



Pocono Mountains Municipal Airport - Project Status Report
Authority Meeting:
April 2021

Task Order #5 – Construct T-Hangars

- The ADA appeal has been submitted to the Department of Labor & Industry. A response should be anticipated by July 1. A copy of the response is attached to this Update.
- Fulfab is working on their schedule to complete the door sealing.
- LSA has approved up to \$10,000 to install carpet in the office unit. Airport to obtain at least 2 quotes.
- Heated pavement
 - A radiant coil pavement heating system runs approximately \$20/SF. For the 273' length of the building x 5', this would be approximately \$27,300
 - Pavement milling = \$5,000
 - Repaving = 20 TN asphalt = \$5,000 to mobilize & place
 - Total cost estimated = \$40,000 +/-

Task Order #6 - Snow Removal Equipment Building (SRE)

- Delta is proceeding on the design of the 4-bay building. It is currently undergoing an internal QC review.
- The plans will indicate the FAA and non-FAA work for bidding and cost tracking purposes.
- MCCD has approved the NPDES application package and is now conducting the Technical Review.
- Delta is preparing the CA phase contract for this project.
- The BOA has clarified there is no “rush” to advertise this in terms of grant deadlines in the near term. This may give the Authority time to discuss their local funding share if needed.
- The FAA is again funding FY21 projects at 100%. The BOA indicated that the federal portion of the building *should* be funded 100%...but they are still working things out. This would be an approximate \$20,000 savings to the Authority.
- The Local share on the non-AIP half of the building remains at \$185,000 +/- to support the 50% match to the ADP grant.

Task Order #7 - Fuel Farm (ADP-2019-PMMAA-00034)

- Delta is proceeding with the Design. It is currently undergoing an internal QC review.
- MCCD has issued the NPDES Minor Modification approval.
- Delta is preparing the CA phase contract for this project.
- The BOA has clarified there is no “rush” to advertise this in terms of grant deadlines in the near term. This may give the Authority time to discuss their local funding share if needed.
- PP&L has provided a ROW document for the new electrical service. This will need a signature and a notary. Will coordinate this with Dave directly.

