

PROJECT DESCRIPTION
GROSS FLOOR AREA: 39,975 sf HANGAR; GROUP II; 9,720 sf LEVEL ONE OFFICES; 5,940 sf EAST WING RESTORATION AREA; 6,720 sf WEST WING RESTORATION AREA;
STRUCTURE: ONE STORY TYPE IIB, WATER SPRINKLERED-WET SYSTEM, UNPROTECTED PRE-ENGINEERED, STL BLDG WALLS & ROOF. EAVES AT 34'-0", w/ MONOLITHIC PERIMETER FOOTING, PADS & SLAB ROOF: STEEL BEAM RIGID FRAME w/ PURLINS & ROOF DECK MEAN BUILDING HEIGHT: 54'-4"; HT ADJUSTMENT FACTOR: 1.0 ROOF PITCH: 1.0/12 WIND STAGNATION PRESSURE: 74 PSF OVERHANG: 1" WIND SPEED (3 SECOND GUST): 152 MPH; EXPOSURE: C OCCUP. CATEGORY: II WIND PRESSURE: SEE ELEVATIONS SHUTTERS: NO IMPACT RESISTANT ASSEMBLY: YES

OCCUPANCY
OCCUPANCY: GROUP S-1 (STORAGE), 2020 FBC SECTION 311.2 S-1 IS FOR STORAGE & REPAIR OF AIRCRAFT. OCCUPANCY: GROUP B (OFFICE SUITES), 2020 FBC SECTION 304 OCCUPANCY LOAD: 2020 FBC TABLE 1004.5 GRADE LEVEL: 39,975 sf HANGAR/REPAIR @ 500 sf/PERSON = 80 OCCUP. GRADE LEVEL: 9,720 sf BUSINESS @ 150 SF = 65 OCCUP. GRADE LEVEL.: 12,660 sf (2) WINGS STOCK/RESTOR. @ 300 SF = 42 OCCUP. TOTAL BUILDING LOAD: = 187 OCCUPANTS 1 HOUR F.R.R. WALL BETWEEN HANGAR & SUPPORT SPACES PROVIDED.

MEANS OF EGRESS
MEANS OF EGRESS: 2020 FBC 1005.1 & TABLE 1017.2: MAXIMUM TRAVEL DISTANCE: FOR S-1, SPRINKLERED IS 400 FT MAXIMUM TRAVEL DISTANCE: FOR B, SPRINKLERED IS 300 FT ACTUAL MAXIMUM TRAVEL DISTANCE: B: 150 ft; S-1: 227 FT 0.2" EGRESS WIDTH PER PERSON GROUND LEVEL: MIN. REQUIRED OFFICES, 1ST FLOOR WIDTH: 0.2"x65 OCCUPANTS TOTAL = 13.0" MIN. REQUIRED HANGAR WIDTH: 0.2"x 80 OCCUPANTS TOTAL = 16.0" MIN. REQUIRED WEST WING STOCK/RESTOR.: 0.2"x22 OCCUPANTS TOTAL = 4.4" MIN. REQUIRED EAST WING STOCK/RESTOR.: 0.2"x20 OCCUPANTS TOTAL = 4.0" TOTAL WIDTH: 37.8" MINIMUM EXIT WIDTH: 32" FOR EGRESS & 36" FOR ADA; TOTAL EXIT WIDTH AT GRADE OFFICES: (5) 36" WIDE DOOR > 13.0" TOTAL EXIT WIDTH IN HANGAR & (2) WINGS: (7) 36" WIDE DOORS > 24.4"

GENERAL REQUIREMENTS
1. ALL WORK TO BE AS PER FLORIDA BUILDING CODE 2020 AND TO MEET OR EXCEED ALL APPLICABLE LOCAL REQUIREMENTS.
2. GENERAL CONTRACTOR TO FAMILIARIZE HIMSELF WITH THE SITE PRIOR TO FORMALIZING A BID FOR CONSTRUCTION.
3. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL LABOR, MATERIALS, UTILITIES, TESTING, WASTE REMOVAL, STORAGE, SECURING OF SITE, ACCOMODATION, TRANSPORT/FREIGHT AND ALL OTHER COSTS RELATED TO THE COMPLETION OF THIS PROJECT, UNLESS EXPLICITLY IDENTIFIED HERE.
4. OWNER IS RESPONSIBLE FOR ALL MUNICIPAL RELATED CHARGES SUCH AS IMPACT FEES AND WATER CONNECTION, EXCEPT BUILDING PERMIT FEES, WHICH ARE TO BE INCLUDED IN THE CONSTRUCTION BID.
5. GENERAL CONTRACTOR TO CHECK ALL DRAWINGS FOR ERRORS AND OMMISIONS AND BRING THEM TO THE ATTENTION OF THE ARCHITECT PRIOR TO STARTING ANY WORK, OR ORDERING MATERIALS OF THE RESPECTIVE DIVISION OF WORK. IF SUCH ERRORS AND OMMISIONS ARE NOT REPORTED IN WRITING TO THE ARCHITECT, ANY RESULTING DAMAGES OR COSTS SHALL BE BORN ENTIRELY BY THE GENERAL CONTRACTOR.
6. ARCHITECT IS NOT RESPONSIBLE FOR THE GENERAL CONTRACTORS' METHOD OR MEANS OF CONSTRUCTION.
7. GENERAL CONTRACTOR IS TO KEEP SITE IN A CLEAN AND SAFE STATE THROUGHOUT THE COURSE OF CONSTRUCTION. ON BUILDING TURN-OVER, GENERAL CONTRACTOR TO CLEAN ALL SURFACES SO AS TO BE FREE OF DUST, GREASE, STAINS, SCUFFS, ETC.

CONSTRUCTION TYPE IIB UNPROTECTED SPRINKLERED	TABLE 601/602 SCHEDULE & TABLE 503 & 705.8	BLDG AREA: 56,860sf FOOTPRINT; S-1 SPRINKLERED AREA COMPLIES B SPRINKLERED AREA COMPLIES
STRUCTURAL ELEMENT:	REQUIRED	ACTUAL
PARTY WALLS BETWEEN HANGAR & SUPPORT AREAS:	1 HR	1 HR
EXTERIOR BEARING WALLS:	0 HR	0 HR
SUPPORTING COLUMNS, OTHER BEARING WALLS:	0 HR	0 HR
INTERIOR BEARING WALLS:	N/A	N/A
SUPPORTING COLUMNS, OTHER BEARING WALLS OR MORE THAN ONE FLOOR:	0 HR	0 HR
COLUMNS:	0 HR	0 HR
SUPPORTING OTHER COLUMNS OR MORE THEN ONE FLOOR:	0 HR	0 HR
SUPPORTING ONE FLOOR ONLY:	0 HR	0 HR
SUPPORTING ROOFS ONLY:	0 HR	0 HR
BEAMS, GIRDERS, TRUSSES AND ARCHES:	0 HR	0 HR
SUPPORTING OTHER COLUMNS OR MORE THAN ONE FLOOR:	0 HR	0 HR
SUPPORTING ONE FLOOR ONLY:	0 HR	0 HR
SUPPORTING ROOFS ONLY:	0 HR	0 HR
FLOOR & FLOOR/CEILING ASSEMBLIES:	0 HR	0 HR
ROOF & ROOF/CEILING ASSEMBLIES:	0 HR	0 HR
(USE ONE LINE PER WALL IF NEEDED)	DISTANCE FROM COMMON OR ASSUMED PROPERTY LINE:	REQUIRED FIRE RATING AND % OF OPENING:
EXTERIOR BEARING WALLS NORTH	30' PLUS'	0 HR, NL
EXTERIOR BEARING WALLS EAST SIDE	30' PLUS'	0 HR, NL
EXTERIOR BEARING WALLS WEST SIDE	BEING MOVED 30' OR PLUS	0 HR, NL
EXTERIOR BEARING WALLS SOUTH	30' PLUS'	0 HR, NL

FIRE PROTECTION NOTES:
<p>This facility is for the maintenance, repair, and refurbishing of unfueled aircraft.</p> <p>PER NFPA 409 Definition: Unfueled Aircraft- An aircraft whose fuel system has had flammable or combustible liquid removed such that no tank, cell, or piping contains more than one-half of 1 percent of its volumetric capacity.</p> <p>Aircraft being worked on in this facility will have fuel removed per this definition.</p> <p>Defueling to be in accordance with AMRI procedures and policies manual and NFPA 407</p> <p>No hazardous operation as defined by NFPA 409 will be performed in this facility.</p> <p>Construction summary: Primary reference NFPA 409 Chapter 12</p> <p>1. Hangar storage and service area...39,975 sq ft. 2. Aircraft Service door 28ft 3. Group 2 hangar per NFPA 411.2 4. Sprinkled, wet pipe per NFPA 409, 12.5, 7.1.2, and NFPA 13. 5. Internal separations not required per NFPA 12.2.1, Provided per NFPA 409, 8.2</p> <p>AMRI Defueling procedures:</p> <p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <p>Aircraft Fueling, Defueling Precautions before commencement of work on the aircraft :</p> <p>Aviation Management & Repairs, Inc will use its own Fueling and Defueling Trailer mounted Tank inbuilt booster pump and filter. Beridics being trained on the proper use of fueling/defueling. Aviation Management & Repairs, Inc. mechanics must also be trained on the operation of emergency controls and the actions to be taken in the event of an emergency. All training records should be maintained and made available to the local fire official (commonly referred to as the AHJ, authority having jurisdiction) when requested.</p> <p>With flash and ignition temperatures being very low, it becomes a matter of utmost importance to ensure that all aircraft fueling/defueling services are carried out in accordance with the highest standard of safety.</p> <p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <p>The National Fire Protection Association is an organization dedicated to reducing the burden of fire and other hazards to life safety by providing consensus codes and standards, research, and education. It is this organization that has set the standard for fire protection and life safety for aircraft fuel servicing operations in their document, NFPA 407, <i>Standard for Aircraft Fuel Servicing</i>.</p> <p>BEST WAY</p> <p>Many times, as we go through our workday in our respective careers we wonder why we do things the way we do. And we wonder if we are doing things right, or the "best way". This brief introduction and overview of the operations section of NFPA 407 will enlighten you as to why fueling operations are conducted as they are, and serve as a guideline to ensure that your operation is performing these operations in a safe, and code compliant manner.</p> <p>NFPA 407, Chapter 5 outlines the required safe operational practices during fuel operations.</p> <ul style="list-style-type: none">The foremost requirement is that only properly trained personnel are permitted to conduct fueling operations. <p>Besides being trained on the proper use of fueling equipment, operators must also be trained on the operation of emergency controls and the actions to be taken in the event of an emergency. All training records should be maintained and made available to the local fire official (commonly referred to as the AHJ, authority having jurisdiction) when requested.</p> <ul style="list-style-type: none">Fuel vehicles shall be marked. <p>This standard requires both sides of the fuel vehicle to be marked with the name of the operator or responsible organization. Other standards also mandate the fuel trucks be properly placarded with type of fuel and associated hazard.</p> <ul style="list-style-type: none">If a spill should occur the following procedures should be followed: activate the emergency fuel shutoff, notify supervisor, initiate clean-up by trained personnel only. If the spill is greater than 10' or more than 50 feet squared or presents an immediate hazard, the airport fire rescue crews should be notified to respond.
<p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <ul style="list-style-type: none">The integrity of the emergency fuel shutoff system shall always be maintained.There shall always be a clear access path to these devices. This standard requires that the emergency fuel shutoff systems be functionally tested every 6 months, and each device tested annually. These tests and any deficiencies shall be documented, and associated records retained.When passing through pumps, piping, and filters of a fuel system aviation gas and Jet A fuels create an electrostatic charge. To prevent spark and possible ignition, the fuel equipment shall be bonded to the aircraft.The bonding cable shall be attached prior to, and throughout, the fueling/defueling operation. When fueling/defueling is complete, the bonding cable shall be removed in the reverse order from which it was applied (it was placed first, it should be detached last).Special notice should be given to the position of other equipment around the aircraft prior to beginning the fueling/defueling process.Internal combustion engine vehicles should not be permitted within 50 feet of the aircraft being fueled/defueled. The vehicle performing fueling operations is not to be positioned within 10 feet of the aircraft fuel vent system.The use of electrical equipment on the servicing ramp during fueling shall be prohibited. <p>This includes battery chargers, connecting/disconnecting of ground power generators, power tools, photographic equipment, and communications devices. Additionally, any connected ground power units should be positioned as far as possible from fueling points and tank vents.</p> <ul style="list-style-type: none">It should be obvious but, the lack of stating the obvious is what most often leads to mishaps and fire incidents, no open flame devices are permitted onto the fuel servicing area.This should be accomplished by the posting of "No Smoking" signage, and the prohibiting of personnel from carrying lighters and matches on their person.
<p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <ul style="list-style-type: none">The aircraft to be fueled/Defueled is to be positioned so that it is no closer than 25 feet to a hangar, service building, termina, or loading area.The fuel/defuel trailer operator should pay attention to the positioning of his trailer, in relation to the location of the aircraft, to ensure that accessibility for emergency crew access is maintained. Also, the fuel Trailer operator should ensure that he has a clear path of egress for himself if an emergency should occur.A minimum of two fire extinguishers are required on each fueling vehicle. <p>They each must be rated at 20-B:C (this rating will be stated on the extinguishers label), and one should be mounted on each side of the Trailer.</p> <p>All fire extinguishers must be visible and readily accessible. Fire extinguishers are required to be inspected monthly (this can be done by assigned facility personnel). This inspection is looking for a few basic things: is the extinguisher in its proper location, is the pressure gauge in the green (if not, it needs to be serviced), is the extinguisher in good condition and free of visible defects.</p> <p>Furthermore, every extinguisher is required to be inspected and tagged annually by a licensed fire extinguisher technician. These inspections must be documented and available for the AHJ upon request. The use of fire extinguishers is a required component of the fuel servicing personnel training program.</p> <p>For further information refer to NFPA 10, <i>Standard for Portable Fire Extinguishers</i> which details all the requirements for fire extinguishers (type, size, location, maintenance, servicing, and use).</p> <ul style="list-style-type: none">All fuel servicing equipment must be maintained in good working condition. <p>The only way to tell that equipment is still in its proper useable condition is to provide regular inspection, testing, and maintenance of the various system components.</p>
<p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <ul style="list-style-type: none">Are all fuel vehicle properly marked? (NFPA 407:5.1.3)<ul style="list-style-type: none">name of operator/organizationfuel typehazardsAre proper spill procedures in place? (NFPA 407:5.2)<ul style="list-style-type: none">activate shutoff, notify supervisor, initiate clean-upcontact fire department (over 10 feet, or 50 feet square)Are emergency fuel shutoff systems maintained? (NFPA 407:5.3)<ul style="list-style-type: none">device is accessiblesystem tested within last 6 months - Date tested _____every device tested within last 12 months - Date tested _____documentation is up-to-date and readily accessibleAre all bonding cables in place, functional, and used properly? (NFPA 407:5.4)Are all vehicles clear of aircraft being fueled? (NFPA 407:5.6)
<p>Aviation Management & Repairs, Inc., FAA 145 Repair Station Number: 714R571C Treasure Coast International Airport, 2916 Curtis King Blvd. Fort Pierce, FL 34946 Office: +1 772-466-7616 Fax: +1 772-954-333-3575</p> <ul style="list-style-type: none">no vehicles permitted within 50 feet of fueling aircraftfuel service vehicle at least 10 feet from aircraft fuel vent systemIs use of electrical equipment prohibited on service ramp? (NFPA 407:5.7)<ul style="list-style-type: none">battery charger use discontinuedno power tools being usedground power units not being connected/disconnecteduse of photographic equipment suspendedcommunication devices not utilizedIs the use of open flame devices clearly prohibited? (NFPA 407:5.8)<ul style="list-style-type: none">No Smoking" signage properly postedemployees do not carry lighters/matchesAre vehicles properly positioned for fuel operations? (NFPA 407:5.10, 5.12)<ul style="list-style-type: none">aircraft is minimum 25 feet from any hangar, terminal, or service areasaircraft positioned for easy access by emergency respondersservicing vehicle maintains clear egress path in case of emergencyAre proper fire extinguishers in place? (NFPA 407:5.13)<ul style="list-style-type: none">(1) mounted on each side of vehicle visible/accessible inspected monthlyLast annual service - Date _____ <p>Inspections recorded and documentation current and available wheeled 80-B:C extinguisher available (for fuel system capacity over 200 gpm)</p> <ul style="list-style-type: none">Is all equipment properly maintained? (NFPA 407:5.16, 5.17, 5.18)<ul style="list-style-type: none">Hose inspected daily

SPRINKLER / ALARM NOTES:

FIRE ALARM SYSTEM TIED IN WITH SPRINKLER SYSTEM BY OTHERS. SEE SHOP DRAWINGS.
SPRINKLER SYSTEM IS PER NFPA 13, AND ALARM SYSTEM NFPA 72, NFPA 101 AND THE FBC 2020.

