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 CONTRACTOR(S) SHALL VERIFY EXISTING CONDITIONS AND CORRELATE DIMENSIONS PRIOR TO PROVIDING THE WORK DETAILED IN THESE DRAWINGS, AND SHALL PROMPTLY NOTIFY THE DESIGNER OF ANY DISCREPANCIES.

**NFPA LIFE SAFETY DATA**

FLORIDA FIRE PREVENTION CODE, SEVENTH EDITION INCLUDING NFPA, 1 FIRE CODE AND NFPA 101, LIFE SAFETY CODE, 2018 EDITION

NEW AIRCRAFT HANGAR STORAGE OCCUPANCY CHAPTER 42 ORDINARY HAZARD BUILDING IS NOT FULLY SPRINKLERED

NFPA 42.6 SPECIAL PROVISIONS FOR AIRCRAFT HANGARS

2 MEANS OF EGRESS REQUIRED FROM ALL AIRCRAFT HANGAR AREAS.

EXITS FROM AIRCRAFT STORAGE AREAS SHALL BE AT INTERVALS NOT EXCEEDING 150 FT.

HORIZONTAL EXITS AT FIRE BARRIERS SHALL NOT EXCEED 100 FT. SPACING.

"SMASH DOORS" NOT APPLICABLE

MEZZANINES NOT APPLICABLE.

DEAD ENDS SHALL NOT EXCEED 50 FT. FOR NON HIGH HAZARD AREAS.

MAXIMUM COMMON PATH OF TRAVEL- ORDINARY HAZARD, UN-SPRINKLERED = 50 FT

DEAD END 50 FT. MAX.

MAXIMUM TRAVEL DISTANCE TO EXITS ORDINARY HAZARD, UNSPRINKLERED=200 FT MAX

UNPROTECTED VERTICAL OPENINGS NOT APPLICABLE

INTERIOR WALL AND CEILING FINISHES-PER REQUIREMENTS

DETECTION ALARM & COMMUNICATION NOT REQUIRED

NFPA 409 STANDARD ON AIRCRAFT HANGERS

GROUP III HANGAR TYPE III(200) CONSTRUCTION TYPE PER NFPA 220

HANGAR DOORS LESS THAN 28 FT. HIGH

MAXIMUM FIRE AREA LESS THAN 12,000 S.F.

BUILDING UNSPRINKLERED AS ALLOWED AS ORDINARY HAZARD PER FBC 412.4.6.1

**FLORIDA BUILDING CODE DATA**

FLORIDA BUILDING CODE 2020- SEVENTH EDITION

USE AND OCCUPANCY S-1 AIRCRAFT STORAGE HANGAR CHAPTER 3

SPECIAL DETAILED REQUIREMENTS BASED ON USE & OCCUPANCY CHAPTER 4- 412- AIRCRAFT RELATED SPECIAL REQUIREMENTS

[F] 412.4.6.1 HAZARDOUS OPERATIONS. ANY GROUP III AIRCRAFT HANGAR ACCORDING TO TABLE 412.4.6 THAT CONTAINS HAZARDOUS OPERATIONS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING SHALL BE PROVIDED WITH A GROUP I OR II FIRE SUPPRESSION SYSTEM IN ACCORDANCE WITH NFPA 409 AS APPLICABLE.

1. DOPING.
2. HOT WORK INCLUDING, BUT NOT LIMITED TO, WELDING, TORCH CUTTING AND TORCH SOLDERING
3. FUEL TRANSFER.
4. FUEL TANK REPAIR OR MAINTENANCE NOT INCLUDING DEFUELED TANKS IN ACCORDANCE WITH NFPA 409, INERTED TANKS OR TANKS THAT HAVE NEVER BEEN FUELED.
5. SPRAY FINISHING OPERATIONS.
6. TOTAL FUEL CAPACITY OF ALL AIRCRAFT WITHIN THE UNSPRINKLERED SINGLE AREA IN EXCESS OF 1,600 GALLONS (6057 L).
7. TOTAL FUEL CAPACITY OF ALL AIRCRAFT WITHIN THE MAXIMUM SINGLE FIRE AREA IN EXCESS OF 7,500 GALLONS (28 390 L) FOR A HANGAR WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.

GENERAL BUILDING HEIGHTS AND AREAS  
CHAPTER 5- ALLOWABLE HEIGHT TYPE III B.N.S. 55 FT.

