IV, Section I – Refuse, and Chapter I, Section E – Fire and Safety, Nos. 1-11).

Section 2 – Approval of Construction

2.1 Local Land Use Requirements

All proposed site developments must be consistent with permitted uses recognized by Grant County for Grant County International Airport. Airport approval of ground lease and proposed construction must be obtained prior to application for local community development approvals and subsequent building permits.

2.2 Layout and Setback Requirements

All proposed built items shall comply with development setbacks for existing and planned airfield facilities such as adjacent taxilanes or taxiways, and surface road and utilities rights of way (ROW) or easements. Built items shall comply with building restriction lines, or airspace surfaces depicted on FAA-approved ALP drawings, based on Port review site plan.

2.3 Height Restrictions

All proposed built items shall avoid penetrations to any FAA-defined airspace surfaces including FAR Part 77 and TERPs, unless FAA-approved mitigation is provided (obstruction lighting, etc.), where deemed appropriate by the Port and FAA.

All proposed built items shall not exceed the maximum structure height permitted in the underlying zoning applied to the site.

2.4 FAA 7460 Process and Approvals

All Tenant improvements or construction on the Airport is subject to the requirements defined in the Port Minimum Standards document (Chapter IV, Section J – Approval of Construction).

All proposed construction on the Airport is subject to FAA review of Form 7460-1 (Notice of Proposed Construction or Alteration). Prospective Tenants are required to coordinate with Airport Management to determine the specific 7460 submittal requirements for each project. The typical FAA review time can exceed 90 days, so Tenants are encouraged to initiate the coordination well in advance of planned construction. The Airport shall be copied on all communication between the Tenant and FAA. Evidence of FAA review is required prior to approval of airport ground leases. Building permits issued by Grant County for sites located on the airport require prior Airport approval, as noted in section 2.1 of this appendix.

2.5 Building Type, Façade and Construction Type

All Tenant improvements or construction on the Airport is subject to the requirements defined in the Port Minimum Standards document (Chapter IV, Section J – Approval of Construction).

All structures, including hangars, shall conform to applicable Grant County building code standards, which adopt by reference the currently adopted versions of the International Building, Residential, Mechanical and Fire Codes (and related standards), the Uniform Plumbing Code, WAC 51-20 (Handicap Accessibility), and the Washington State Energy Code (WSEC). Per Grant County standards, “Most buildings 4,000 sq. ft. or larger and all steel, log or straw structures (including foundations) must be stamped by an architect and/or engineer licensed in Washington State, and must include the non-structural provisions of the IBC and related codes.” Specific design requirements include, but are not limited to roof snow loads, wind speed and seismic design.

Specific Building Design Requirements:

1. All aircraft hangars must have steel frame construction with metal roof, walls and doors.
2. All hangars require a finished concrete floor. Hangar floor thickness must be adequate to accommodate weight of largest aircraft type/grouping (determined by maximum wingspan) that can be accommodated in the hangar, subject to verification during building plan review.
3. All hangars require separate (pedestrian) door for ingress/egress, in addition to door for aircraft access. The pedestrian door may be physically separated from the aircraft door, or integrated into the aircraft door (e.g., common on bi-fold doors).
4. A minimum 1:12 roof pitch is required for hangars.
5. All hangar exterior colors shall conform to the Port specifications, and must be approved by the Port in the design submittal review.

2.6 Vehicle Parking

Designated Tenant vehicle parking areas shall be approved by Port prior to site development/occupancy. All Tenant and visitor vehicle parking on the Airport is subject to the requirements defined in the Port Minimum Standards document (Chapter I, Section D – Use of Facilities, No. 13, Vehicular Parking).

2.7 Utilities

All Tenant utility connections require prior permission from Port based on review and approval of site development plan, and coordination with utility owner(s). All related utility connection or service extension expenses are the responsibility of the Tenant, unless otherwise addressed through Port-Tenant agreements.

2.8 Tenant Lease Airside/Landside Access Requirements (Fencing, Security, Access Road, Taxilane, Ramp, etc.):

Tenant and/or public vehicular and pedestrian access to lease area shall be provided only through Port-assigned gates, where applicable. Modifications or additions to existing Port-owned fencing, gates, access roads, taxilanes, ramps, or other related items require prior Port permission based on review and approval of site development/access plan. All related expenses are the responsibility of the Tenant, unless otherwise addressed through Port-Tenant agreements.

Section 3 – Operations Area

3.1 Security Requirements and Procedures

All Tenants and their authorized guests or employees on the Airport are subject to the requirements defined in the Port Minimum Standards document (Chapter I, General Provisions, Section A-E, and Chapter II, Aircraft Operations, Section A-E). The Tenant is responsible for ensuring compliance by guests/employees with all Airport rules. These requirements extend to all lease holders, in addition to subleases, if allowed by the Port in lease agreement.