FOR UN-FUELED AIRCRAFT STORAGE AND RESTORATION.

PORTABLE FIRE EXTINGUISHERS FOR HANGAR SPACE TO BE PER NFPA 10 & SUPPLIED & INSTALLED BY FIRE PROTECTION CONTRACTOR w/ ALARMS & SPRINKLER SYSTEMS

INTERIOR FINISHES:

- FLOORS: TO BE CARPET IN THE OFFICES. TYPE & COLOR BY OWNER.
HANGAR & RESTOR. WINGS TO BE SEALED & COATED CONCRETE. TYPE & COLOR BY OWNER;
- INTERIOR WALLS & INSIDE OFFICES EXTERIOR WALLS: TO BE COMPLETED w/ PNTD 5/8" GYPSUM BRD. 1 PRIMER, (2) FINISH SATIN LATEX;
- INTERIOR WALLS ON HANGAR SIDE: 1 PRIMER, (2) FINISH SATIN LATEX. HANGAR WALLS PER STEEL BUILDING MANUFACTURER;
- VINYL BASE BOARDS: IN OFFICES & ANYWHERE IN HANGER w/ GYP. BRD WALLS;
- CEILING: A.C.T. IN OFFICES; EXPOSED ROOF ASSEMBLY IN RESTORATION AREAS;
- OFFICES: ALL EXTERIOR WINDOW JAMBS & HEADERS TO BE DRYWALL RETURNS & ADD NEW CULTURED MARBLE WINDOW SILLS;
- PROVIDE BINDER BARS AT ALL CHANGES IN FLOOR MATERIAL INSIDE DOORWAYS UNDER DOORS WHEN CLOSED;
- ON RESTROOM WET WALLS, USE 1/2" CEMENT BRD w/ 4"SQ NON-PERVIOUS CERAMIC TILES ON WALLS MIN. 48" HIGH EACH RESTROOM PRIOR TO INSTALLING GRAB BARS IN EACH RESTROOM. BULL-NOSE TILE ALL EXPOSED EDGES. COLOR BY CLIENT.
- INTERIOR WALL & CEILING FINISHES SHALL HAVE FLAME SPREAD INDEXES AS FOLLOWS:
INTERIOR EXIT STAIRS & EXIT PASSAGeways. MINIMUM CLASS 'A';
INTERIOR CORRIDORS & ENCLOSURES FOR EXIT ACCESS TO STAIRS & EGRESS, MINIMUM CLASS 'B';
OFFICES, SUPPORT ROOMS & HALLWAYS: INTERIOR WALL AND CEILING FINISH MATERIALS SHALL BE MINIMUM CLASS 'C';

CLASS A : FLAME SPREAD INDEX 25 OR LESS
CLASS B : FLAME SPREAD INDEX 26 TO 75
CLASS C : FLAME SPREAD INDEX 76 TO 200

REVIEWED FOR CODE COMPLIANCE ST. LUCIE COUNTY BOCC

Permit: BLDC-2312-001960

Type: Building

By: jpinc

Date: 08/08/2024



THESE DRAWINGS CONTAIN ARCHITECTURAL SYMBOLS USED FOR GRAPHIC PURPOSES ONLY. SIZE AND LOCATION MAY VARY TO MEET MANUFACTURER'S SPECIFICATIONS.

DO NOT SCALE DRAWINGS. ANY QUESTIONS ABOUT DIMENSIONS, CONTACT DESIGNER.

AVIATION MANAGEMENT AND REPAIRS FORT PIERCE AIRPORT

PLUMBING FIXTURE CALC'S:

ADMINISTRATION AREA: 65 OCCUPANTS;
EQUALS 33 MALES & 33 FEMALES

MAIN HANGAR AREA: 80 OCCUPANTS;
(2) SUPPORT SIDE WINGS: 42 OCCUPANTS;
TOTAL: 122 FOR HANGAR & SUPPORT
EQUALS 61 MALES & 61 FEMALES

ADMIN AREA REQUIREMENTS BASED ON TABLE 403.1, FPC 2020:

Males:	WC/Urinals:	Required:	Provided:
	33 / 25 = 2 Fixtures;		2
	Lavatories: 33 / 40 = 1 Fixtures;		2
Females:	WC:	33 / 25 = 2 Fixtures;	2
	Lavatories: 33 / 40 = 1 Fixtures;		2
Unisex:	- WC's:		1
	- Lavatories:		1

HANGAR & SUPPORT AREAS BASED ON TABLE 403.1, FPC 2020:

Males:	WC/Urinals:	Required:	Provided:
	61 / 100 = 1 Fixtures;		8
	Lavatories: 61 / 100 = 1 Fixtures;		4
Females:	WC:	61 / 100 = 1 FIXTURES;	1
	Lavatories: 61 / 100 = 1 FIXTURES;		2

Note: - Showers to Owner's Discretion. Will provide (2) males, (1) female, (1) unisex;
- (1) Service Sink Required total;

START DATE:	03.19.18
NO REVISION/ISSUE	DATE
1ST_REVISION	02.26.24
2ND_REVISION	
3RD_REVISION	

CLIENT:

Aviation Management and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946

ES&L

Digitally signed by Raymond Chladny
Date: 2024.08.06 19:09:44 -04'00'

DRAWING INDEX

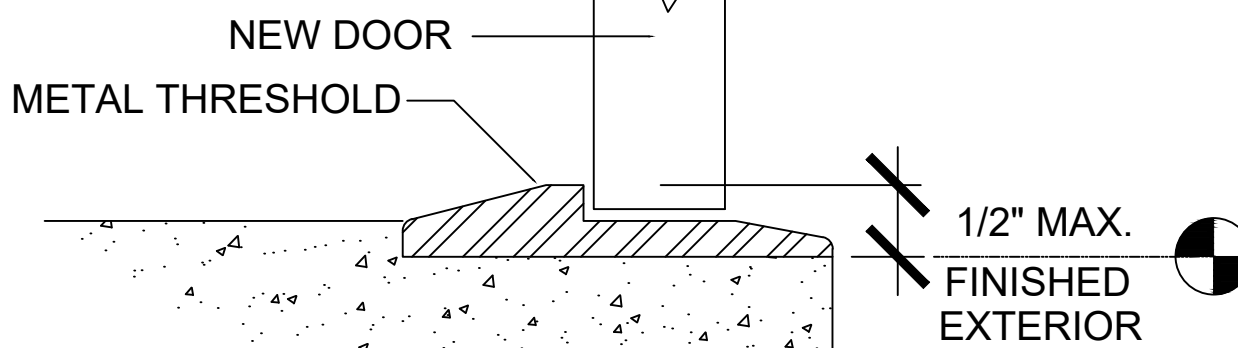
NOTES & DETAILS COV
ARCHITECTURAL A1-A9
LIFE SAFETY L.S.
STRUCTURAL S1-S2
SEE MEP PLANS BY OTHERS

COV



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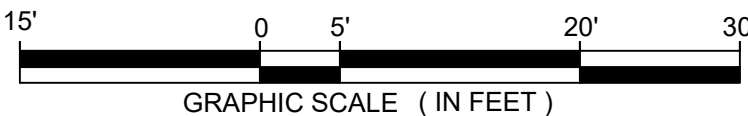
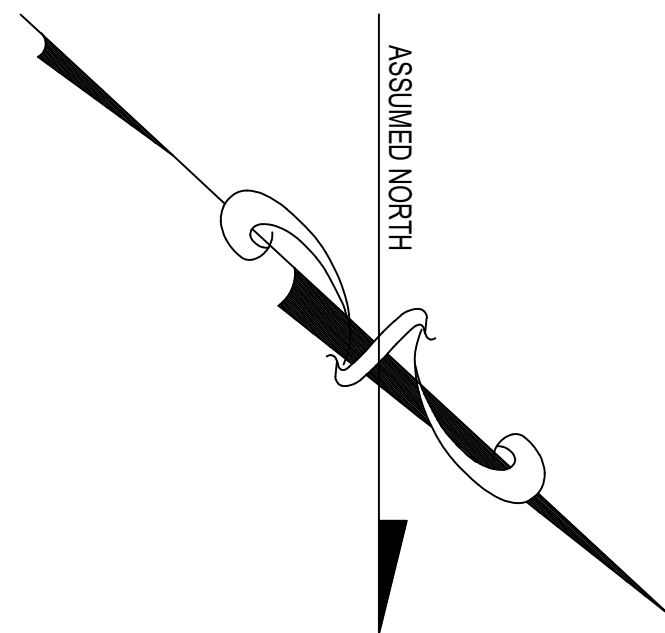
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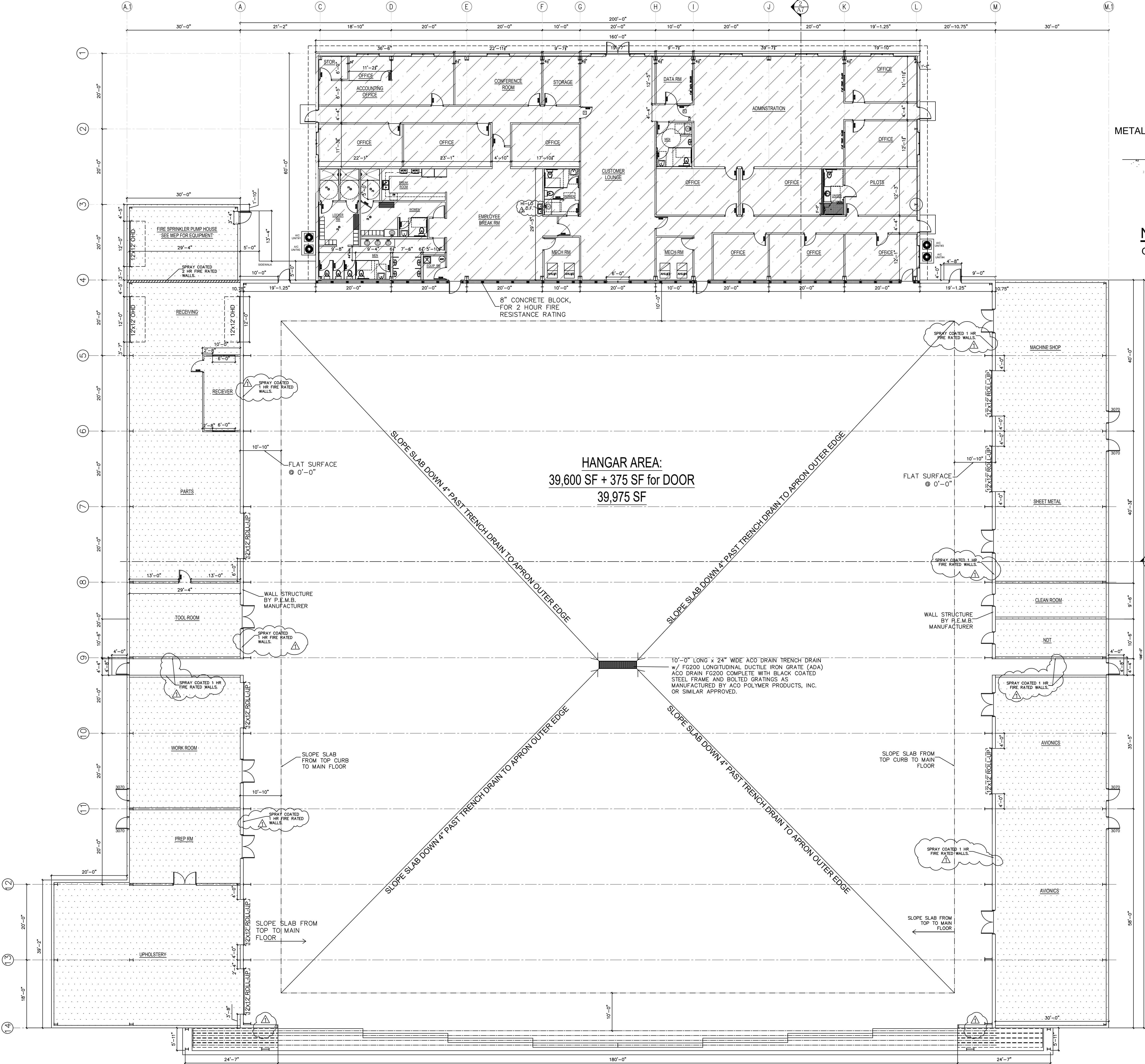
NEW THRESHOLD DETAIL
OUTSWING SCALE: NTS

- HANGAR AREA: 39,975 SF
S-1 OCCUPANCY
- STORAGE & REPAIR AREAS: 12,660 SF
S-1 OCCUPANCY
- ADMINISTRATIVE AREA: 9,720 SF
B OCCUPANCY

SEE PAGES A-5 & A-6 FOR
ENLARGED PLAN AREAS FOR FIRE
SEPARATIONS & MORE DETAILS



FLOOR PLAN
SCALE: 1/12" = 1'-0"



AVIATION MANAGEMENT AND REPAIRS
FORT PIERCE AIRPORT

START DATE:	09.09.21
NO REVISION / ISSUE	DATE
1ST_REVISION	
2ND_REVISION	
3RD_REVISION	
CLIENT:	
AVIATION MAINTENANCE PROFESSIONALS 4500 TAILWIND DR. FT. PIERCE, FL	



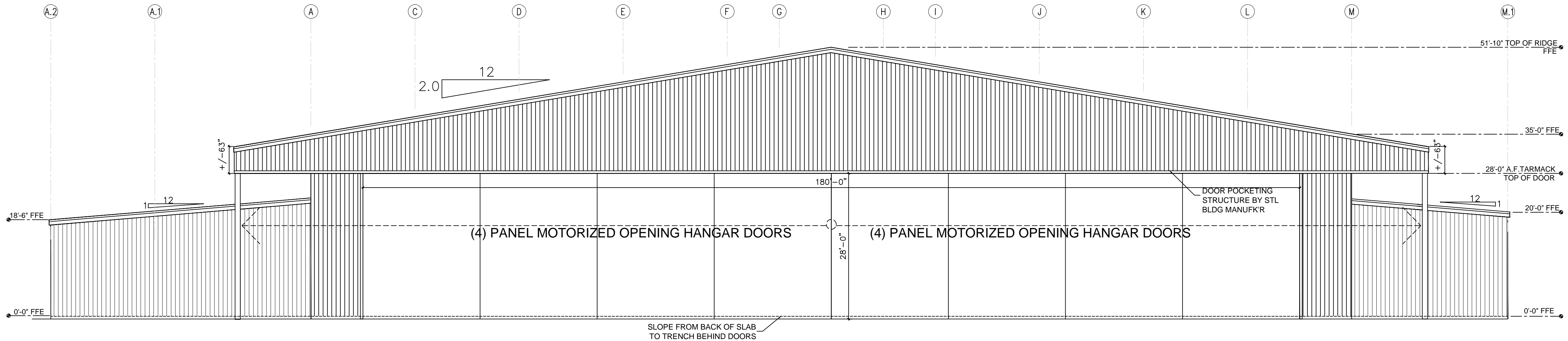
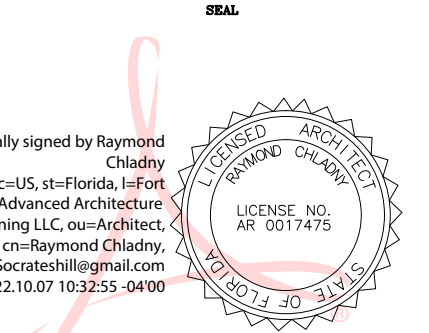
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DESIGNER.