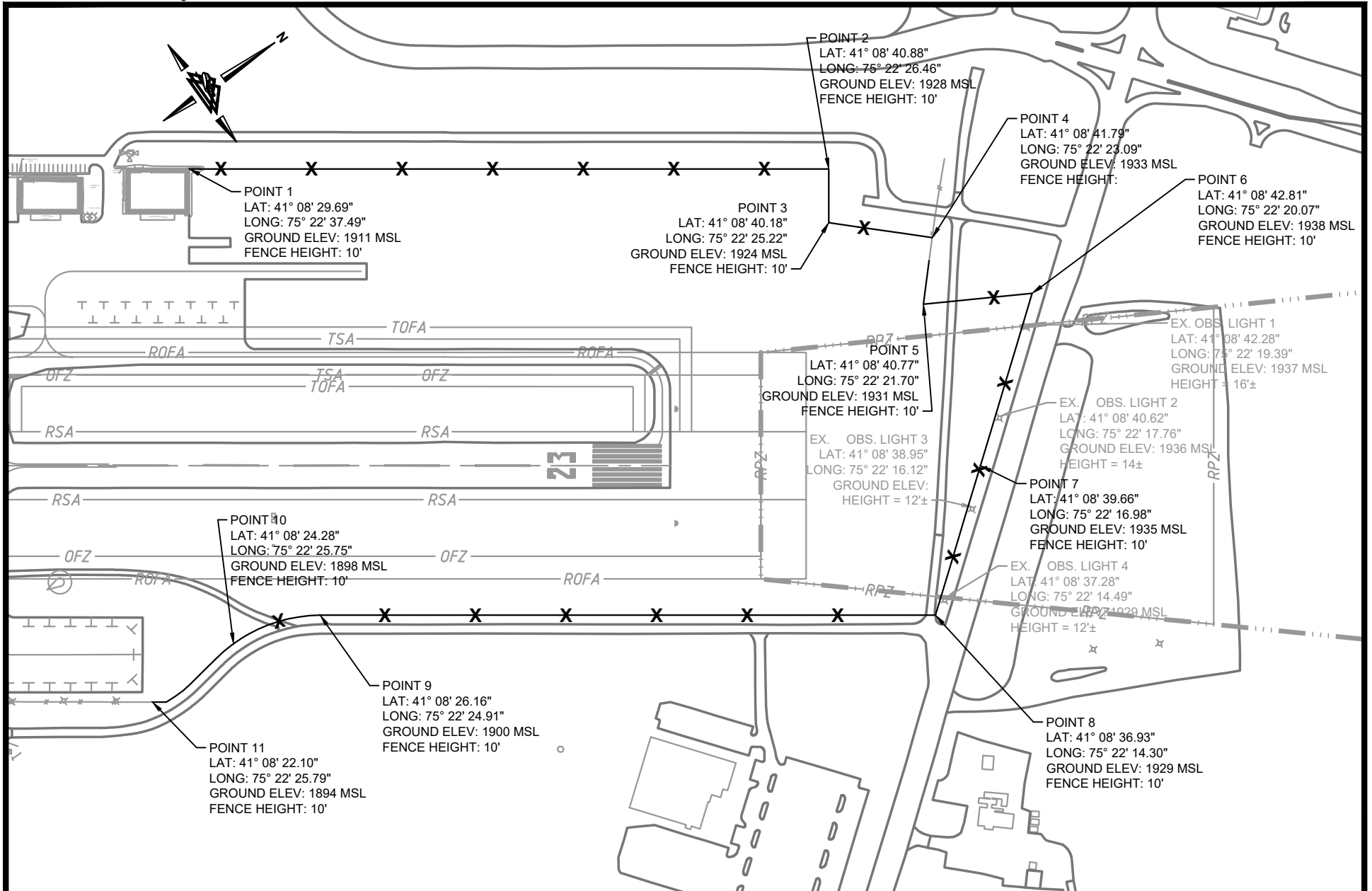
Other Items

- Approximately \$19,000 has been submitted and paid from the \$69,000 CARES Act grant (crack seal and marking). This is all costs to date, understand more to come in the spring.
- The FAA has issued a new grant program (CRRSAA) which will provide an additional \$23,000 to the Airport for operational expenses. The BOA will be working on the grant applications in the coming weeks.
- The FAA has approved the 7460 airspace filing for a potential perimeter fence around the east end of the airport. See attached layout.
- Delta provided updated pavement marking information for Greg

END STATUS REPORT

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7460 SKETCH FOR PROPOSED FENCE POCONO MOUNTAINS MUNICIPAL AIRPORT

EXHIBIT

1

FOR L&I USE ONLY
File No.: _____
Date: _____

UNIFORM CONSTRUCTION CODE (UCC) ACCESSIBILITY ADVISORY BOARD PETITION

This form may be used to file an appeal, seek a variance or an extension of time. When variances are requested, as many variances as needed may be sought via this petition. **Once this petition has been submitted, no changes may be made, and any additional variance requests must be filed via a separate (new) petition.**

Type or print legibly all requested information.

EXPEDITE REVIEW. ADDITIONAL FEE SUBMITTED.

Construction Site (Required)	Building or Structure Name _____ Tenant Name _____ Street Number and Name _____ City _____ Zip Code _____ Political Subdivision _____ County _____
Applicant or Contact Person (Required)	Contact Person _____ Company Name _____ Street Address _____ City _____ State _____ Zip Code _____ Telephone _____ Fax _____ E-mail _____
Filing Requirements (Required)	<ul style="list-style-type: none"> Completed application and any additional information sheets. Two (2) sets of assembled and bound drawings on paper sized at a minimum of 18 in. x 24 in. and drawn to an acceptable architectural scale (preferably 1/4 in. = 1 ft.). If variance concerns accessible route into the structure, a detailed site plan must be provided. Petition form may contain multiple variance requests. FEE SCHEDULE: For an up-to-date listing of fees, please see the Fee Schedule listed on our website (www.dli.pa.gov/Individuals/Labor-Management-Relations/bois) or contact our office for a copy of the Fee Schedule by telephone at 717-787-3806 option 1 or by fax at 717-783-5002. Submit the application, all necessary documentation and check or money order for the appropriate fee, made payable to the Commonwealth of Pennsylvania to: <div style="text-align: center;"> Department of Labor & Industry Accessibility Advisory Board 651 Boas Street, Room 1600 Harrisburg, PA 17121-0750 </div> <p style="text-align: center;">Direct questions to: 717-787-3329 website information: www.dli.pa.gov</p>
Code Information (Required)	Construction involves New Building <input type="checkbox"/> 2015 <input type="checkbox"/> 2018 Construction involves Existing Building <input type="checkbox"/> 2015 IEBC <input type="checkbox"/> 2018 IEBC
FOR L&I USE ONLY	Check #: _____ Amount: _____ Bates #: _____