STORIES ABOVE GRADE PLANE S-1, N.S. = 3 MAX

BUILDING AREA, S-1, N.S. = 17,500

AREA MOD. FOR BUILDING C NOT REQUIRED

TYPE CONSTRUCTION: III B

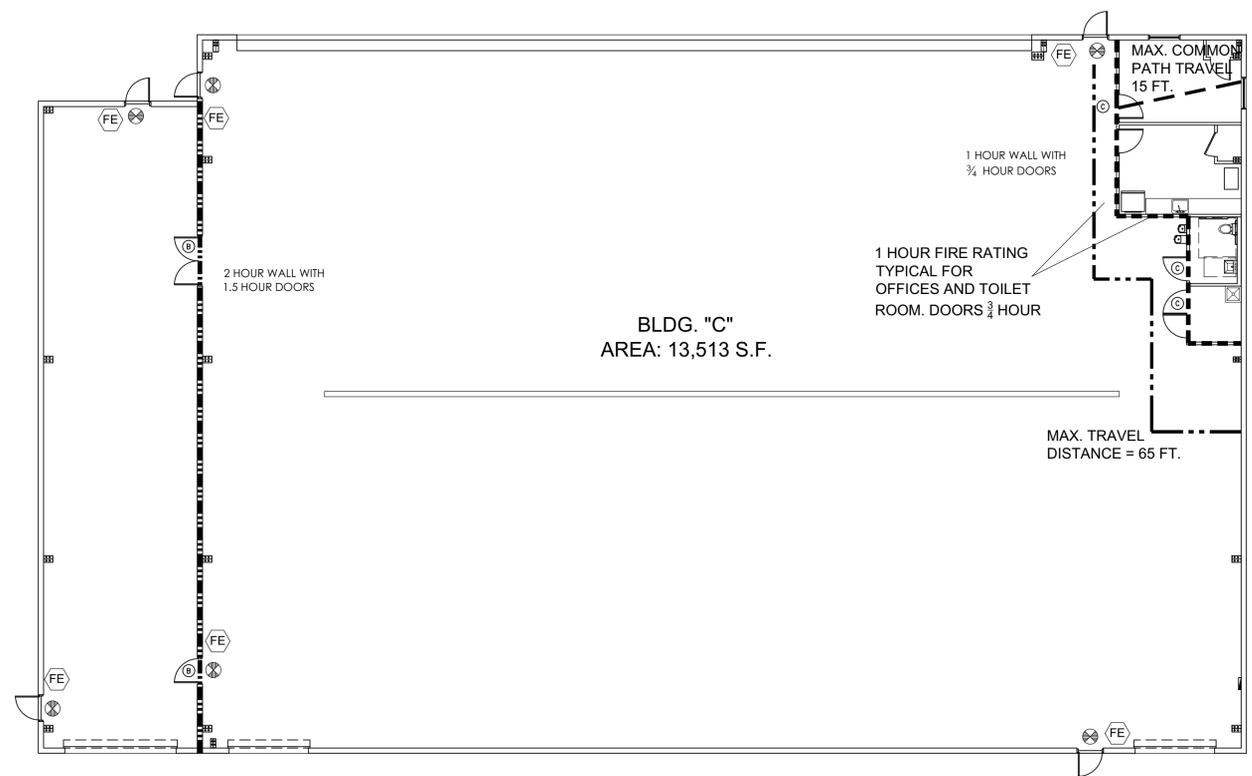
CH 6 FIRE RATED EXTERIOR WALLS S-1 OCC. X IS GREATER THAN OR EQUAL TO 30 FT ALLOW ZERO HOUR RATED EXT WALLS.

**EMERGENCY RADIO SIGNAL / BI-DIRECTIONAL AMPLIFICATION**

ALL BUILDINGS SHALL BE TESTED FOR EMERGENCY RADIO SIGNAL STRENGTH AFTER THE SHELL IS CONSTRUCTED. VERIFY WITH MUNICIPALITY FIRE DEPARTMENT FOR TESTING REQUIREMENTS PRIOR TO TESTING. IF THE BUILDING IS FOUND TO REQUIRE A B.D.A. (BI-DIRECTIONAL AMPLIFICATION SYSTEM) OWNER WILL ENGAGE A SPECIALTY ENGINEER TO DESIGN A BOOSTER SYSTEM IN FULL ACCORDANCE WITH NFPA 72 AND LOCAL AUTHORITIES HAVING JURISDICTION.

DETAILS OF CONSTRUCTION SUCH AS LOCATION OF HEAD END EQUIPMENT AND CABLE PATHWAYS VERTICALLY AND HORIZONTALLY SHALL BE SPECIFIED.