AVIATION MANAGEMENT AND REPAIRS
FORT PIERCE AIRPORT

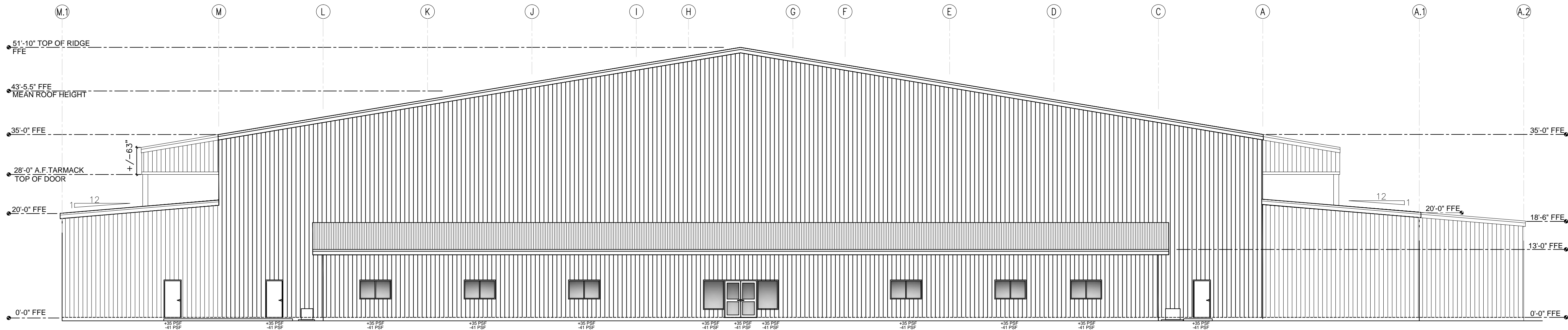
START DATE:	09.09.21
NO. REVISION / ISSUE	DATE
1ST_REVISION	
2ND_REVISION	
3RD_REVISION	

CLIENT:
AVIATION MAINTENANCE
PROFESSIONALS
4500 TAILWIND DR. FT.
PIERCE, FL



SOUTH ELEVATION

SCALE: 1/12" = 1'-0"



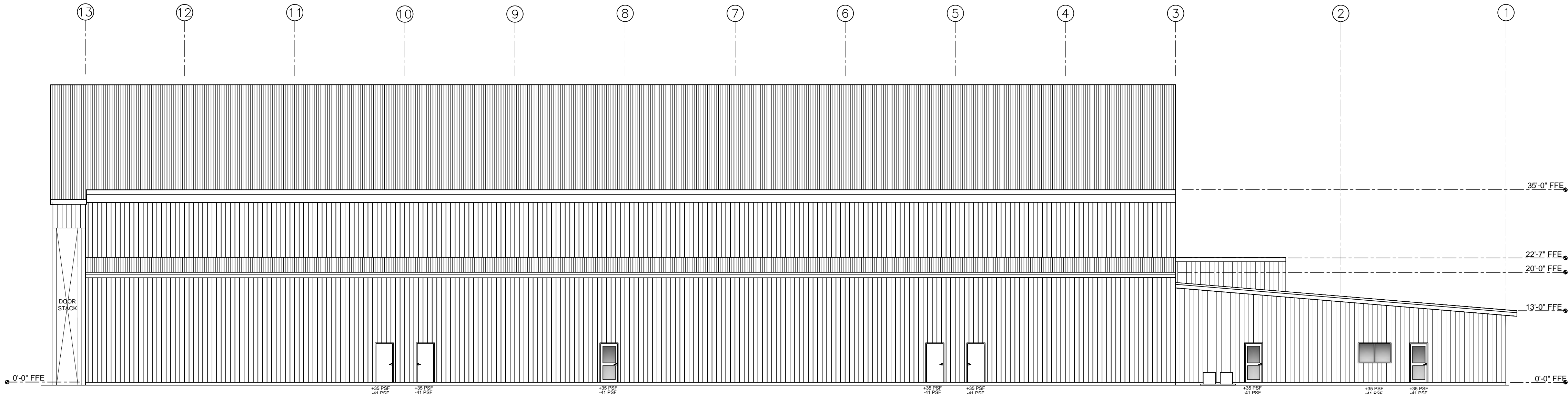
NORTH ELEVATION

SCALE: 1/12" = 1'-0"

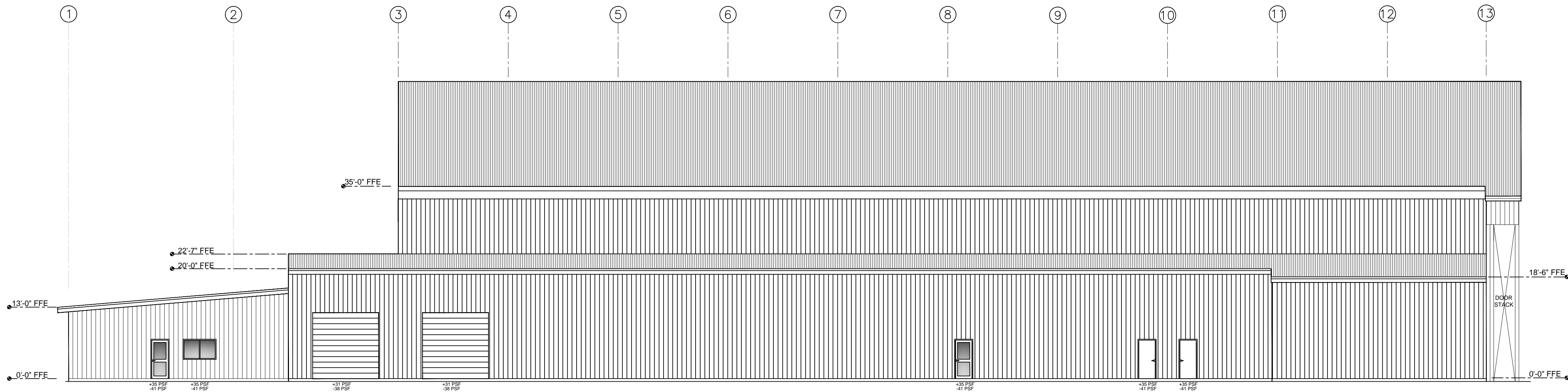


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DESIGNER.



EAST ELEVATION
SCALE: 1/12" = 1'-0"

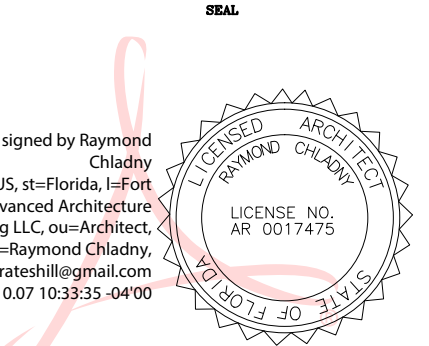


WEST ELEVATION
SCALE: 1/12" = 1'-0"

AVIATION MANAGEMENT AND REPAIRS
FORT PIERCE AIRPORT

START DATE:	09.09.21
NO. REVISION / ISSUE	DATE
1ST REVISION	
2ND REVISION	
3RD REVISION	

CLIENT:
AVIATION MAINTENANCE
PROFESSIONALS
4500 TAILWIND DR. FT.
PIERCE, FL



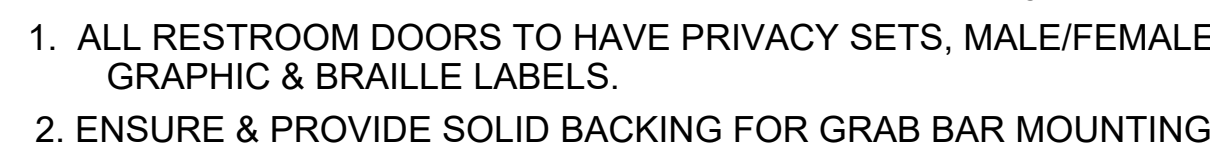
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DIMENSIONS, CONTACT
DESIGNER.

EST DATE:	03.19.1
REVISION/ISSUE	DATE
1ST_REVISION	02.26.1
2ND_REVISION	
3RD_REVISION	

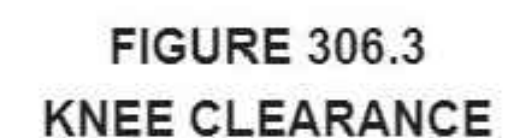
For:
**Information Management
and Repairs**
2916 Curtis King Blvd
Fort Pierce FL 34946

FORT PIERCE AIRPORT

PRODUCT APPROVAL						
OPENING SCHEDULE PICTURE WINDOWS, STOREFRONT DOOR, SWING DOOR & OVERHEAD DOORS						
NOA OR FL#	PRODUCT	MODEL NUMBER	MANUFACTURER	GLASS	ATTACHMENT METHOD	DESIGN PRESSURES
FL# 24523.1	EXTERIOR DOOR FLUSH OUT-SWING	SERIES LS-18 IMPACT, STEEL	DAYBAR INDUSTRIES LTD	N/A	#14 SM SCREWS INTO MIN. 1/8" THICK STEEL JAMBS: MAX. 24" O.C. & 8" FROM TOP CORNERS, 6" BOTTOM. SILL: MAX. 10" O.C. & 2.75" FROM CORNERS	±70.0PSF
FL# 37280.1	GARAGE DOOR	24 GAUGE SLAT ROLL-UP, IMPACT	BEST ROLLING DOORS INC	N/A	5/8" x 3/16" WELDS @ 14" o.c. INTO MIN. 1/4" STEEL JAMB	±70.0PSF
NOA: 20-0330.09	STOREFRONT/WINDOW, WALL SYSTEM, ALUMINUM IMPACT	SERIES: "3100 RESISTOR" ALUM. STOREFRONT SYSTEM	TRULITE GLASS & ALUM. SOLUTIONS	TYPE B1 9/16" IMPACT	#14 SM SCREWS INTO MIN. 1/8" THICK STEEL @ EACH HOLE. ANCHOR SILL & U/S HEADERS MAX. 24" O.C. & 4" FROM CORNERS & 7" CENTERED UNDER EACH MULL. ANCHOR TYPE A3 PER NOA	±80.0PSF
NOA: 20-0424.01	STOREFRONT DOOR SYSTEM, ALUMINUM IMPACT	SERIES: 351 OUTSWING ALUM. STOREFRONT DOOR	TRULITE GLASS & ALUM. SOLUTIONS	TYPE G2 9/16" IMPACT	#14 SM SCREWS INTO MIN. 1/8" THICK STEEL @ EACH HOLE. ANCHOR HEADERS MAX. 26" O.C. & SILL 15" MAX O.C. & 3" FROM CORNERS JAMBS: MAX 17" O.C., 6" FROM CORNERS PER NOA 1/4" TEK TO MULLIONS	±70.0PSF
SHOP DRAWINGS FOR AIRCRAFT DOORS w/ WIND LOAD INFORMATION TO BE PROVIDED						
METAL ROOF, WALL SIDING & CANOPIES BY STEEL BUILDING MANUFACTURER						
I HAVE REVIEWED THE ABOVE COMPONENTS AND CLADDING, AND HAVE APPROVED THEIR USE IN THE STRUCTURE TO PROVIDE ADEQUATE RESISTANCE TO THE WIND LOADS AND FORCES SPECIFIED BY THE CURRENT CODE PROVISIONS IN ACCORDANCE WITH FBC 2020, SECTION 1609						



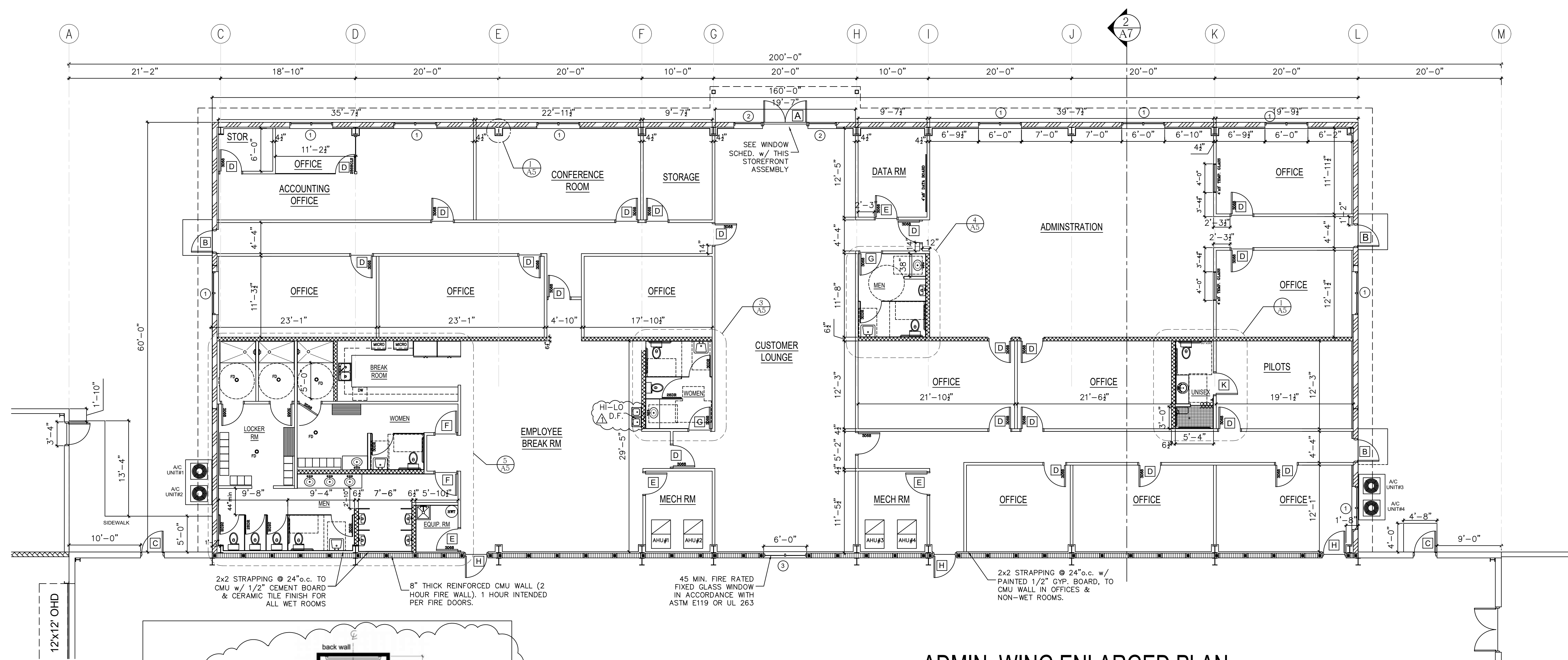
1. ALL RESTROOM DOORS TO HAVE PRIVACY, 'UNISEX' GRAPHIC & BRAILLE LABELS.
2. ENSURE & PROVIDE SOLID BACKING FOR GRAB BAR MOUNTING
3. PROVIDE A.C.T. CEILING IN ALL RESTROOMS @ 10'-0" AFF.





