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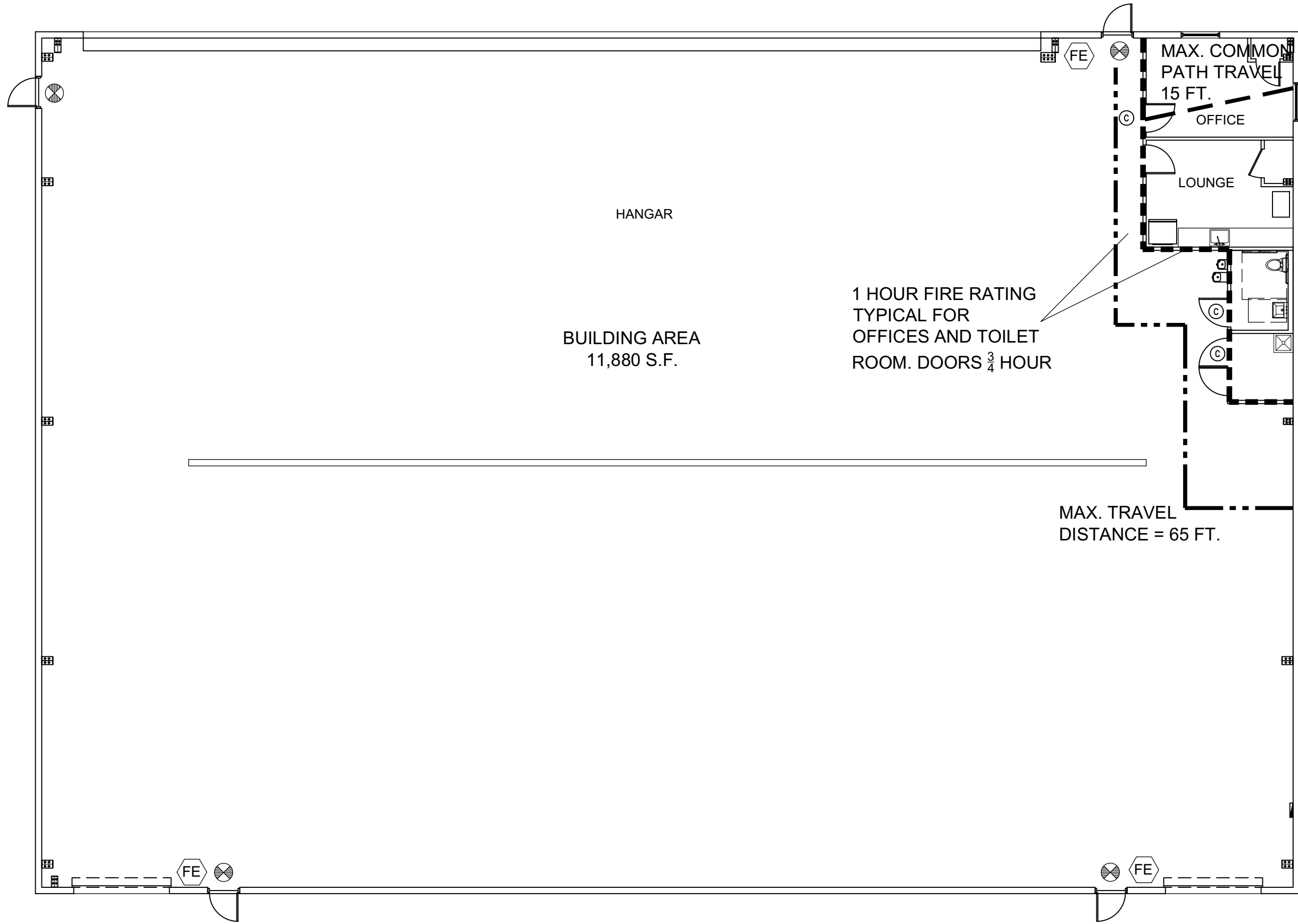
| NFPA LIFE SAFETY DATA | FLORIDA BUILDING CODE DATA |
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| FLORIDA FIRE PREVENTION CODE, SEVENTH EDITION INCLUDING NFPA, 1 FIRE CODE AND NFPA 101, LIFE SAFTEY CODE, 2018 EDITION | FLORIDA BUILDING CODE 2020- SEVENTH EDITION |
| NEW AIRCRAFT HANGAR STORAGE OCCUPANCY CHAPTER 42 ORDINARY HAZARD BUILDING IS NOT FULLY SPRINKLERED | USE AND OCCUPANCY S-1 AIRCRAFT STORAGE HANGAR CHAPTER 3 |
| NFPA 42.6 SPECIAL PROVISIONS FOR AIRCRAFT HANGARS | SPECIAL DETAILED REQUIREMENTS BASED ON USE & OCCUPANCY CHAPTER 4- 412- AIRCRAFT RELATED SPECIAL REQUIREMENTS |
| 2 MEANS OF EGRESS REQUIRED FROM ALL AIRCRAFT HNAGAR AREAS. | [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. |
| EXITS FROM AIRCRAFT STORAGE AREASSHALL BE AT INTERVALS NOT EXCEEDING 150 FT. | 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. TOTALRUEL 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. |
| HORIZAONTAL EXITS AT FIRE BARRIERS SHALL NOT EXCEED 100 FT. SPACING. | GENERAL BUILDING HEIGHTS AND AREAS CHAPTER 5- ALLOWABLE HEIGHT TYPE IIIB N.S. 55 FT. |
| "SMASH DOORS" NOT APPLICABLE | STORIES ABOVE GRADE PLANE S-1, N.S. = 3 MAX |
| MEZZANINES NOT APPLICABLE. | BUILDING AREA, S-1, N.S. = 17,500 |
| DEAD ENDS SHALL NOT EXCEED 50 FT. FOR NON HIGH HAZARD AREAS. | AREA MOD. FOR BUILDING B NOT REQUIRED |
| MAXMUM COMMON PATH OF TRAVEL- ORDINARY HAZARD, UN-SPRINKLERED = 50 FT | TYPE CONSTRUCTION: IIIB |
| DEAD END 50 FT. MAX. | CH 6 FIRE RATED EXTERIOR WALLS S-1 OCC , X IS GREATER THAN |
| MAXIMUM TRAVEL DISTANCE TO EXITS ORDINARY HAZARD, UNSPRINKLERED=200 FT MAX | OR EQUAL TO 30 FT ALLOW ZERO HOUR RATED EXT WALLS. |
| 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 | |

