

Felts Field Airport

COVENANTS, CONDITIONS AND
RESTRICTIONS

CC&Rs

FOR AIRCRAFT STORAGE
HANGARS AND USE OF PROPERTY
AT FELTS FIELD AIRPORT

Felts Field Airport

**COVENANTS, CONDITIONS AND RESTRICTIONS
(CC&Rs)**

For Aircraft Storage Hangars
and Use of Property
at Felts Field Airport

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FELTS FIELD AIRPORT COVENANTS, CONDITIONS AND RESTRICTIONS

PART 1 - GENERAL

- A. The purpose of developing these Covenants, Conditions and Restrictions (“CC&Rs”) with development guidelines is to encourage specific uses of Felts Field Airport (“Airport”) property and provide guidance for activities or development in specific areas. It is further intended that this document shall provide guidance to control the height, size and location of structures and buildings on parcels, and assure conformance with the CC&Rs.

Permitted activities should be compatible with surrounding uses, should not create potential hazards, and should not cause adverse environmental impacts. All activities and development on Airport property shall be consistent with the Airport Layout Plan (“ALP”)

B. DEVELOPMENT CONTROL

Airport staff will review each submitted proposal or application prior to the Airport entering into a lease for Airport property. Whenever possible, Airport staff will participate in pre-development conferences for the proposed development.

Airport staff will, to the extent possible, assist prospective developers and make recommendations to the Airport concerning each lease application. The Airport shall from time to time, adopt performance standards for the implementation of these CC&Rs, compatible with the designs of other buildings and structures at the Airport.

C. AIRPORT AREAS

Permitted uses and development will be divided into two (2) categories on the Airport and certain standards are found in this document. The categories are:

1. Storage Hangars - This category includes non-commercial aircraft storage hangars:

These structures are for the purpose of storing aircraft. Permitted uses include amateur aircraft construction, owner-performed maintenance and other non-commercial activities. No commercial aeronautical activities are permitted in this category.

2. FBO and Corporate - This category includes commercial aviation business and corporate aircraft facilities, including the terminal and support facilities and other commercial aviation business.

Approved uses are those that have been reviewed and approved by Airport staff and have the written approval of the Airport CEO or designee.

D. DEFINITIONS

Accessory Building - A building which is incidental and subordinate to the principal building.

Administrative Uses - The office support services, management and general administrative functions performed for the same company rather than for the public or other business firms.

Building - Any structure built for the support, shelter or enclosure of persons, aircraft or property, including portable structures.

Building Height - The vertical distances from grade (average ground level) to the highest point of the structure.

Building Setback Lines - An imaginary line specifying the closest point on a lot from the lot boundary that a building structure may be located.

Establishment - An establishment is an economic unit located at a single physical location where business is conducted or where service or operations are performed.

Facility --As used in this document, the term refers to a hangar or other building, structure or other appurtenance that supports the operation of an aeronautical activity on the Airport.

Grantor - The Spokane Airport Board.

Parcel - A defined piece of Airport property as set forth by description in a lease agreement.

Premises - A portion of Airport property including a parcel of land, a tenant-owned or Airport-owned building or both land and building, as set forth in a lease agreement.

Sign/Mural - Any structure, device or contrivance (illuminated or non-illuminated) erected or used for identification, information, advertising or vehicular control.

Site - A lot or parcel of land on the Airport designated for buildings or specific uses.

Vehicle Access Roads/Streets - Areas dedicated for vehicular access to building sites or lots.

Structure - That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

Support Uses - Uses that are subordinate and provide a service to or function as a part of permitted uses.

E. INSPECTIONS

1. Inspections, as provided for below and as required in the lease agreement between the affected lessee and the Airport, shall be conducted by a qualified structural engineer, mutually agreed to by both parties; Airport staff and selected lessees ("the Committee"), for the purpose of inspecting the lessee's allowed use of premises as specified in the lease agreement for the premises.