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PURPOSES ONLY. SIZE AND
LOCATION MAY VARY TO
MEET MANUFACTURER'S
SPECIFICATIONS.

DO NOT SCALE DRAWINGS.
ANY QUESTIONS ABOUT
DIMENSIONS, CONTACT
DESIGNER.



ADMIN. WING ENLARGED PLAN
SCALE: 1/8" = 1'-0"

WALL LEGEND:

- PEMB EXTERIOR WALL w/ METAL WALL CLADDING & R-13, VINYL BACKED BATT INSUL. w/ EXPOSED HOR. STL PURLINS
- PEMB EXTERIOR WALL w/ VINYL BACKED R-12 BATT, INTERIOR 20GA 2" STUDS @ 24"O.C. w/ R-11 BATT INSUL w/ FINISHED 1/2" GYP. BRD. TO ABOVE A.C.T.; SEE DETAIL 3-A7
- PEMB PARTITION WALL w/ 1 HOUR FIRE RATED SPRAY COATING
- 8" REINFORCED CONCRETE MASONRY UNIT WALLS. 2 HOUR FIRE RATED CMU, UL# U905 w/ 1.5" STUDS @ 24"O.C. w/ R6.5 BATT INSUL, FINISHED GYP. BRD. (CEMENT BRD IN WET AREAS) PAINTED. SEE SECTION 2-A7.
- 2x6 @ 16"O.C., FRAMED WALL w/ TAPED & PAINTED 1/2" GYP. BRD BOTH SIDES
- 2x4 FRAMED @ 16"O.C., 25ga PARTITION WALL w/ TAPED & PAINTED 1/2" GYP. BRD BOTH SIDES. PROVIDE 2x6 WOOD BACKING FOR GRAB BARS
- FRAMED PARTITION WALLS THAT CARRY CABINETS, OR OTHER APPLIED/FASTENED LOADS BE HAVE 20ga STUDS. USE 1/2" CEMENT BOARD INSTEAD OF GYP. BRD BEHIND ALL TILED WALLS FOR WET ROOMS.

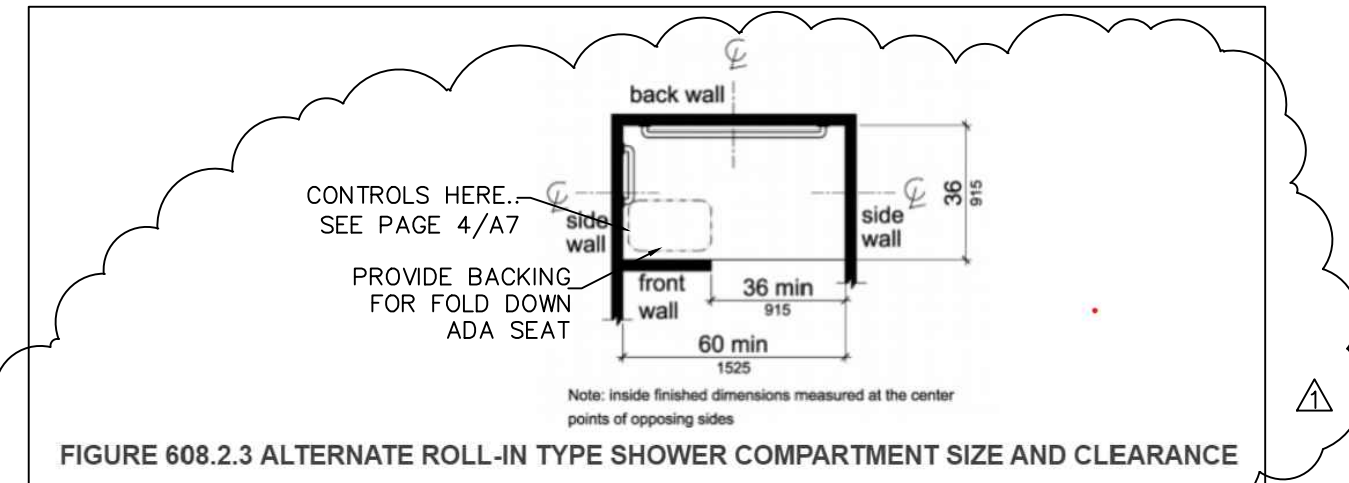
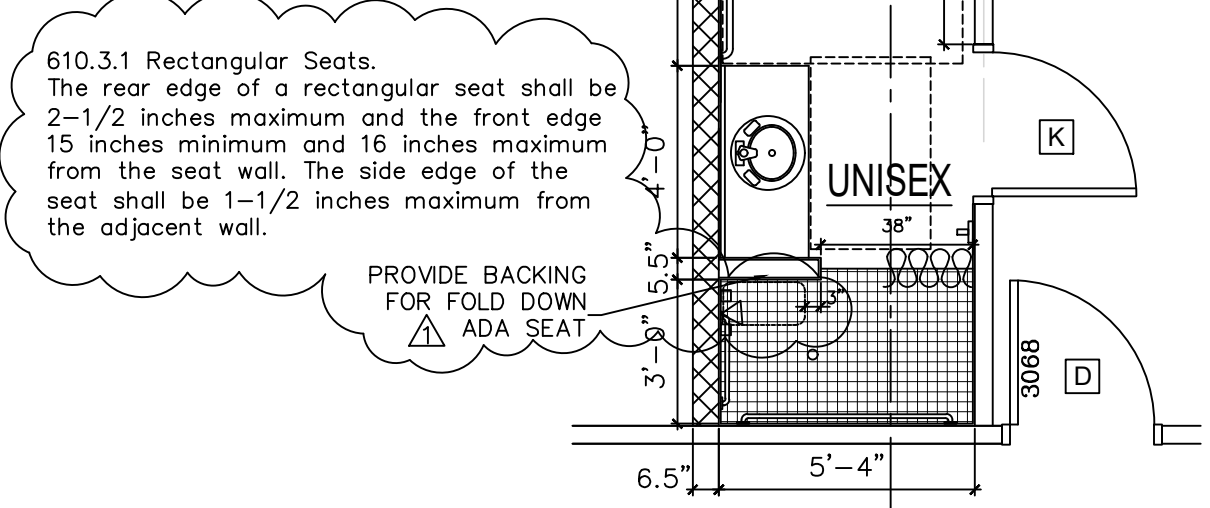
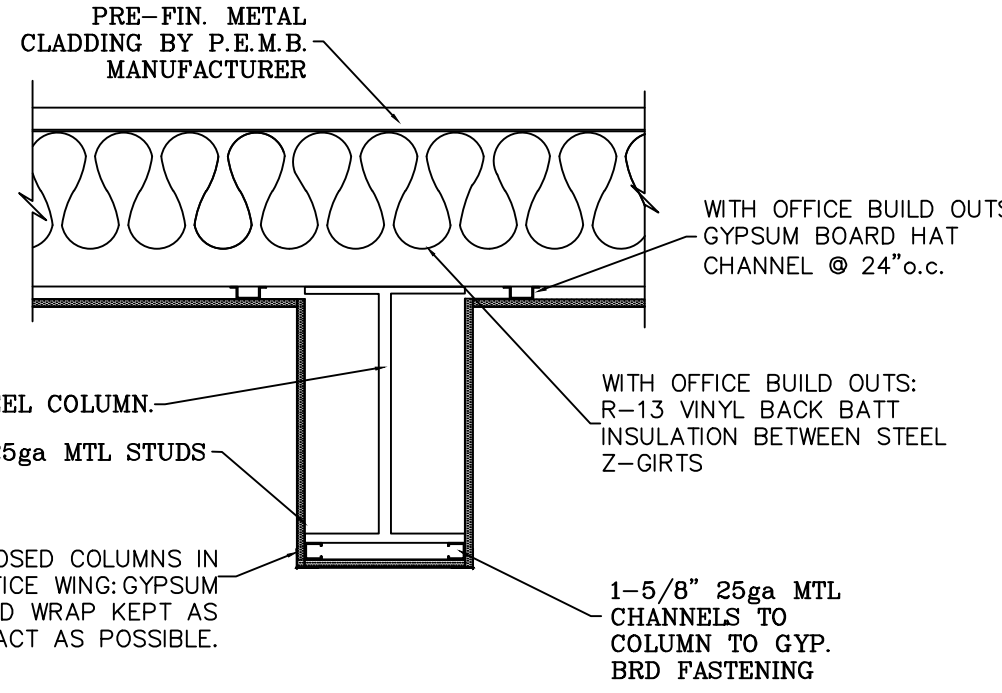


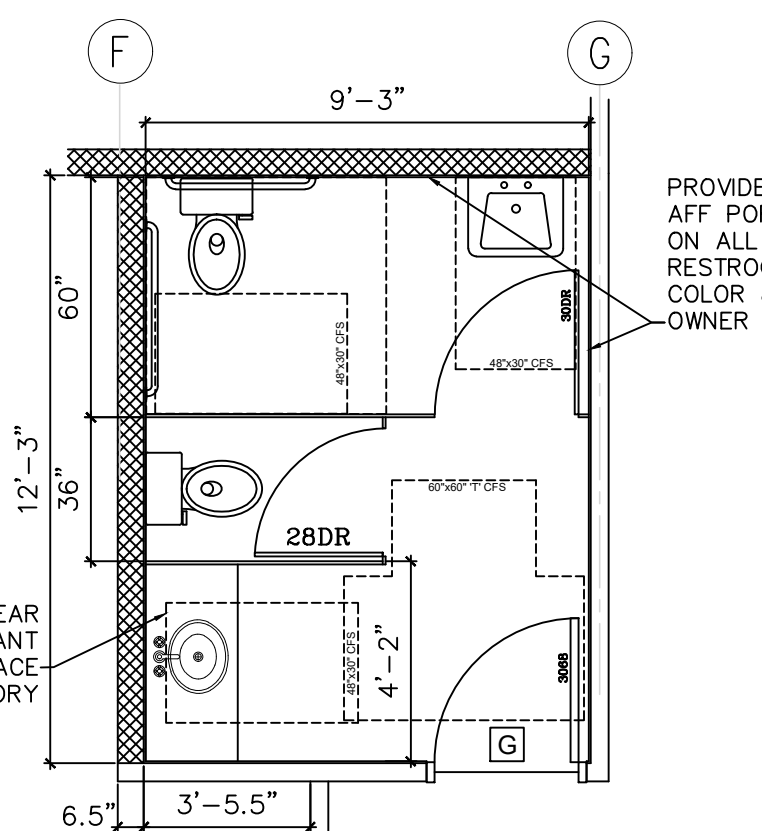
FIGURE 608.2.3 ALTERNATE ROLL-IN TYPE SHOWER COMPARTMENT SIZE AND CLEARANCE



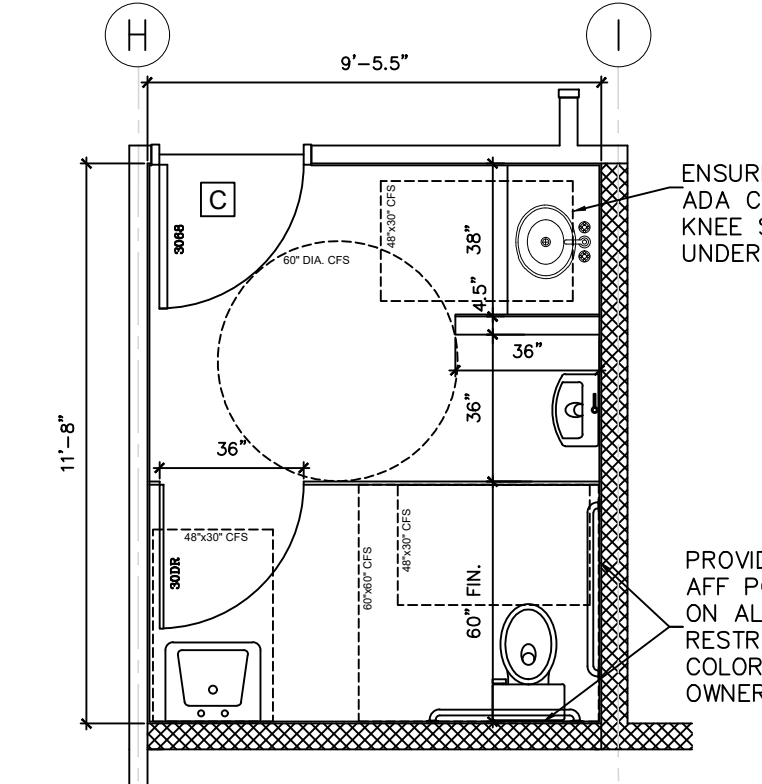
ENLARGED UNISEX ROOM
1/4"=1'-0"



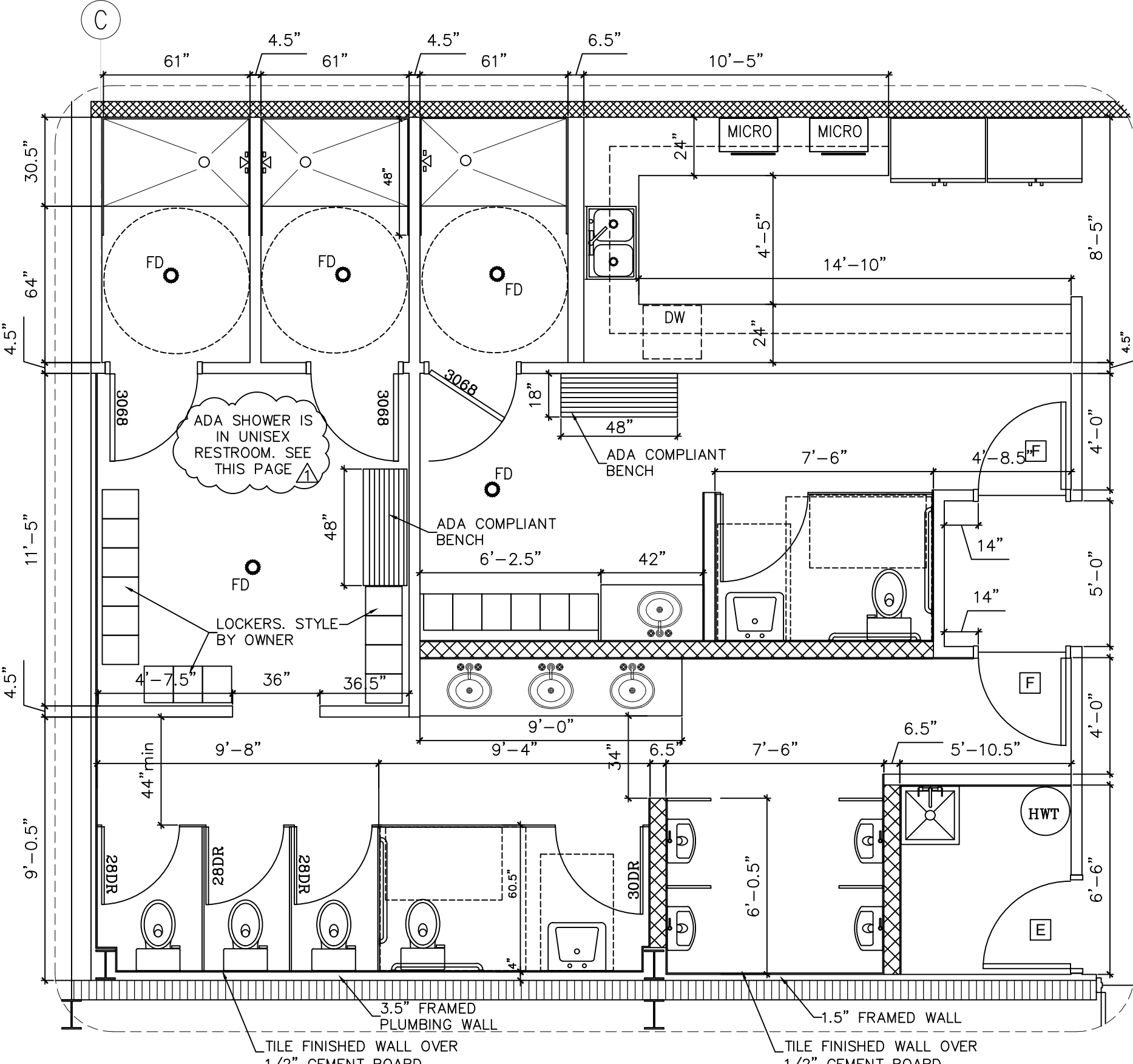
EXTERIOR WALL TYP. COL. WRAP
1'-1'-0"