THE CONSTRUCTION DRAWINGS WILL INCLUDE PLANNING FOR POSSIBLE BDA EQUIPMENT LOCATION AND CONDUITS. BDA WILL BE IN A TWO HOUR FIRE RATED ROOM NOT LESS THAN 3' WIDE BY 5' LONG. VERTICAL CABLE CHASES IF NECESSARY WILL NEED TO PROVIDE 2 HOUR FIRE RATING. HORIZONTAL CABLE NEED NOT BE FIRE RATED. CABLE AND EQUIPMENT SHALL NOT BE LOCATED IN STAIRS



**A4 BUILDING C LIFE SAFETY PLAN**  
3/32" = 1'-0"

<b>GENERAL NOTES:</b>	
UN-SPRINKLERED	
<b>FIRE RESISTANCE RATING LEGEND</b>	
PARTITION LABEL	DOOR LABEL
(A) NOT USED	(A) 90 MIN FIRE LABEL DOOR
(B) 1 HOUR FIRE RATED PARTITION	(B) 45 MIN FIRE LABEL DOOR
(C) 2 HOUR FIRE RATED PARTITION	(C) 20 MIN FIRE LABEL DOOR
(D) 3 HOUR FIRE RATED PARTITION	

<b>LEGEND</b>	
---	TRAVEL DISTANCE PATH
---	COMMON PATH
---	DEAD-END CORRIDOR
---	CLG. MTD. DIRECTIONAL EXIT SIGN
---	WALL MTD. EXIT SIGN
---	FIRE EXTINGUISHER - SEMI-RECESSED CABINET W/ 3A 4BC RATING
---	FIRE EXTINGUISHER - WALL MOUNTED WRACKET W/ 3A 4BC RATING
---	F.D. KEY BOX LOCATION (VERIFY W/ F.D. MANUF. TYPE KNOX OR SUPRA)
---	EMERGENCY LIGHT

<b>EGRESS DATA: FBC S-1 OCC</b>	
OCCUPANCY LOAD	S-1
MAX. TRAVEL DISTANCE TO EXIT (FT)	200'
MAX. DEAD END CORRIDOR	20'
MIN. CORRIDOR WIDTH	44"
MIN. CLEAR OPENING	32"
MAX. COMMON PATH (FT)	50'

<b>OCCUPANCY LOAD SUMMARY FBC CH 10</b>			
OCCUPANCY CLASSIFICATION: GROUP S-1			
CAPACITY PER F.B.C. 1004.5 AIRCRAFT HANGARS 1 PER 500 GROSS			
EACH HANGAR IS 5600 SF THEREFORE OCCUPANT LOAD IS 5600 / 500 = 11.2 THEREFORE 13 PEOPLE EACH BAY.			
<b>INTERIOR FINISH CLASSIFICATION LIMITATIONS</b>			
OCCUPANCY S-1 UN-SPRINKLERED			
WALL AND CEILING	EXITS	CORRIDORS	OTHER SPACES
B	B	B	C
CLASS I FLAME SPREAD: 125			
CLASS II FLAME SPREAD: 25-75			
CLASS C FLAME SPREAD: 76-200			
FLOORS CLASS I OR II ARE PERMITTED			
CLASS I CRITICAL RADIANT FLUX: NOT LESS THAN 0.22 W/m <sup>2</sup> BUT NOT LESS THAN 0.45			
CLASS II CRITICAL RADIANT FLUX: NOT LESS THAN 0.22 W/m <sup>2</sup> BUT NOT LESS THAN 0.45			

- LIFE SAFETY SYMBOLS**
- COMMON PATH OF TRAVEL: ---
  - DEAD END: ---
  - MAXIMUM TRAVEL DISTANCE: ---
  - EXIT SIGNS, WITH OR WITHOUT DIRECTION ARROWS: (E) →
  - EMERGENCY LIGHTS: (EL)
  - FIRE EXTINGUISHERS DISTRIBUTED PER REQUIREMENTS ON ALL LEVELS: (F)



Digitally signed by Brian Herbert  
Date: 2022.06.30 14:34:52 -04'00'  
BRIAN P. HERBERT FL AR0015474 (PROJECT)

**POMPANO BEACH AIR PARK PARCEL Y**

601 NE 10TH ST.  
POMPANO BEACH  
FL 33060  
(OWNER)

POMPANO BEACH

<b>COMPANY NAME</b> (REVISIONS)		
No.	Description	Date
1	D.R.C. SUBMITTAL	2022-06-28

**PROJECT STATUS**

D.R.C.  
DATE: 2021-03-24  
PROJECT NUMBER: 83-2020  
SCALE: AS SHOWN  
DRAWN BY: JET  
CHECKED BY: JET  
DRAWING TITLE: BLDG. "C" LIFE SAFETY PLAN



PZ22-12000020  
11/16/2022