2. The premises and improvements thereon shall be subject to annual inspections for aesthetics and use of premises by the committee. Premises and improvements shall be subject to structural inspections every ten (10) years after commencement date of the affected lease, and shall be at the lessee's expense. Pursuant to the completion of inspections and submission of reports, should the Airport CEO, or designee, determine that repairs to the premises are necessary, said repairs shall be completed no later than 6 months from the date of the completion of the inspection. In the event of any dispute arising as the result of structural inspections a second inspection shall be obtained and the company shall be mutually selected by the Airport CEO, or designee, and lessee. The results of the second inspection report shall be considered final and binding to both parties.
3. Inspection reports are subject to the review and approval of the Airport CEO, or designee. In the event of any dispute arising from the result of annual inspections for aesthetics and use of premises, said dispute shall be resolved in good faith by the committee and the results communicated in writing to the lessee within 90 days of determination. Should good faith efforts fail then the Airport CEO reserves the right to make a final determination as to the results and necessary remedial action as to appropriate aesthetics of the premises and improvements thereon and allowable uses authorized in the Airport lease agreement.

F. REVIEW OF CC&Rs

The Airport may hold periodic public meetings for the purpose of reviewing these CC&Rs to determine adequacy and relevancy.

PART 2 - AIRPORT DEVELOPMENT STANDARDS

A. PURPOSE

The purpose of Airport Development Standards ("standards") is to provide a documented basis for directing and evaluating the planning, engineering, and architectural design of ramp, hangar(s) and other facilities to be constructed on the Airport. These standards apply to a proponent (applicant), requesting approval for development on Airport property.

B. PLAN REVIEW

Airport Staff shall review all plans and specifications for construction of ramps, hangars, other buildings or facilities submitted pursuant to these Standards and shall submit a written recommendation to the Airport CEO. The Airport CEO shall review and approve, reject or require modifications to the plans and specifications submitted.

C. APPLICABILITY

No ramp, hangars, other buildings or facilities shall be built or modified until plans and specifications for the construction of the same are submitted and approved by the Airport CEO.

D. STANDARD FOR REVIEW

For any development proposal, the potential impact to adjacent Airport facilities will be taken into consideration. Airport facilities include runways and related approaches, taxiways, taxilanes, ramp areas, and existing buildings. No building proposal can be approved until an airspace study is completed by the Federal Aviation Administration. Airport staff will assist the proposer with submittal of FAA Form 7460-1 to the Federal Aviation Administration (hereinafter referred to as "FAA").

In reviewing the plans and specifications, the following criteria apply:

1. There shall be no interference with the operation of aircraft on adjacent ramps, hangars, taxiways, taxilanes or runways.
2. There shall be access for aircraft to the hangar.
3. A hangar shall, at a minimum, be sized for the type of aircraft and proposed use in accordance with the Minimum Standards for Commercial Aeronautical Activities and Aircraft Fueling on Felts Field Airport (hereinafter "Minimum Standards"). Access to the hangar shall be in conformance with the posted limitations of the taxilanes.
4. There shall be no lighting or reflections which will adversely affect air traffic control (ATC), or the operation of aircraft on or approaching the Airport. Appropriate action shall be taken to protect instrument and visual operations at the Airport. Steps shall be taken to clear and protect Airport operations by removing, lowering, relocating, and marking all lighting hazards including shading or adjusting lighting to prevent glare and installation of obstruction lighting as instructed by the Airport. Proposer shall not install any permanent or temporary improvements or equipment that would be defined as an aeronautical obstruction in violation of FAR Part 77 or TERPs.
5. No noise, odors, vibration, smoke, dust, fumes or gases which adversely impact other activities on the Airport shall be generated on the proposed development.
6. There shall be no adverse impact on the safety of aircraft operations or other activities on or adjacent to the Airport. No development will visually or electronically interfere with the operation of ATC or navigational aids on or approaching the Airport.
7. Any proposed development shall be consistent with the approved ALP.
8. There shall be adherence to Airport design standards (Advisory Circular 150/5300-13 or equivalent) published by the FAA, which shall prevail in the event of any dispute between the standards contained herein or the FAA standards, concerning location or height of structures or other facilities.