ENLARGED WOMEN'S ROOM
1/4"=1'-0"



ENLARGED MEN'S ROOM
1/4"=1'-0"



ENLARGED STAFF ROOMS
1/4"=1'-0"

AVIATION MANAGEMENT AND REPAIRS
FORT PIERCE AIRPORT

START DATE:	03.19.18
NO REVISION/ISSUE	DATE
1ST REVISION	02.26.24
2ND REVISION	
3RD REVISION	

CLIENT:
Aviation Management
and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946



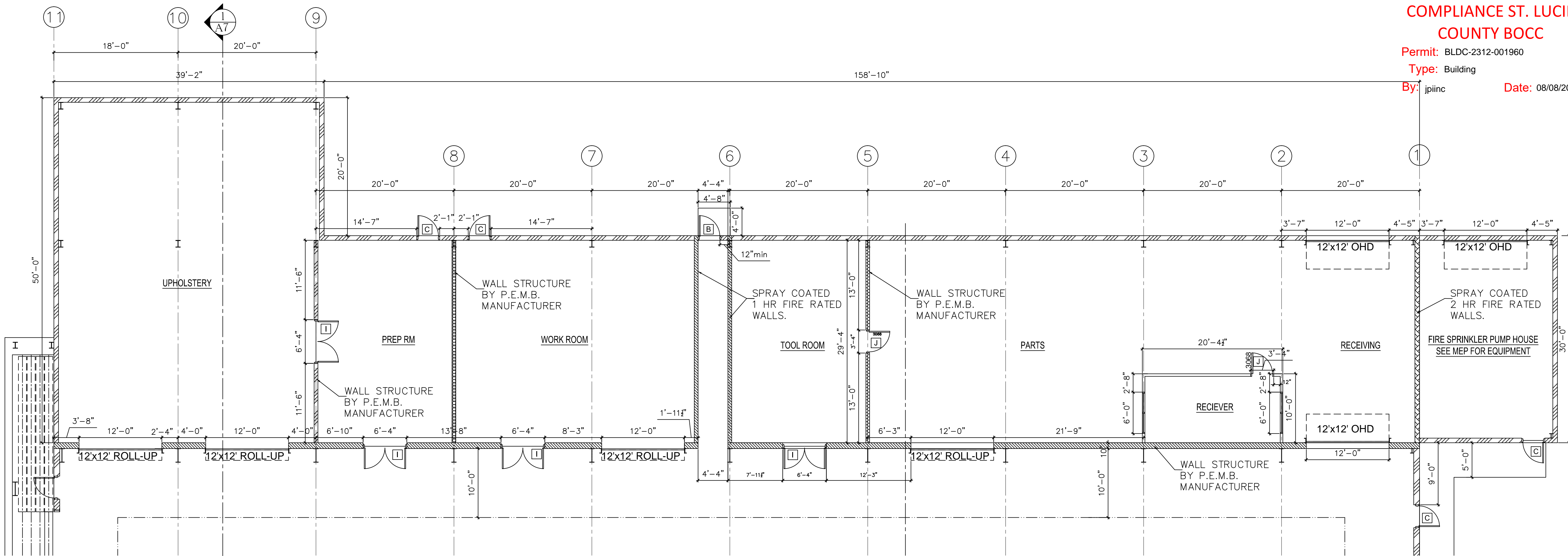
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SPECIFICATIONS.

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ANY QUESTIONS ABOUT
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DESIGNER.

AVIATION MANAGEMENT AND REPAIRS FORT PIERCE AIRPORT

START DATE:	03.19.18
NO. REVISION / ISSUE	DATE
1ST REVISION	
2ND REVISION	
3RD REVISION	

CLIENT:
Aviation Management
and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946



WALL LEGEND:

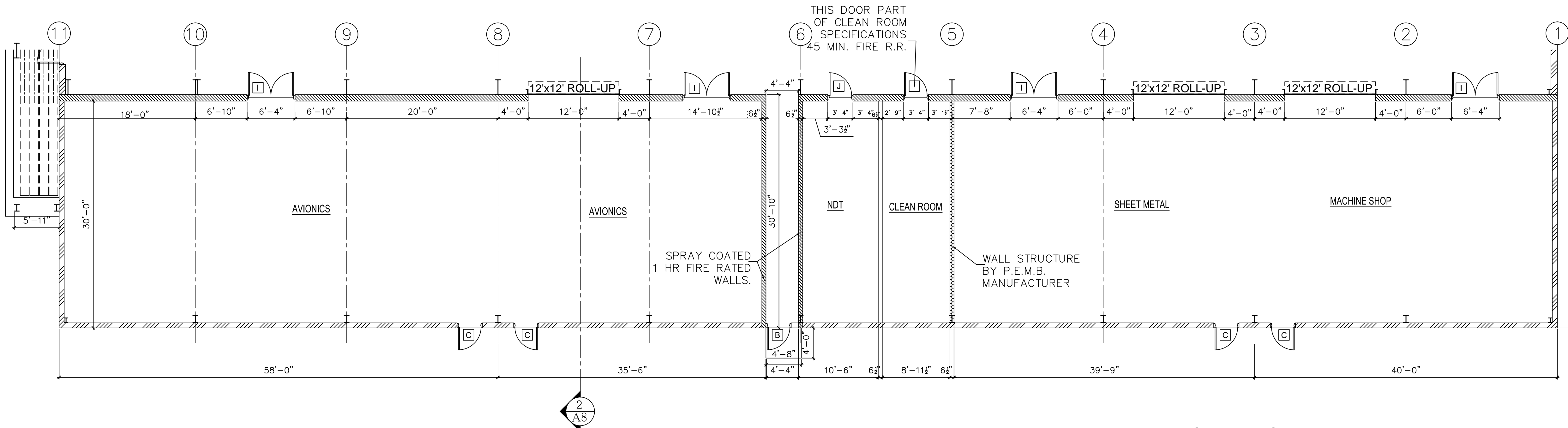
- PEMB EXTERIOR WALL w/ METAL WALL CLADDING & R-13, VINYL BACKED BATT INSUL. w/ EXPOSED HOR. STL PURLINS
 - PEMB INTERIOR WALL w/ METAL WALL CLADDING & OPTIONAL BATT INSULATION
 - PEMB PARTITION WALL w/ 1 HOUR FIRE RATED SPRAY COATING
 - PEMB PARTITION WALL w/ 2 HOUR FIRE RATED SPRAY COATING
 - 2x6 @ 16"o.c., FRAMED WALL w/ TAPED & PAINTED 1/2" GYP. BRD BOTH SIDES
 - 2x4 FRAMED @ 16"o.c., 25ga PARTITION WALL w/ TAPED & PAINTED 1/2" GYP. BRD BOTH SIDES. PROVIDE 2x6 WOOD BACKING FOR GRAB BARS
- FRAMED PARTITION WALLS THAT CARRY CABINETS, OR OTHER APPLIED/FASTENED LOADS BE HAVE 20ga STUDS.

PARTIAL WEST WING REPAIR - PLAN

SCALE: 1/8" = 1'-0"

INTERIOR 1 HOUR FIRE RATED WALLS BY PRE-ENGINEERED METAL BUILDING MANUFACTURER w/ 1 HOUR FIRE RATED SPRAY COATING BY THE GENERAL CONTRACTOR.

ROOF ASSEMBLY HAS AND REQUIRES NO FIRE RATING. AS SUCH PROVIDE SMOKE SEAL WITH U/S METAL CLADDING ROOF.



PARTIAL EAST WING REPAIR - PLAN

SCALE: 1/8" = 1'-0"



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AVIATION MANAGEMENT AND REPAIRS FORT PIERCE AIRPORT

START DATE:	03.19.18
NO REVISION/ISSUE	DATE
1ST_REVISION	
2ND_REVISION	
3RD_REVISION	

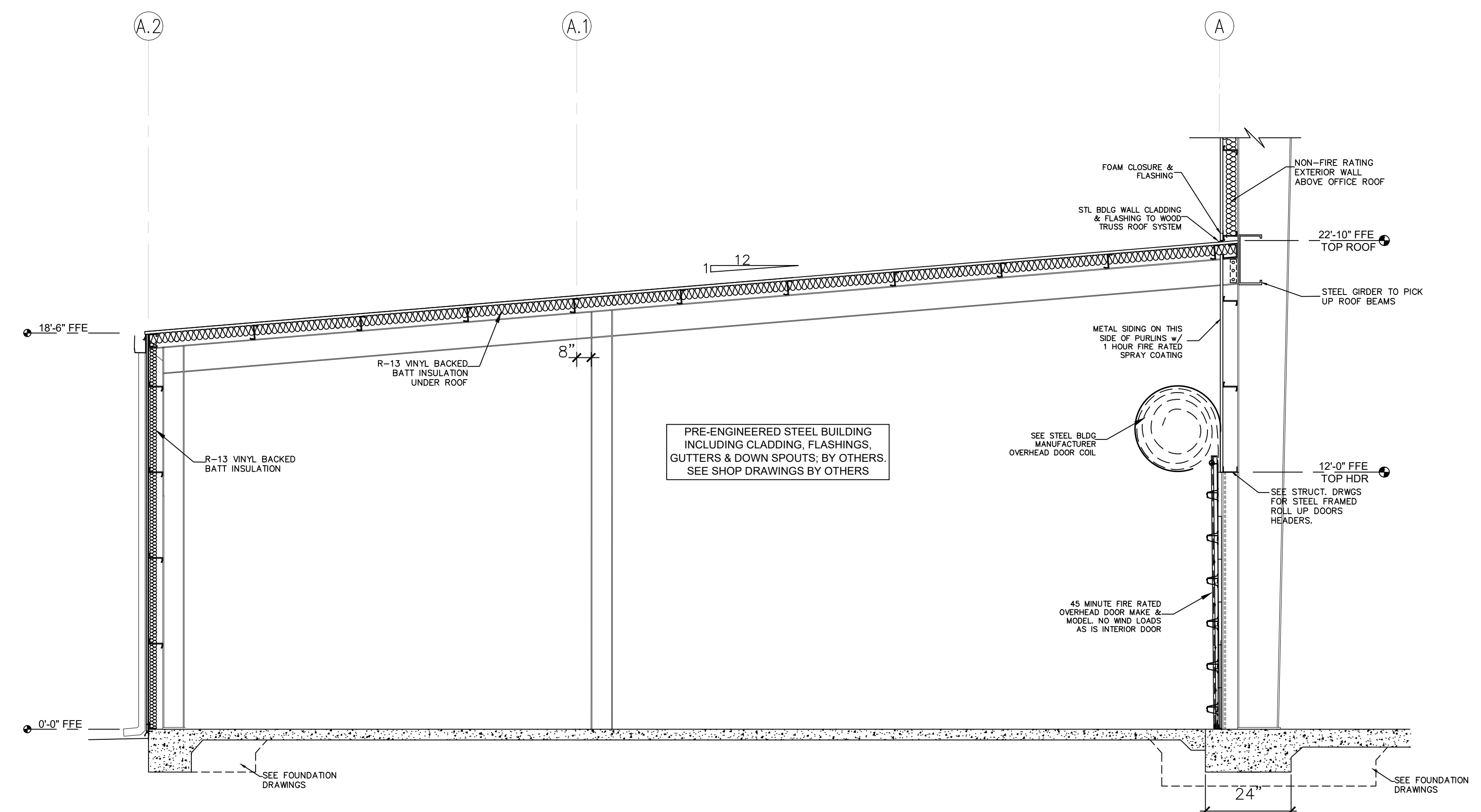
CLIENT:
Aviation Management
and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946

