

## Appendix 3

### **Hangar Guidelines for Park County/City of Livingston Airports**

**Effective November 20, 2019**

The Park County/City of Livingston Airport Board (hereinafter referred to as the Board) strives to promote and maintain a functionally efficient, as well as, esthetically pleasing airport environment and has, therefore, adopted the following guidelines to assist prospective Lessees when planning their proposed hangar construction project. This pertains only to new hangar construction or re-construction on the exterior of an existing hangar. The Board may recommend denial of any hangar construction project, and consequent lease application, which it determines as nonconforming with these requirements. Furthermore, the Board shall hold the Lessee responsible for any and all costs associated with and stemming from any breach of these requirements entailing rectification.

- Prospective Lessees shall first submit to the Board a request for a lease and for authorization to construct or re-construct the exterior of an existing hangar. No hangar construction shall begin until a lease is approved and signed by Lessee and the Park County Commissioners and the hangar plans/diagrams has received final approval by the Board.
- To ascertain a continuous/contiguous airport development strategy, hangar site selection shall be determined by the Board in accordance with the most recent Airport Layout Plan. Hangar set back boundaries from the taxiway and maximum structure height shall also be determined by the Board or its representative before construction begins. Finish floor elevation shall be the responsibility of the Lessee, but must be approved by the Board. Finish floor shall be compatible with the elevation of neighboring hangars, as well as, existing and future taxiway construction.
- Hangars must conform to the applicable local, State and Federal codes and regulations, and acceptable industry standards, practices and materials, in effect at the time of construction, and wherein, compliance is the sole responsibility of the Lessee.
- Prior to commencement of construction, Federal Aviation Regulation (FAR) Part 77, requires hangar owners to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the FAA. This is so the FAA can determine that the hangar's height, layout and composition is consistent with the ALP and that it will not create an obstacle to navigable airspace, nav aids or buried cables.
- A copy of the "Rules for Contractors/Lessees and Owner Builders of Hangars at Park County/City of Livingston Airports" shall be read, agreed to and signature affixed so confirming Lessee's responsibility for compliance to said rules, before construction can begin.

- Lessees shall ensure the General Contractor they hire is appropriately licensed and insured in accordance with Montana laws to perform the work required. Lessees opting to perform their own construction are not required to have a General Contractor's license
  
- Hangars shall be completed in conformance with the land lease agreement. Construction begins on the day when construction materials and/or equipment are positioned on the construction site.  
Hangar completion includes the hangar, all doors, ramp, final grading, and removal of all construction materials, equipment and debris. Late fall construction starts are discouraged because of the likelihood of weather related delays. The Board may grant extensions in extenuating circumstances for up to 90 days.
  
- Hangars shall have a ramp consisting of no less than four inches of concrete. The ramp shall be no less than two thirds the width of the hangar door measured from the center of the door.
  
- Gabled end type hangars are required, however, other type hangars may be approved if, in the Board's opinion, they do not detract from the Board's commitment to promote and maintain an esthetically pleasing airport environment.
  
- Hangar exterior surfaces shall be of a maintenance-free finish and of light colored earth tones. No galvanized or non-factory painted surfaces will be allowed.
  
- Any and all tie-ins to existing utilities, e.g., power, water, or septic, shall be coordinated with and approved by the Board and, not withstanding, shall be the sole responsibility and expense of the Lessee/hangar owner.
  
- All signage shall be coordinated and approved by the Board prior to placement on the exterior of the hangar. All signage shall be attached to, rather than applied to, the exterior surfaces and shall be removed when no longer applicable. The Board will assign hangar numbers and provide instructions on their size, color, construction material and placement on the hangar.
  
- It shall be the responsibility of the Lessee to ensure that surface run-off water will not create problems for the Airport, other existing or future hangars, and airport users or, otherwise, disrupt airport operations.
  
- Propane gas tanks shall be buried. Other appliances shall be positioned outside of the hangar so as not to impede access of firefighting equipment between adjacent buildings. If compliance safety codes dictate propane tanks be placed at distances further away from the hangar, the Lessee shall select an alternate location with the approval of the Board.

- Outside lighting shall be of the lowest intensity suitable for security and safety and directed towards the ground or in such a manner so as not to create distractions for airport operations and nearby residents.
- Brush/grass/weed control within the boundaries of the lease shall be the responsibility of the Lessee and shall be trimmed with respect to fire abatement and neatness.
- Items, other than critically required for hangar operations, shall not be discarded and/or stored outside the confines of the hangar's interior.