E. MINIMUM REQUIREMENTS

New facilities constructed on the Airport shall conform to these minimum requirements in order to obtain Airport approval:

1. **Pavements**. Asphalt pavements shall conform to WSDOT Commercial Mix or FAA P-401/403 specification, as may be amended, or equal and shall be installed by a licensed paving contractor.
 - a. Flexible pavements shall have minimum four inch (4") compacted crushed rock base course laid over a compacted sub base. The wearing course thickness shall be no less than two inches (2") of hot-mix asphalt.
 - b. All new pavements shall join existing pavements with a sawn transition joint without surface irregularities.
 - c. Pavement constructed by lessees outside leased areas becomes the property of the Airport upon completion. The Airport shall be responsible for maintenance of such pavement. Pavement constructed within leased areas remains the responsibility of the lessee for maintenance and snow removal.
2. **Buildings**. Hangars and other buildings shall be permanent, fully enclosed structures constructed of attractive, permanent materials capable of providing a minimum useful life of at least 25 years.
 - a. Structural components shall conform to all local building code requirements in effect at the time of construction.
 - b. All hangar exterior finishes shall be painted or coated high quality steel or the equivalent and shall be at least 26 gauge thickness. Building exteriors shall be colored to provide attractive appearance and produce minimum reflective surfaces and glare.
 - c. All hangars and other buildings shall have concrete floors which accommodate the type aircraft to be stored in the building. Floors shall be capable of containing oils, fuel or other chemical spills or drips. If the building is to be used for washing aircraft or other equipment, runoff shall be collected and disposed of in accordance with applicable local code requirements.

F. PLANS AND SPECIFICATIONS REQUIREMENTS

The applicant shall submit to Airport Staff, two (2) copies of any proposed plans and specifications for the construction or modification of facilities. Such plans and specifications shall include at least the following:

1. A site plan indicating the location and extent of the following:
 - a. The size, location, dimensions and floor plan of the hangar or other buildings to be constructed.
 - b. The size and dimension of the ramp area and vehicle parking.
 - c. Location and setback of the hangar and other buildings from ramps, adjacent taxiways, taxilanes, roads, lease lines or Airport boundaries.

- d. Ramp, hangar and vehicle parking access.
 - e. Total areas (square footage) of ramp, hangar or other buildings, including vehicle parking. A detailed description will be provided by the applicant.
 - f. Location of all trees, shrubbery and other landscaping.
 - g. Building elevation plans, including any overhangs.
 - h. Exterior lighting, directions of area illumination and designation of glass and other reflective surfaces.
 - i. Utility and easement locations.
 - j. Location and height of all fences and gates.
 - k. Location of loading areas and pedestrian pathways.
 - l. All exterior contours and types of surfaces and construction materials of all buildings and pavements.
2. Engineering/architectural plans and information to show:
- a. Geographic location(s) of structure(s) with existing and future ground and building elevations (ref. NAD-1983 datum).
 - b. Grading and drainage plans with existing and future flows, required facilities and erosion control measures.
 - c. Pavement cross sections.
 - d. Construction plans for proposed building(s).
 - e. Other applicable engineering/architectural plans for the proposed development.
 - f. Upon Airport written approval of the proposed development and prior to construction, all plans and specifications, stamped by an engineer or architect licensed to practice in the state of Washington, shall be filed at the Airport administration office.

G. PERMITS AND CERTIFICATIONS

The applicant shall obtain at its own cost, all necessary permits, certifications and licenses required by local, state and federal agencies. The applicant will certify it has obtained said permits and that it complies with these standards, the Minimum Standards and rules and regulations established by the Airport. The applicant shall supply financial statements and letters of credit as may be required by the Airport.

H. FEES

1. As a condition of the application process, a non-refundable fee of \$1,000.00 shall be submitted with each development proposal, payable to Spokane Airport. This fee will be used to offset costs incurred by the Airport during the review process and prior to approval of the proposed development and associated lease or operating agreement. If no action is taken by the applicant after receiving Airport approval for the proposed development within six (6) months from filing the development application, said application shall expire. If applicant has not entered into a lease agreement and does not proceed with the approved development within three (3) months of receiving Airport approval, said approval shall be withdrawn.
2. The applicant may receive one extension to its application for up to three (3) months, by requesting such extension in writing. An additional non-refundable \$500.00 fee will be required unless applicant can establish that the proposed development was delayed by others not under the applicant's control.

I. PROCEDURE

Upon receiving the specified fees, the Airport CEO, or designee, shall respond to the proposal within thirty (30) business days.

1. The proposal must be submitted in writing and shall contain the items required above.
2. The response of the Airport CEO shall approve, approve with stipulations, or deny the proposed development based on the development standards outlined above.
3. Action taken hereunder shall be in writing. If the Airport CEO denies the proposed development, the basis for such denial shall be specified in reasonable detail. A notification shall be sent to the applicant by courier service and/or email or similar means to confirm delivery of such notification.

