

## 4. GENERAL PLANNING REGULATIONS

### 4.1 GENERAL PROVISION

The regulations described in this document apply to developments of MROs and FBOs zone within the General Aviation Area in Dubai World Central. These regulations will have to be applied side by side with the building regulations currently under application in Dubai.

The planning regulations shall comply with GCAA CARs Part V – Chapter 3 – “CAR 145 Approved Maintenance Organizations” as minimum requirement. Otherwise, international standards and recommended practices should be implemented for the areas that are not covered under the same.

Every individual building must be connected to the internal utility network provided by the authority.

The proposed wet infrastructure systems in the General Aviation Area, including MROs area, are part of the Airport networks. Consequently, the same party in charge of the operation of the infrastructure associated to the Airport buildings shall be also responsible for the operation in the General Aviation Area.

The General Aviation Area constitutes all types of activities generated by or related to business aviation and passenger/cargo airlines. It houses code F Maintenance Repair and overhauling hangars (MRO), Code C MRO, Code C FBO hangars and covered & opened aircraft parking.

The development shall meet the requirements of “Green Building” by acquiring a minimum level of “LEED certified” following the US Green Building Council LEED rating system or equivalent certification level from an internationally recognized rating system. The developer shall contact Emirates Green Building Council to inquire about the appropriate Green Rating System that applies to the project. The developer shall comply with all the Design and Construction requirements of the Rating System and shall submit proof of certification towards the end of construction.

### 4.2 CODE F MRO HANGARS ZONE

#### 4.2.1 General

The area reserved for the code F Hangars in the General Aviation Area contemplates 18 plots associated with aircraft stand taxilanes, Aprons and Apron GSE Roads. All the hangars are

located airside and are arranged along the western border of the General Aviation area in close proximity to the third party cargo terminals and the Aviation City Light industrial area. These hangars and their associated aprons are mainly dedicated for maintenance and repair activities MRO operators. Each hangar can accommodate one code F aircraft and/or a combination of other aircraft.

#### 4.2.2 Code F Plots

The plots assigned for the 18 code F hangars (AC-F01 to AC-F18) shown in Figure 4.1 shall include:

1. One bay hangar with a minimum area of 18,000m<sup>2</sup>
2. The associated maintenance workshops which mainly includes:
  - Workshops area
  - Technical offices area.
  - Main stores area.
3. The external structure of the facility.
4. Parking spaces. These shall comprise parking for any vehicle or bus operating within the General Aviation.
5. The hangar sliding doors totally extended (fully opened).

The settings out data of the code F plots are shown in Figure 4.2.

These Hangars are assigned a plot area of 145 x 166.75m. Maximum plot coverage is 85%

The adjacent plots are separated by 5.0 meters buffer zone to provide a minimum separation distance in case of fire incidence. It is also utilized to provide utility services connection to each hangar. The plots are laterally separated by a distance of 5.0 meters from the 12.0m Apron GSE road, running in front of the hangars, to satisfy the drainage requirements and fire safety issues in case of apron fuel spillage. The back side of these plots is separated by a distance of 9 m from the 12 m Back GSE Road. This allows for the crossing of the services along this road.

#### 4.2.3 Permitted Uses

In this zone all the maintenance activities as well as ancillary offices to serve them are permitted to the satisfaction and approval of the authorities.