BSA

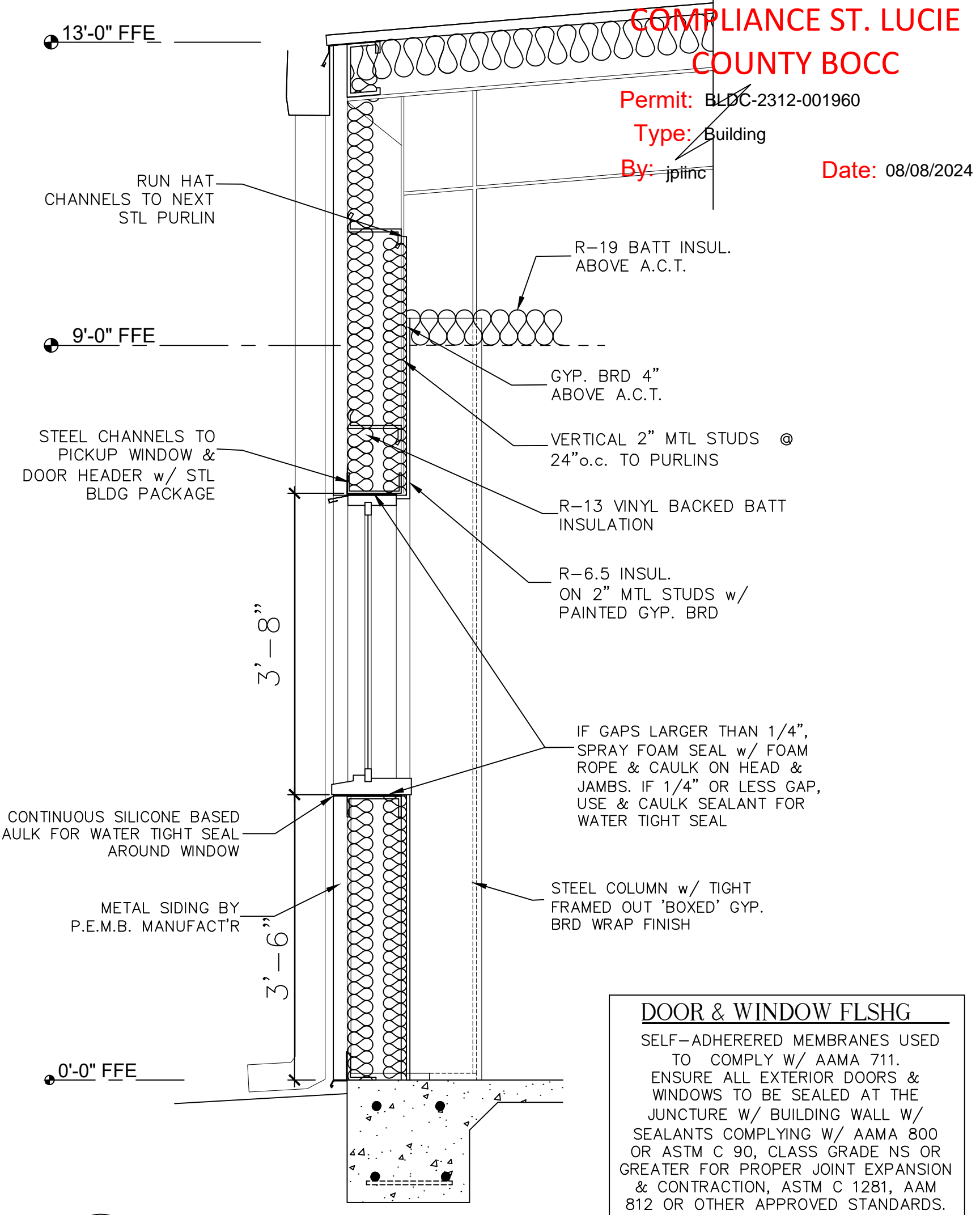
A-7

REVIEWED FOR CODE
COMPLIANCE ST. LUCIE
COUNTY BOCC

Permit: BLDG-2312-001960
Type: Building
By: jplinc
Date: 08/08/2024

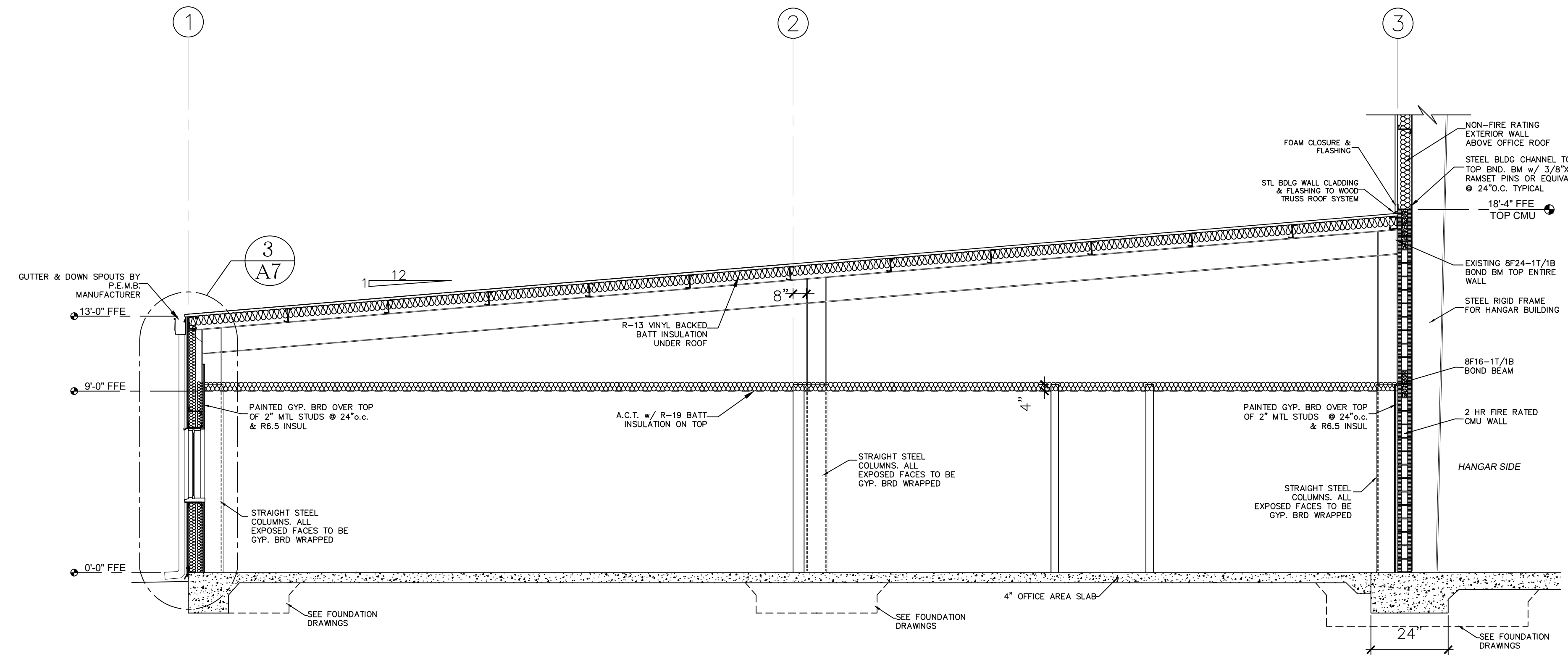


1 UPHOLSTERY WING SECTION
A7
SCALE: 1/8"=1'-0"

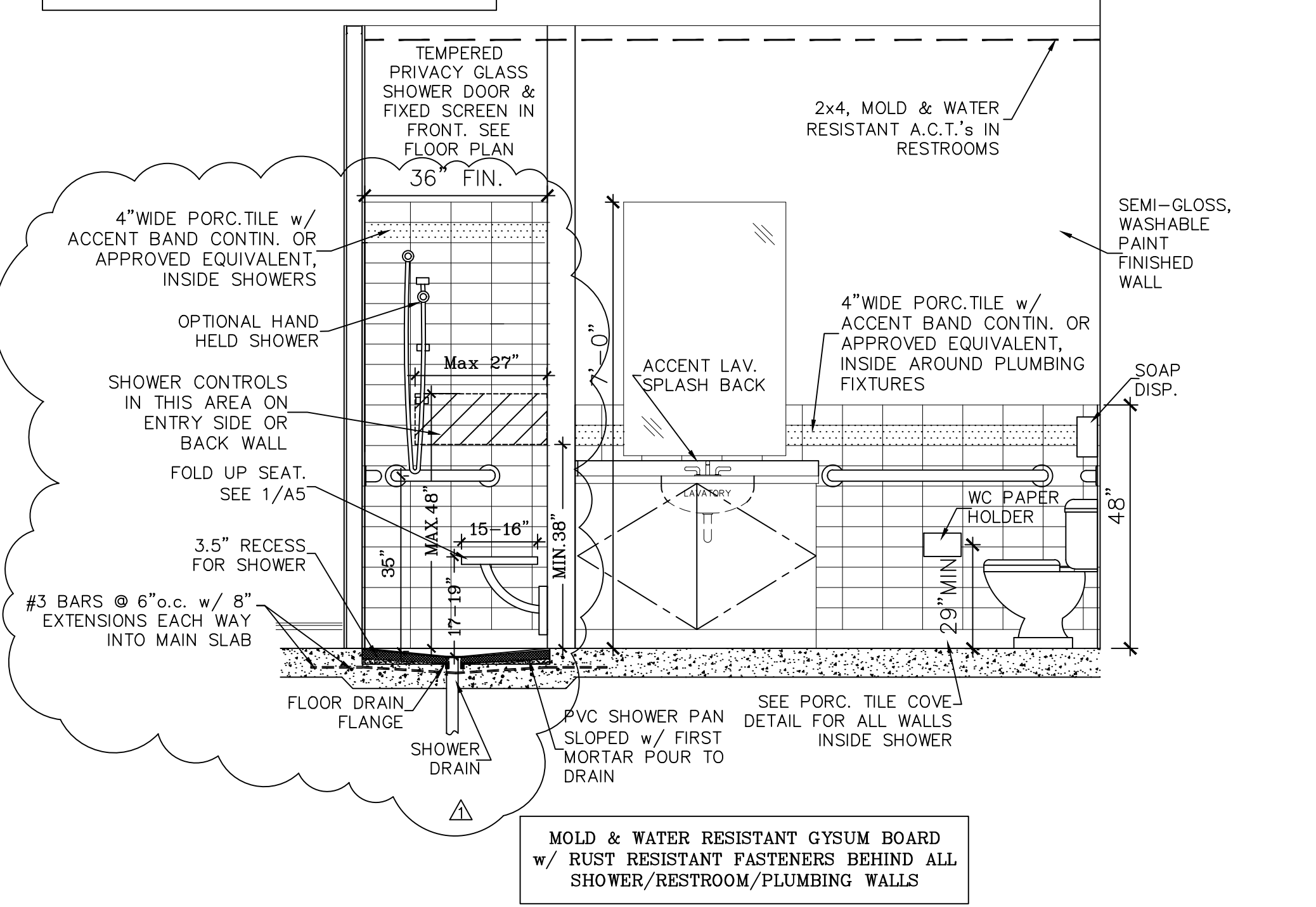


DOOR & WINDOW FLSHG
SELF-ADHERED MEMBRANES USED TO COMPLY W/ AAMA 711. ENSURE ALL EXTERIOR DOORS & WINDOWS TO BE SEALED AT THE JUNCTURE W/ BUILDING WALL W/ SEALANTS COMPLYING W/ AAMA 800 OR ASTM C 90, CLASS GRADE NS OR GREATER FOR PROPER JOINT EXPANSION & CONTRACTION; ASTM C 1281, AAM 812 OR OTHER APPROVED STANDARDS. APPROVED CORROSION-RESISTANT FLASHING TO BE SHINGLE-FASHION APPLIED IN A MANNER TO PREVENT ENTRY OF WATER IN THE WALL CAVITY OR STRUCTURAL FRAMING COMPONENTS. OR AN APPROVED LIQUID APPLIED FLASHING MEMBRANE IS AN ACCEPTABLE ALTERNATE

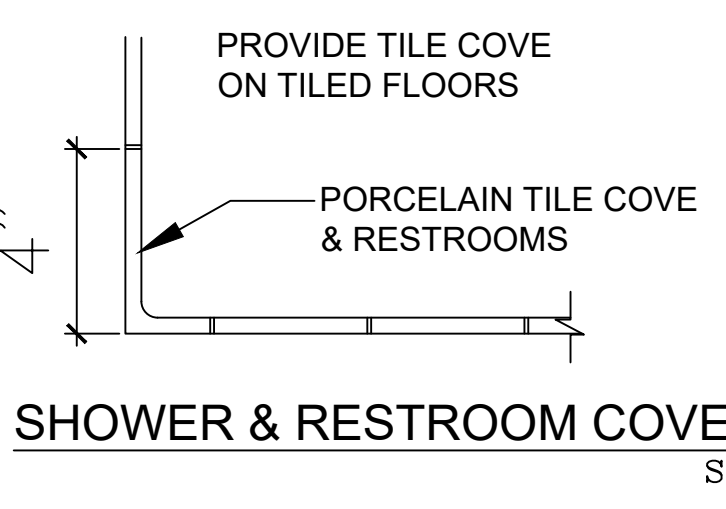
SHOWER NOTES:
FRAMED & 7'-0" HIGH CERAMIC TILED SHOWER w/ SHOWER PAN, DRAIN, (1) RECESSED SOAP DISH. OR PRE-FABRICATED PLASTIC SHOWER STALL & PAN KIT. COLORS BY OWNER
ALIGN ALL SHOWER PAN DRAIN LOCATIONS w/ ACTUAL ONE PURCHASED & SLAB ROUGH-IN AS DRAIN MAY NOT BE CENTERED ON PAN.
ENSURE WATER FLOW WILL NOT LEAVE SHOWER STALL & DRAINS TO DRAIN. NO PONDING.
PROVIDE ONE COMMERCIAL GRADE (1) RECESSED SOAP DISH SHOWER STALL. HEIGHT: 33" AFF



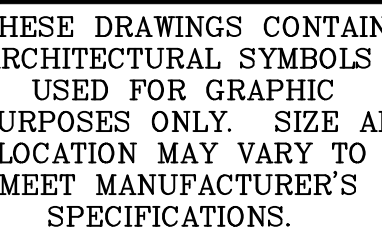
2 ADMIN WING SECTION
A7
SCALE: 1/8"=1'-0"



4 RESTROOM SHOWER ELEVATION
A7
SCALE: 1/4"=1'-0"



SHOWER & RESTROOM COVE DETAIL
SCALE: NTS

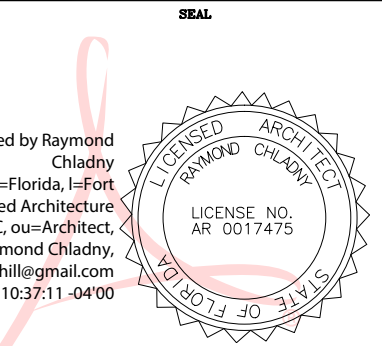


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ANY QUESTIONS ABOUT
DIMENSIONS, CONTACT
DESIGNER.

AVIATION MANAGEMENT AND REPAIRS FORT PIERCE AIRPORT

START DATE:	03.19.14	
NO.	REVISION/ISSUE	DATE
1	1ST_REVISION	
2	2ND_REVISION	
3	3RD_REVISION	

CLIENT:
Aviation Management
and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946



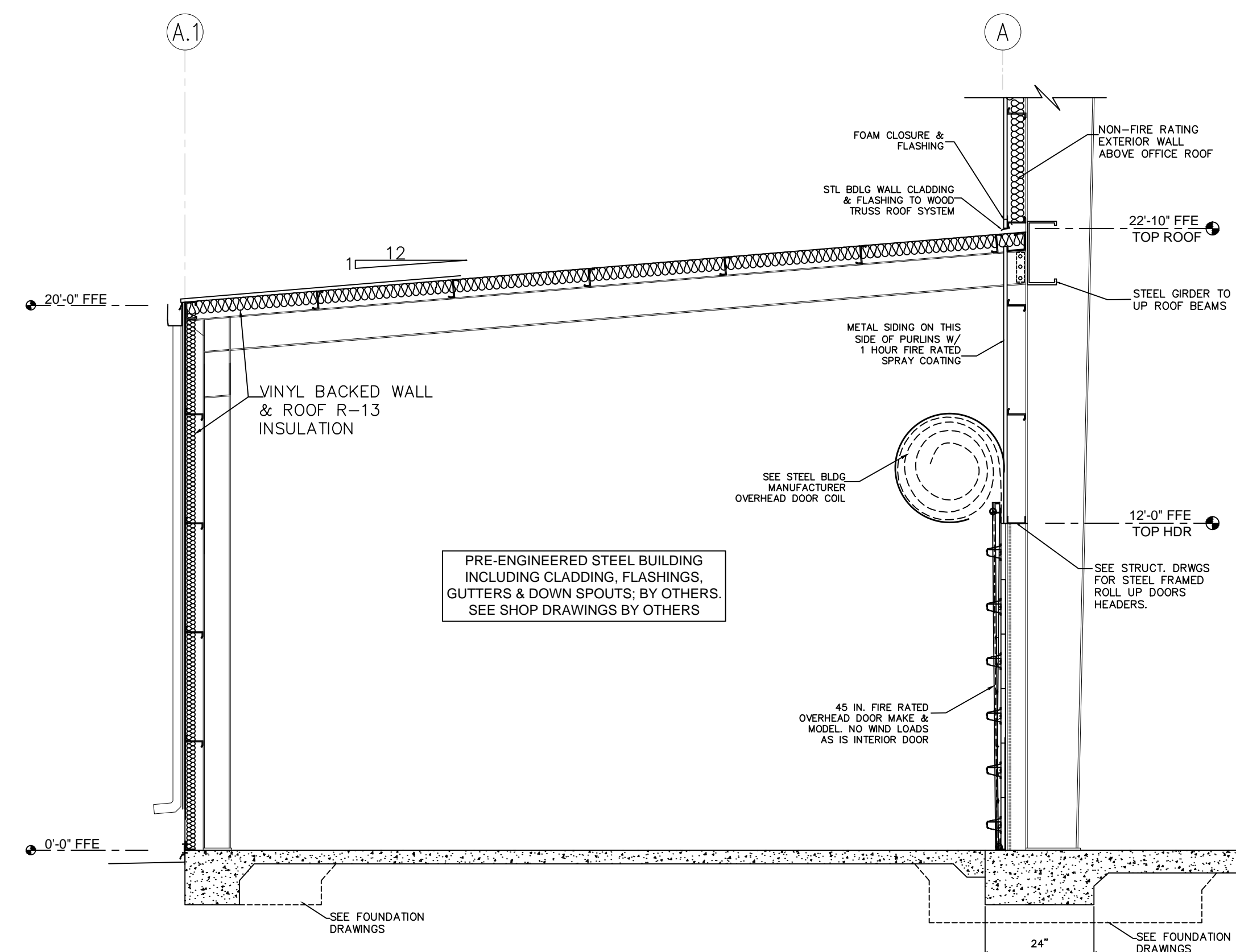
A-8



WINDOW SCHEDULE				
WINDOW (ID)	SIZE (WIDTH X HEIGHT) COMPLY M.C.	TYPE	FRAME	FINISH SCREEN
1	6'-0" x 3'-6"	FIXED	ALUM.	ANODIZED --
2	4'-0" x 5'-8"	FIXED	ALUM.	PAINTED --
3	6'-0" x 3'-0"	FIRE RATED GLASS	45MIN. FIRE RATED	ANODIZED --