J. ACTION

The determination of the Airport CEO shall be final. Request for appeal shall be filed with the Airport CEO, in writing, within ten (10) business days after the Airport CEO's decision is received via courier service and/or email by the applicant.

K. APPROVED PLANS AND SPECIFICATIONS

The applicant shall submit to the Airport CEO, or designee, two (2) copies of the approved plans and specifications showing the following:

1. All required changes and/or amendments thereto.
2. All required approvals by applicable building and utility authorities.

L. REQUIRED DOCUMENTATION

Prior to construction of any ramp, taxiway, taxilane, driveway, hangar or other type of building or facility, the applicant shall provide the following to Airport Staff:

1. A copy of building permits, as applicable, and other required licenses or permits necessary under local, state, federal laws, statutes, orders or regulations.
2. Proof of insurance from the applicant's contractor as follows:
 - a. Worker's CompensationAs required by law.
 - b. Employer's Liability Minimum\$1,000,000 per occurrence.
 - c. Commercial General Liability
for Bodily Injury and Property DamageMinimum \$1,000,000 Combined
Single Limit.

The liability policies shall contain agreement by the insurer to insure and indemnify the contractor and subcontractor(s) against any and all claims, actions, judgments or demands for damages arising on account of construction of the applicant's development. The contractor's and subcontractor(s) liability insurance policies shall name Spokane Airport, Spokane Airport Board, the City and County of Spokane, their elected and appointed officials, agents and employees as additional insureds.

3. Where applicable, the contractor's liability insurance shall include coverage for blasting, collapse of or structural damage to any building or facility and damage to underground property such as utilities or other similar property.
4. Provide waiver of subrogation of all policies.
5. At the completion of construction of the development, the applicant shall submit a lien waiver from the contractor and two (2) complete set of "as-built" record drawings of the development; one (1) set on electronic media of the improvements as constructed and a copy of the Certificate of Occupancy issued by the applicable approving agency.

PART 3 – PERFORMANCE GUIDELINES

All parcels or buildings shall be used and occupied in conformance with these guidelines and will be used or occupied so as not to create any dangerous, injurious, noxious or otherwise objectionable conditions.

A. FIRE

All activities and storage of flammable and/or explosive material shall require the provision of safety and firefighting devices in accordance with Federal, State, and Local regulations. The appropriate fire district and agencies shall be notified of all such activities or storage.

B. FLAMMABLE AND/OR EXPLOSIVE MATERIALS

The storage and handling of flammable and/or explosive materials not normally associated with the operation of aircraft or amateur construction of aircraft shall not be permitted without the express written permission of Airport Staff and other authorities having jurisdiction. An applicant shall obtain written approval seventy-two (72) hours prior to using such materials at the Airport.

C. VIBRATION

No vibration shall be produced which is transmitted through the ground and is discernible without the aid of instruments at any point beyond the leased premises nor shall any vibration produced exceed 0.002g peak measured at or beyond the leased premises using either seismic or electronic vibration measuring equipment.

D. NOISE

All noise shall be controlled so as not to be objectionable due to intermittence, high frequency or shrillness. In no event shall the sound pressure level of noise radiated from a building or site (except for the operation of motor vehicles, aircraft, or other transportation related activities) exceed the decibel levels in the designated octave bands as follows:

| Octave Band Cycles | Maximum permitted sound level Decibels re 0.0002 dynes/cm ² : |
|--------------------|---|
| 0 - 300 | 75 |
| 300- 1200 | 55 |
| 1200- 4800 | 45 |
| 4800 & Above | 35 |

The sound pressure level shall be measured with a sound level meter and an octave band analyzer (American Standard Sound Level Meters) for measurement of sound.

E. EMISSIONS

Emissions of any kind will not be discharged from any source which exceeds applicable Federal Regulations and State of Washington Department of Ecology Standards. No business or operation shall discharge from any building or site any toxic materials; odors or waste which are detrimental to the public health, or airborne particulate matter.

F. ODORS

Any condition or operation which results in the creation of odors of such intensity and character as to be detrimental to the health and welfare of the public or which interferes unreasonably with the comfort of the public shall be removed, stopped or modified to remove the odor.

G. HEAT AND GLARE

No direct or sky-reflected glare shall be emitted at the leased premises (except for lighting or parking area or signs otherwise permitted by this section).

