4.3.4 Maximum Building Height:

a. Overall building height measured from the mean finished level of the ground floor to the top of the roof parapet or the top of the coping tile of the pitched roof must not exceed 25m.
b. For all buildings the clear height of each floor measured from the finished floor level to the ceiling should not be less than:
   - 2.80m for offices.

4.3.5 Aprons

The Aprons of the code C MRO hangars shall cater for one B727-200 (code C aircraft critical in length) or a combination of Code C, B and A aircraft. The apron is 51.50 m deep and shall comprise the 47 meter apron depth and the 4.50 nose clearance/ short term parking area. Each hangar is assigned an aircraft stand located the apron in direct contact with its corresponding plot.

The Aprons shall be constructed by the Authority. Nonetheless, it is the responsibility of the hangar operator to provide floodlighting on the hangar structure to light the contact apron.

4.3.6 Apron GSE Roads

A 12.0 meter GSE Road is planned in front of the code C MRO plots and is set at a distance of 3.0 meters in front of the plots. This road shall service the ground handling vehicles to directly service the aircraft and the associated hangar. It connects to the GSE Road network at its western end.

The Apron GSE Road shall be constructed by the Authority. However, it shall be lit from the floodlighting associated with the contact hangar.

4.3.7 Hangars Back Road

A 12m back road runs between the two rows of Code C MRO hangar plots from the back sides to provide direct access to the employees and service vehicles into the hangars workshops, stores and offices. This road is planned as dead end road to prevent MRO end users from accessing the rest of the airfield. Bollards will be installed at the dead ends to prevent any vehicle from accessing the airfield. The road has total corridor of 28 meters which includes the road section 12m and the 8 m buffer from the adjoining plots to run the necessary utilities.

4.4 CODE C FBO ZONE

4.4.1 General

The area reserved for the Code C FBO (Fixed Base Operation) hangars comprises 8 Code C FBO hangars, associated with aircraft stand taxilanes, Aprons and Apron GSE Roads. The eight FBO hangars are situated in the heart of the General Aviation Area and are bordered by the code C MRO hangars from the north and south, the code F MRO hangars form the west and the code C covered aircraft parking and executive jets terminal from the east. These hangars will be operated as Fixed Base Operation (FBO) facilities and will act as small terminals coupled with boarding lounges, duty free shops, offices and briefing rooms for pilots. Each Code C FBO hangar is designed to accommodate two code C aircrafts of B727-200 type and/or a combination of smaller aircraft.

4.4.2 Code C FBO Plots

The plots assigned for the eight Code C FBO hangars (plots AC-C54 to AC-C61) shown in Figure 4.5 shall include:

1. One bay hangar with a minimum area of 4674m²
2. The associated maintenance workshops, lounges and offices
3. The external structure of the facility.
4. The hangar sliding doors totally extended (fully opened).
5. A hangar set back of 1.5 m at two sides of the plot.

The setting out data of the code C FBO plots are shown in Figure 4.6.

These Hangars are assigned a plot area of 80x85m. Maximum plot coverage is 80%

The adjacent plots are separated by 4.0 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 3.0 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 two rows of the FBO plots are separated by a distance of 15 m to provide direct access and services to the back side of the hangars, and to provide access for the fire truck in case of emergency.