WINDOW NOTES:
 1. ALL WIND DESIGN PRESSURES AS PER ELEVATIONS.
 2. CONFIRM M.C.'S PER WINDOW AND DOOR MANUFACTURER PRIOR TO CONSTRUCTION.
 3. EXTERIOR WINDOWS TO BE IMPACT RESISTANT.

FLOORPLAN NOTES	
A1	PRIOR TO GYPSUM & CEILING INSTALLATIONS, G.C. TO HAVE LOW VOLTAGE, SOUND & SECURITY SYSTEMS INSTALLED BY OTHERS UNDER OWNER'S DIRECTION.
A2	OFFICE EXTINGUISHERS TO BE CHEMICAL TYPE 2A 10BC
A3	FIELD CONFIRM OPENINGS FOR WINDOWS & DOORS PRIOR TO ORDERING SAME.
A4	ALL FERROUS METALS TO BE SHOP PRIMED.
A5	PROVIDE RECESSED, W.P. FIRE (EMERGENCY) KEY BOX BY HANGAR MAIN ENTRY DOOR
A6	ALL SHEET MTL FLASHINGS BY STEEL BLDG MANUFACTURER.
A7	ENSURE ALL EDGES AND FACES OF ALL DOORS ARE PNT'D.
A8	ALL SUPPORTS, ACCESS PANELS, FASTENERS, HANGERS, ACCESSORIES, SUPPORTS TO BE HIGH GRADE STAINLESS STL. OR ALUMINUM.
A9	
A10	
A11	
A12	
A13	
A14	
A15	
A16	
A17	
A18	
A19	
A20	



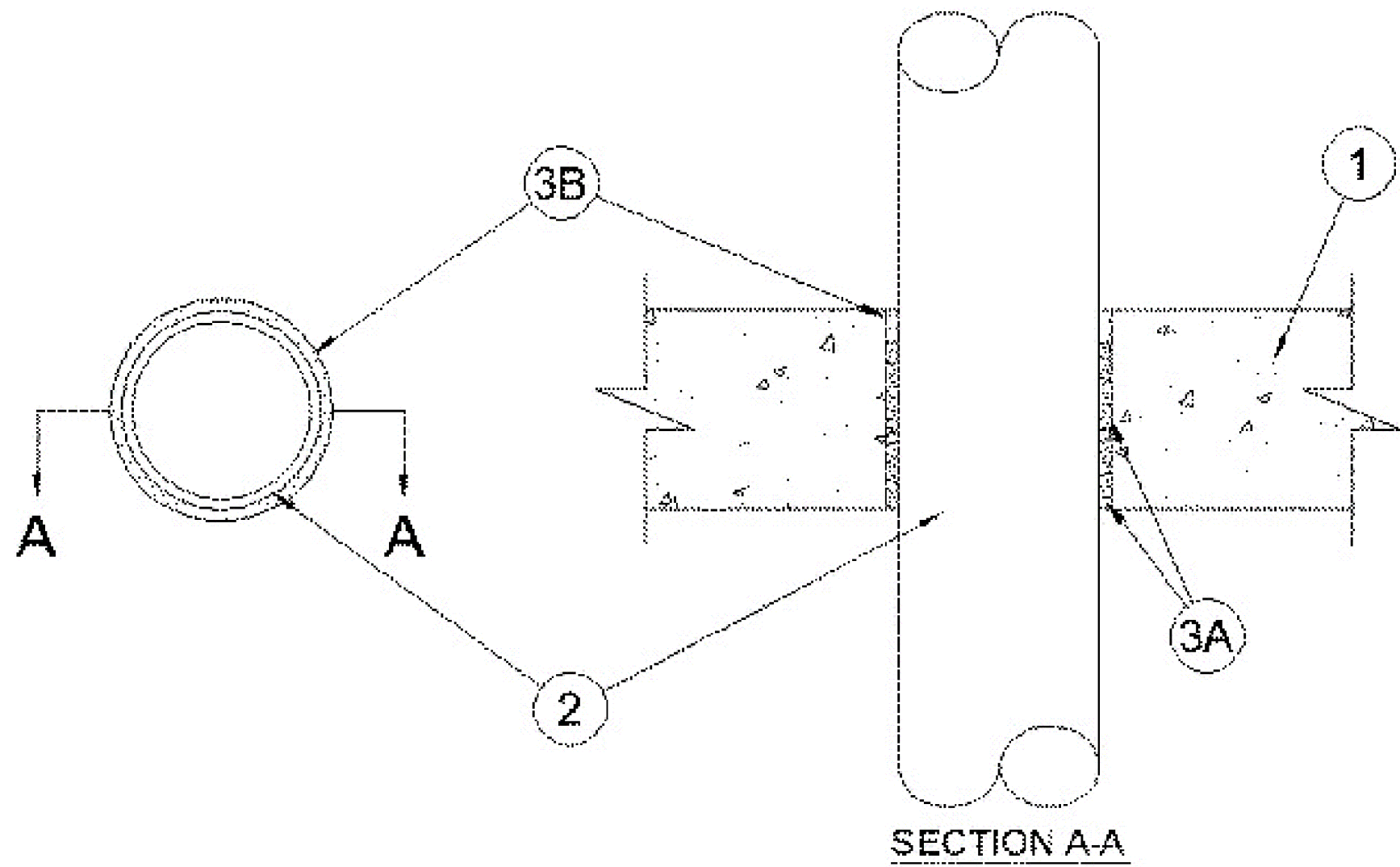
2 EAST WING REPAIR - SECTION
A8 SCALE: 1/8"=1'-0"

System No. C-AJ-2393

April 27, 2005

F Rating - 2 Hr

T Rating - 1 Hr



1. **Floor or Wall Assembly** — Min 4-1/2 in. thick reinforced lightweight or normal weight (100-150 pcf) concrete or 5 in. thick reinforced lightweight or normal weight concrete wall. Wall may also be constructed of any UL Classified **Concrete Blocks***. Max diameter of opening is 5 in.

See **Concrete Blocks** (CAZT) category in the Fire Resistance Directory for names of manufacturers.

2. **Through Penetrants** — One nonmetallic pipe to be installed either concentrically or eccentrically within the firestop system. Annular space between pipe and edge of opening shall be min. 3/16 in. to a max. 5/16 in. Pipe to be rigidly supported on both sides of floor or wall assembly. The following types and sizes of nonmetallic pipes may be used:

- A. **Polyvinyl Chloride (PVC) Pipe** — Nom 4 in. diam (or smaller) Schedule 40 solid or cellular core PVC pipe for use in closed (process or supply) or vented (drain, waste or vent) piping systems.
- B. **Chlorinated Polyvinyl Chloride (CPVC) Pipe** — Nom 4 in. diam (or smaller) SDR 13.5 CPVC pipe for use in closed (process or supply) piping systems.

3. **Firestop System** — The firestop system shall consist of the following:

- A. **Fill, Void or Cavity Material*** — Wrap Strip - Nom 3/16 in. thick by 1-3/4 in. wide intumescent wrap strip. Two layers of wrap strip individually wrapped around pipe with ends butted and held in place with tape. In floors, wrap strip butted side to side and slid into annular space with the lower edge flush with bottom surface of floor. In walls, one wrap strip inserted into annular space from each side of wall, and recessed 1/2 in.

HILTI CONSTRUCTION CHEMICALS, DIV OF

HILTI INC — CP648-E-W45/1-3/4" Wrap Strip

- B. **Fill, Void or Cavity Materials*** — Sealant -Min 1/2 in. thickness of fill material applied within the annulus, flush with top surface of floor of both surfaces of wall.

HILTI CONSTRUCTION CHEMICALS, DIV OF

HILTI INC — FS-ONE Sealant

*Bearing the UL Classification Mark

Through-penetration Firestop Systems

See General Information for Through-penetration Firestop Systems

System No. C-AJ-1215

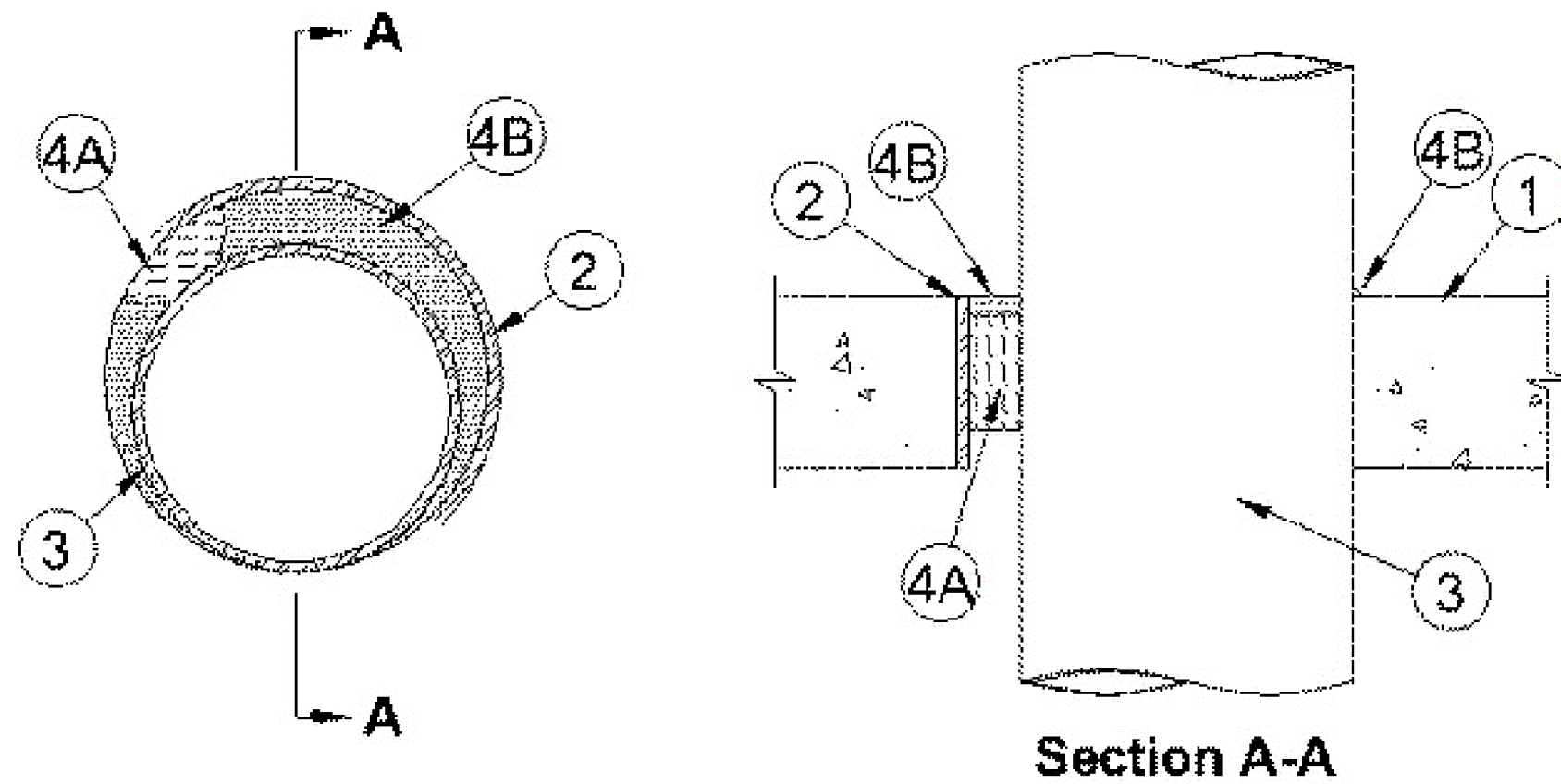
June 08, 2007

F Ratings — 3 and 4 Hr (See Item 4C)

T Rating — 0 Hr

L Rating At Ambient — Less Than 1 CFM/sq ft

L Rating At 400 F — Less Than 1 CFM/sq ft



1. **Floor or Wall Assembly** — Min 4-1/2 in. (114 mm) thick reinforced lightweight or normal weight (100-150 pcf or 1600-2400 kg/m³) concrete. Wall may also be constructed of any UL Classified **Concrete Blocks***. Max diam of opening is 32 in. (813 mm).

See **Concrete Blocks** (CAZT) category in the Fire Resistance Directory for names of manufacturers.

2. **Metallic Sleeve** — (Optional) Nom 32 in. (813 mm) diam (or smaller) Schedule 10 (or heavier) steel sleeve cast or grouted into floor or wall assembly. Steel sleeve may be installed flush or may project a max of 3 in. (76 mm) beyond the floor or wall surfaces.
3. **Through Penetrant** — One metallic pipe or conduit to be installed either concentrically or eccentrically within the firestop system. The annular space between pipe or conduit and periphery of opening shall be min 0 in. (point contact) to max 2 in. (51 mm). Pipe, conduit or tubing to be rigidly supported on both sides of floor or wall assembly. The following types and sizes of metallic pipes or conduits may be used:

- A. **Steel Pipe** — Nom 30 in. (762 mm) diam (or smaller) Schedule 10 (or heavier) steel pipe.
- B. **Iron Pipe** — Nom 30 in. (762 mm) diam (or smaller) cast or ductile iron pipe.
- C. **Conduit** — Nom 4 in. (102 mm) diam (or smaller) steel electrical metallic tubing, nom 6 in. (152 mm) diam (or smaller) steel conduit or nom 1 in. (25 mm) diam (or smaller) flexible steel conduit.
- D. **Copper Pipe or Tubing** — Nom 6 in. (152 mm) diam (or smaller) Regular (or heavier) copper pipe or nom 6 in. diam (or smaller) Type M (or heavier) copper tubing.