H. RADIOACTIVE AND HAZARDOUS MATERIALS

The storage and handling of radioactive and/or hazardous material shall not be permitted without the express written permission of Airport Staff and other authorities having jurisdiction. Handling and disposal of radioactive and/or hazardous materials shall be in conformance with the regulations of Federal, State, and Local agencies and the U.S. Department of Energy. Lessee agrees to indemnify the Spokane Airport, Spokane Airport Board; and the City and County of Spokane from all cleanup responsibilities resulting from the use, handling, and storage of any radioactive and/or hazardous material discharges.

I. LIQUID WASTE DISPOSAL

All waste discharges at any point into public or private sewage disposal systems will be in accordance with federal, state and local regulations and with the approval of the appropriate local government with jurisdiction over sewerage.

J. STORM WATER RUNOFF

All storm water runoff resulting from constructed impervious surfaces will be contained within the property lines of each tract or parcel. Grass and/or landscaped areas will be designated to accommodate excessive storm water runoff. Compliance with applicable federal, state and local regulations is required.

K. SOLID WASTE

Each applicant, lessee, tenant or occupant is responsible for the removal of refuse, trash or other non-toxic materials from each site. The removal and disposal of said materials will be the responsibility of the applicant, lessee, tenant or occupant and in accordance with applicable City and County regulations and will be removed on a weekly schedule unless otherwise directed by Airport CEO or designee.

L. NUISANCES

No portion of the property shall be used in such a manner as to create a nuisance to adjacent sites. For the purpose of this article a nuisance is described as but not limited to any activity or use that is unpleasant, obnoxious, or otherwise interferes with the use and enjoyment of adjacent sites.

M. DUST CONTROL

All ground surface areas not covered by structures or vehicular service uses shall be landscaped in accordance with the landscaping provisions of these CC&Rs. All land surface areas, parking lots, roofs, etc., shall be maintained in good condition free of noxious weeds, dust, trash, and other debris.

N. MARKING AND LIGHTING

Notwithstanding the provisions of the nonconforming uses prescribed for height limitations, the owner, and all future owners, of any existing nonconforming structure or obstacle hereby waives the right to object to the installation, operation, and maintenance thereon of such markers and

lights as shall be deemed necessary by the Federal Aviation Administration to indicate to the operators of aircraft the presence of obstructions. Such markers and lights shall be installed at the expense of the lessee or tenant.

O. EXTERIOR LIGHTING

1. Exterior lighting used to illuminate buildings, parking areas, drives, or landscape features, will be diffused as much as possible to be contained on the site.
2. Light standards will be uniform and will not exceed 30 feet in height.
3. Exterior lighting will comply with the requirements of the Federal Aviation Administration.

Note: Whenever possible, Airport staff will assist prospective developers or builders to comply with the above issues.

P. ELECTROMAGNETIC RADIATION

For the purpose of these performance guidelines, electromagnetic interference shall be defined as electromagnetic disturbances which are generated by the use of electrical equipment, other than planned and intentional sources of electromagnetic energy, which interfere with the proper operation of electromagnetic receptors of quality and proper design. It shall be unlawful to operate or to cause to be operated any source of electromagnetic interference, the radiation or transmission which does not comply with the current regulations of the Federal Communications Commission, and any federal, state, or local regulations.

Q. TOPOGRAPHIC, HYDROLOGIC, AND GEOLOGIC HAZARDS

Any configuration of the surface of the land, including its natural and man-made features will not, in any way, interfere with the safe, efficient operation of the Airport.

R. UTILITIES

Each applicant, lessee, tenant or occupant is responsible for payment of all charges and expenses associated with water, sewer, electrical, telephonic, or any other utility service related to leased area.

PART 4- SITE DEVELOPMENT GUIDELINES

A. Two (2) types of set-back requirements are considered in these CC&Rs. For aeronautical purposes, current FAA airport design standards are used to provide necessary set-backs from aircraft movement areas. For building set-backs from vehicle access roads/streets, where applicable, local building code standards shall be used.

1. Minimum building setback shall be no less than the following:
 - a. Thirty-seven and one half (37.5) feet from the centerline of any taxiway or taxilane unless otherwise identified by FAA through an approved Modification of Airport

Standards. Where applicable, current FAA airport design standards will determine minimum distances from aircraft movement areas and parking surfaces.