EMERGENCY RADIO SIGNAL / BI-DIRECTIONAL AMPLIFICATION

ALL BUILDINGS SHALL BE TESTED FOR EMERGENY RADIO SIGNAL STREGTH 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 SYTEM 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 B LIFE SAFETY PLAN
3/32" = 1'-0" 0 8' 16' 24'

LIFE SAFETY SYMBOLS

COMMON PATH OF TRAVEL

DEAD END

MAXIMUM TRAVEL DISTANCE

EXIT SIGNS, WITH OR WITHOUT DIRECTION ARROWS

EMERGENCY LIGHTS

FIRE EXTINGUISHERS DISTRIBUTED PER REQUIREMENTS ON ALL LEVELS.

(FE) FIRE EXTINGUISHER 2A-10B:C 5 LB.

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| GENERAL NOTES: UN-SPRINKLERED | LEGEND --- 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 W/BRACKET W/ 3A 4BC RATING F.D. KEY F.D. KEY BOX LOCATION (VERIFY W/ F.D. MANUF. TYPE KNOX OR SUPRA) EMERGENCY LIGHT | EGRESS DATA FBC S-1 OCC OCCUPANCY LOAD S-1 MAX. TRAVEL DISTANCE TO EXIT (FT) 200' MAX. CORRIDOR CORRIDOR 20' MIN. CORRIDOR WIDTH 44" MIN. CLEAR OPENING 32" MAX. COMMON PATH (FT) 50' | OCCUPANCY LOAD SUMMARY FBC CH 10 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. | INTERIOR FINISH CLASSIFICATION LIMITATIONS OCCUPANCY S-1 UN-SPRINKLERED FLOOR CLASS I OR II ARE PERMITTED CEILING CLASS I OR II ARE PERMITTED WALLS CLASS I OR II ARE PERMITTED FLOOR CLASS I OR II ARE PERMITTED CEILING CLASS I OR II ARE PERMITTED WALLS CLASS I OR II ARE PERMITTED |
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Brian Herbert
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Date: 2022.06.30 14:34:17 -04'00'
BRIAN P. HERBERT FL AR0015474
(PROJECT)

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

POMPAÑO BEACH

COMPANY NAME
(REVISIONS)

| No. | Description | Date |
|-----|------------------|------------|
| B | D.R.C. SUBMITTAL | 2022-06-28 |
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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. "B"
LIFE SAFETY PLAN

B-A102

PZ22-12000020
10/19/2022

PZ22-12000020
9/21/2022

PZ22-12000020
8/3/2022