4. **Firestop System** — The Firestop system shall consist of the following:

- A. **Packing Material** — Min 3 in. (76 mm) thickness of min 4 pcf (64 kg/m³) mineral wool batt insulation firmly packed into opening as a permanent form. In floors, packing material to be recessed from top surface of floor or from top edge of steel sleeve as required to accommodate the required thickness of fill material. In walls, packing material to be recessed from both surfaces of wall or from both ends of steel sleeve as required to accommodate the required thickness of fill material.
- B. **Fill, Void or Cavity Material*** — **Sealant** — Min 1/2 in. (13 mm) thickness of fill material applied within the annulus. In floors, fill material to be applied flush with top surface of floor or top edge of steel sleeve. In walls, fill material to be applied flush with both surfaces of wall or both ends of steel sleeve. At the point contact location between pipe and concrete, a min 3/8 in. (10 mm) diam bead of fill material shall be applied at the concrete/pipe interface on the top surface of floor and on both surfaces of wall.

SPECIFIED TECHNOLOGIES INC — SpecSeal LC 150 Sealant, SpecSeal LE600 Sealant

- C. **Steel Cover Plate** — (Not Shown) — Min 0.014 in. (0.4 mm) galv steel cut to fit the contour of the through-penetrant (Item 3) with a min 2 in. (51 mm) lap on the top surface of floor and both surfaces of wall assembly around the perimeter of the through-opening. Seams of steel cover plate shall overlap min 1/2 in. (13 mm). Steel cover plate secured to top surface of floor and both surfaces of wall assembly by means of 1/4 in. (6 mm) diam by 1-3/4 in. (44 mm) long steel concrete anchors in conjunction with 1/4 in. (6 mm) by 1-1/4 in. (32 mm) diam steel fender washers spaced max 6 in. (152 mm) OC.

The hourly F rating of the firestop system is dependent upon the use of the steel cover plate. If the steel cover plate is used the F Rating of the firestop system is 4 hr. If the steel cover plate is omitted, the F Rating of the firestop system is 3 hr.

*Bearing the UL Classification Mark

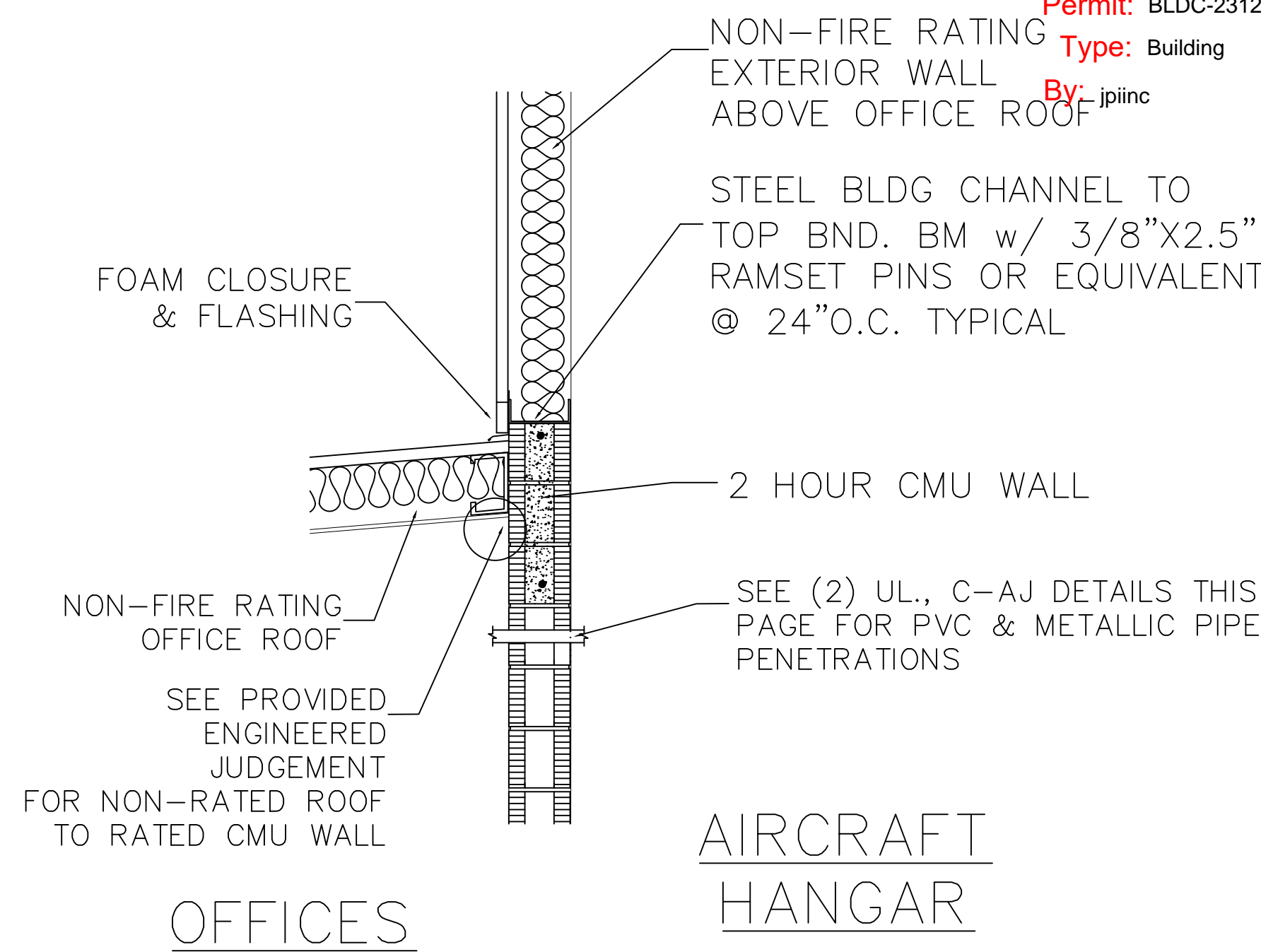
REVIEWED FOR CODE
COMPLIANCE ST. LUCIE
COUNTY BOCC

Permit: BLDC-2312-001960

Type: Building

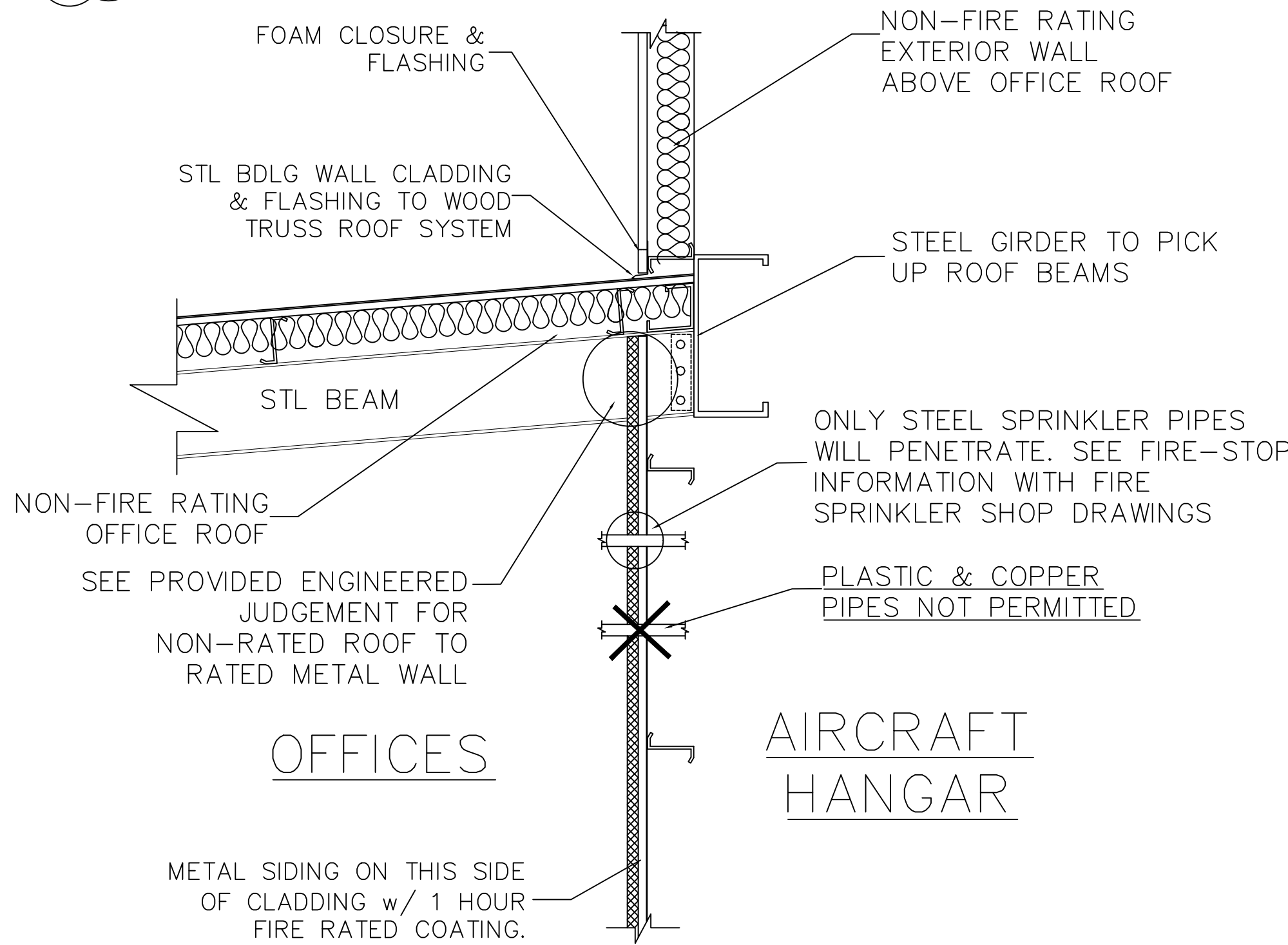
By: jpinc

Date: 08/08/2024



2 HOUR FIRE RATING

UL# U906



1 HOUR FIRE RATING

BXUV-UL# U703



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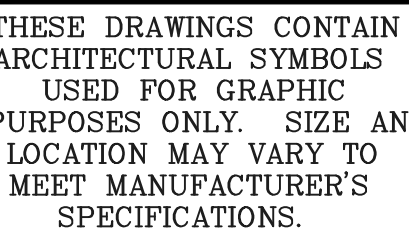
DO NOT SCALE DRAWINGS.
ANY QUESTIONS ABOUT
DIMENSIONS, CONTACT
DESIGNER.

AVIATION MANAGEMENT AND REPAIRS
FORT PIERCE AIRPORT

START DATE:	03.19.18
NO REVISION /ISSUE	DATE
1ST_REVISION	02.26.24
2ND_REVISION	
3RD_REVISION	

CLIENT:
Aviation Management
and Repairs
2916 Curtis King Blvd
Fort Pierce FL 34946

Permit: BLDC-2312-001960
Type: Building
By: jpiinc Date: 08/08/2024



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ANY QUESTIONS ABOUT
DIMENSIONS, CONTACT
DESIGNER.

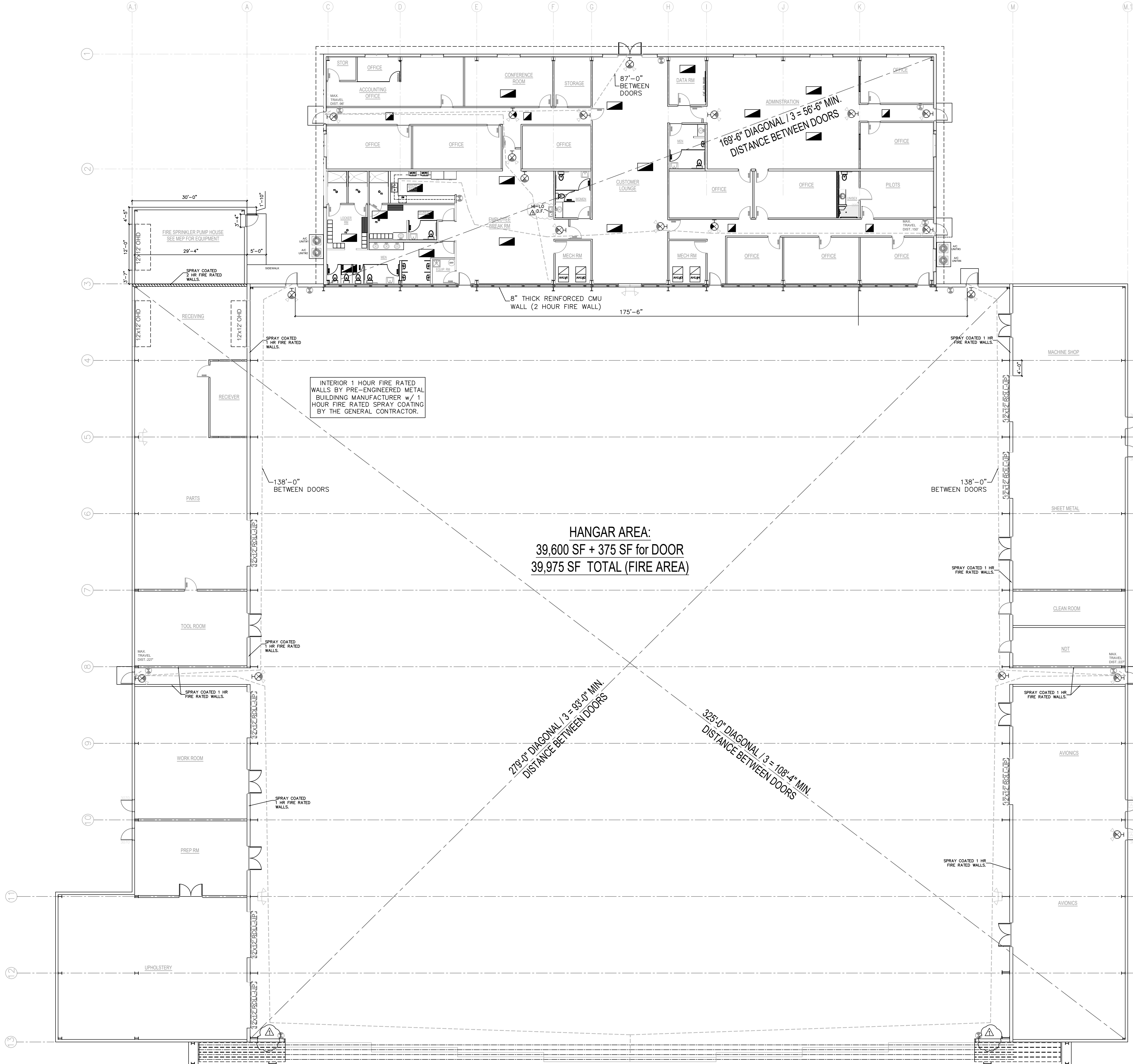
UN-FUELED AIRCRAFT STORAGE & RESTORATION FORT PIERCE AIRPORT, FLORIDA

START DATE:	09.09.21	
NO.	REVISION/ISSUE	DATE
1	1ST_REVISION	02.26.24
2	2ND_REVISION	
3	3RD_REVISION	

CLIENT:
AVIATION MAINTENANCE
PROFESSIONALS
4500 TAILWIND DR. FT.
PIERCE, FL

1

L.S.



LIFE SAFETY PLAN

SCALE: 1/12" = 1'-0"