2. Set-back distance from a lease line may be reduced where the proposed development is adjacent to another contiguous leasehold. In such cases, applicable building code requirements will determine minimum spacing.

B. HEIGHT RESTRICTIONS

Local municipalities have established various height zones for the Airport Overlay Zones. Specific height limitations for each permitted use or establishment will conform to the requirements of the Airport, in accordance with the Airport Overlay Zones and regulations of the Department of Transportation, Federal Aviation Administration (F.A.R. Part 77). Notwithstanding any other provisions of this document, no permitted use or establishment will in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the Airport.

Note: Whenever possible, Airport staff will assist prospective developers or builders to comply with the above issues.

C. SIGNS

1. All signs shall be installed in accordance with applicable federal, state, local and Airport. All designs and plans for signs, graphics, or murals shall be submitted to the Airport CEO, or designee, for architectural, design, and operational review prior to construction. The Airport CEO, or designee, shall approve or disapprove all signs, graphics, or murals which are to be erected in the Airfield Areas. No sign, graphic, or mural shall be installed, erected, or maintained in the Airfield Areas except in conformity with the following:
 - a. All signs attached to a building shall be single-faced and surface-mounted. All signs, graphics, and murals shall be parallel to the wall on which it is mounted.
 - b. All signs, graphics or murals shall at all times be maintained in a presentable condition.
 - c. Signs, graphics, or murals visible from the exterior of any storage hangar structure shall not be lighted, and no signs or any other contrivance shall be devised or constructed so as to rotate, gyrate, blink, or move in any animated fashion.
 - d. A sign advertising the sale or lease of the building, or portion thereof, shall be permitted. Signs shall not exceed a maximum area of twelve (12) square feet and signage locations are subject to Airport CEO, or designee, approval.

D. STORAGE AREAS

Outdoor storage is permitted only in FBO or Corporate areas. All outdoor storage should be visually screened from access streets, freeways, and adjacent property. Said screening should form a complete opaque screen a minimum of six (6) feet in vertical height.

E. REFUSE COLLECTION AREA

All outdoor refuse collection areas should be visually screened from streets, access streets and adjacent property by a complete opaque screen. No refuse collection areas should be permitted between a frontage street and the building line.

F. TELEPHONE AND ELECTRICAL SERVICE

All "on-site" electrical lines (excluding lines in excess of 12 KV) and telephone lines should be placed underground. Transformer or terminal equipment should be visually screened from view from streets and adjacent properties

G. DRAINAGE

1. Each plan submitted for approval should incorporate storm water runoff facilities to mitigate the potential for groundwater degradation. Each site plan will incorporate areas to allow infiltration of the storm water through grassed areas. Alternative systems which meet or exceed contaminant removal levels of grassed areas may be used.
2. All storm water runoff resulting from constructed impervious surfaces will be contained within the property lines of each tract or parcel. Grass and/or landscaped areas will be designated to accommodate excessive storm water runoff. Compliance with applicable federal, state, and local regulations is required. The applicant is responsible to comply with the requirements of standards for non-residential development within the Spokane Aquifer Sensitive Area. Each plan submitted must meet applicable regulations.
3. All storm water run-off from ramps and parking areas shall receive primary treatment and disposal through grassy swales, in compliance with federal, state, and local regulations. Engineered site plans shall have acreage to provide primary treatment for the first one-half (1/2) inch of storm water run-off generated from paved or impervious ramps and parking surfaces.

PART 5 – BUILDING REGULATIONS**A. ZONING ORDINANCES**

Except as provided for herein or by interlocal agreement, applicable local municipalities building and zoning ordinances shall apply.

B. FINAL APPROVAL BY AIRPORT

Final approval of the compatibility of any proposed construction on the Airport shall remain with the Airport CEO. Construction shall not commence before the Airport CEO, has granted final approval.

PART 6 - TYPE OF CONSTRUCTION

A. BUILDING MATERIALS

Types of materials shall comply with PART 2, Development Standards, Section E., Paragraph 2, herein. Siding materials, if used, shall be kept neatly painted. Any variations from the development standards outlined herein shall require advance written authorization from the Airport CEO, or designee.

Architectural Treatment - Building walls should be the dominant architectural element; roofs should be secondary. Building colors shall be muted, predominantly in earth tone shades. Colors for roofing materials shall not create glare towards moving aircraft and ATC operations.

