4.2.5 Aprons

The Aprons of the code F maintenance hangars shall cater for a combination of one A380-800 and one B727-200 or a combination for one Code E aircraft associated with a smaller code C aircraft. The apron is 92.50 deep and shall comprise the 85meter apron depth and the 7.50 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, which shall be constructed by the Authority, shall be the property of the Authority. Nonetheless, it is the responsibility of the hangar operator to provide floodlighting on the hangar structure to light the contact apron.

4.2.6 Apron GSE Roads

A 12.0 meter GSE Road is planned in front of the code F plots and is set at a distance of 5.0 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 northern and southern ends.

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

4.2.7 Hangars Back Road

A 12m back road runs between the two rows of Code F 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 30 meters which includes the road section 12m and the 9m buffer from the adjoining plots to run the necessary utilities.

4.3 CODE C MRO ZONE

4.3.1 General

The area reserved for the Code C MRO Hangars comprises 53 Code C maintenance hangars, associated with aircraft stand taxilanes, Aprons and Apron GSE Roads. The 53 maintenance hangars lie adjacent to the Code F Hangars from the east and are grouped in close proximity with the aviation city to receive immediate support from the light industrial area. Some of these hangars can also be occupied by FBOs (Fixed Base Operation) depending on market needs. Each Code C hangar is designed to accommodate two Code C aircrafts of BBJ2 type (critical in width) or a combination of code C, B and A aircraft.

4.3.2 Code C MRO Plots

The plots assigned for the fifty three Code C maintenance hangars (plots AC-C01 to AC-C053) shown in Figure 4.3 shall include:

1. One bay hangar with a minimum area of 5000m²
2. The associated maintenance workshops and offices
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).
6. A hangar set back of 1.5 m at two sides of the plot

The settings out data of the code C plots are shown in Figure 4.4.

These hangars are assigned a plot area of 80x92m. 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 back side of these plots is separated by a distance of 8 m from the 12 m Back GSE Road. This allows for the crossing of the services along this road.

4.3.3 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. These facilities can also be used for fixed base operations (FBOs) whose permitted uses are described below.