B. PERMANENT BUILDINGS

All hangars or other buildings shall be fully enclosed, permanent structures.

C. ACCESSORY BUILDINGS, ENCLOSURES AND FENCES

Accessory buildings, enclosures, and fences shall enhance the design of and be of the same quality of materials as the buildings they serve.

D. BUILDING CODES AND ORDINANCES

Unless provided for herein, all buildings shall conform to applicable local building codes and ordinances.

E. APPROVAL BY AIRPORT CEO

The type of building construction proposed shall be subject to the written approval of the Airport CEO, or designee. Request for appeal shall be filed with the Airport CEO, in writing, within ten (10) business days after the Airport CEO's decision is received via courier service and/or email by the applicant.

PART 7 - HANGAR USES AND RESTRICTIONS

A. Hangars located on Airport property must be used for an aeronautical purpose, or be available for use for an aeronautical purpose, unless otherwise approved by the Airport CEO. Use for an aeronautical purpose includes the following:

1. Storage of active aircraft.
2. Final assembly of aircraft under construction.
3. Non-commercial construction of amateur-built or kit-built aircraft.
4. Maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of non-operational aircraft.

5. Storage of aircraft handling equipment (e.g. towbars, glider tow equipment, workbenches, and tools and materials used in the servicing, maintenance, repair or outfitting of aircraft).

Provided the hangar is used primarily for aeronautical purposes, non-aeronautical items may be stored in the hangar provided such items do not interfere with the aeronautical use of the hangar.

B. The following uses, actions or items are specifically prohibited in a hangar:

1. Storage of combustible or other hazardous materials except as outlined under requirements of Part 3, Section B, above.
2. Storage or presence of any item(s) that impedes the movement of the aircraft in and out of the hangar or impedes access to aircraft or other aeronautical contents of the hangar.
3. Storage or presence of any item(s) that displaces the aeronautical contents of the hangar; provided, however, a vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft.
4. Storage or presence of any item(s) that are used for the conduct of a non-aeronautical business or municipal agency function from the hangar (including storage of inventory).
5. Any source of power or electricity to the hangar that is not permanent wiring, including but not limited to extension cords.
6. Alteration of the structure without first obtaining written permission from the Airport CEO, or designee.
7. Fueling inside the hangar.
8. Operating the aircraft engine inside the hangar.
9. Use of the hangar for a residence. The FAA differentiates between a typical pilot resting facility or aircrew quarters versus a hangar residence or hangar home. The former are designed to be used for overnight and/or resting periods for aircrew, and not as a permanent or even temporary residence.
10. Subleasing the hangar without first obtaining written permission from the Airport CEO, or designee.
11. Conducting any business or commercial activities in the hangar, such as charter, rental, instructional services or any other business related purpose whether aviation or non-aviation related without first obtaining written permission from the Airport CEO, or designee.
12. Discharging or releasing in or around the hangar any flammable, combustible liquids, petroleum waste, paint products, chemicals or hazardous wastes or products upon sidewalks, streets, drainage areas, sewer or the ground.
13. The discharge of a firearm on Airport property.

14. Any storage, use, action or the presence of any item in violation of these CC&Rs, the Minimum Standards or rules and regulations established by the Airport, lease provisions, building codes, or applicable federal, state or local law.

C. PARKING

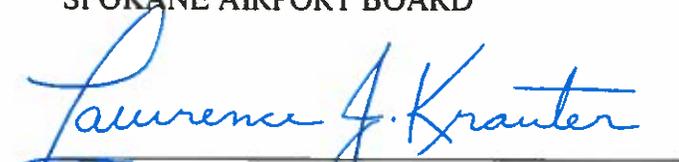
Each storage hangar operator should provide off-street parking to accommodate all parking needs for the site without obstructing Airport taxiways, taxilanes and fire lanes.

D. LANDSCAPING

Generally, landscaping is not required for storage hangar sites. However, undeveloped areas that are owned or are under lease agreement, shall be maintained in a weed-free condition by the lessee. As a minimum, dry land grasses shall be planted on unpaved leased areas.

The Spokane Airport Board hereby adopts these Felts Field Airport Covenants, Conditions and Restrictions for Aircraft Storage Hangars and Use of Property at Felts Field Airport on this 29th day of June, 2017.

SPOKANE AIRPORT BOARD



Lawrence J. Krauter
Chief Executive Officer