Municipal Code Official Information	BCO Name _____ Telephone _____ Does the Municipality have an "Accessibility Inspector/Plan Examiner"? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, Name of Individual _____
Appeal of Building Code Official (BCO) Decision (If Applicable)	Please check which of the following form the basis for your appeal: The true intent of the Pennsylvania Construction Code Act (PCCA) or the UCC was incorrectly interpreted. <input type="checkbox"/> The provisions of the PCCA do not apply to this construction. <input type="checkbox"/> An equivalent form of construction was proposed for use. <input type="checkbox"/> Please detail the grounds for appealing this decision, citing provisions of the PCCA or the UCC, or explaining how your proposed construction would be equivalent to that specified in the UCC. If additional space is required, please attach additional 8 ½" x 11" pages. (Include building name on each page.)
Extension of Time Request (If Applicable)	L&I or Municipal Order No. _____ Date Requested to Comply with L&I or Municipal Order _____ Please attach copy of Order and detail the reasons for the extension. Also indicate whether, if granted, this will subject building occupants to conditions that do not comply with the UCC. If additional space is required, please attach additional 8 ½" x 11" pages.
Request for Variance(s) (If Applicable)	Please provide <u>all</u> of the following information for each variance requested. A failure to provide sufficient information will result in the return of your variance request(s) and delay the Board's consideration of your request(s). <ul style="list-style-type: none"> • Indicate what prompted the need to seek a variance. (Some examples: The use and occupancy classification is changing from a "U" to an "M"; the occupant load is changing, and the International Plumbing Code mandates an additional restroom; extensive alterations will be made to an area of primary function.) • The specific code and the section(s) of the code, and <u>any referenced standard</u> mentioned in the specified section(s). • Indicate on your plans what portions of the building will be affected by the variance request. • Detail what your alternative approach entails and any measures that will provide an equivalent degree of compliance with the intent of the UCC. <p>State the reasons for the requested variance, including why the strict letter of the code is impractical and why the modification would not lessen accessibility, health, life and fire safety or structural requirements in the listed code section(s). If additional space is required, please attach additional 8 ½" x 11" pages.</p>

T-Hangar #1
Pocono Mountains Municipal Airport
Supplemental Information for Variance
Accessibility Review
April 19, 2021

Please refer to Sheet 12 – Accessibility Plan of the submitted drawing set for this discussion.

The local Code Official has granted a temporary occupancy permit for this facility and requested this Variance request be submitted to assess an alternate method of providing ADA access to this facility given the unique user group and the means in which it is operated.

The building constructed at the Pocono Mountains Municipal Airport is a T-hangar. The building gets its name from the interior units which are portioned into a “T” shape to house small aircraft. This building houses 12 aircraft and contains two half-T units on each end which are used by the Airport. Unit A is finished as an office space and Unit N as a garage for airport storage. Dedicated parking is often not provided for these buildings because the aircraft owners park inside their hangars when they remove their aircraft. Units A and B were constructed as ADA-accessible.

During the project development it was discussed there may be a need for a restroom at the facility. It was permitted by the local Code Official that an exterior, ADA-accessible restroom on the North Hangar – the hangar to the immediate east of the T-hangar – could serve this purpose. The original intent was to construct an ADA-accessible path between the T-hangar and the North Hangar. However, during construction it was concluded that this would not be a feasible or desirable resolution. To begin, the gradient between the two hangars would result in grades which exceeded 8% in some areas and would thus require a lengthy switchback path which could actually make the travel distance longer than the 300 feet the Code Official wanted to see. Of a more practical nature, it is unlikely the airport could maintain such a path snow-free for much of year. This part of the airfield gets snow drifts which are several feet high, and while the roadway between the hangars can be plowed, the path would be buried below several feet of snow for several months of the year. It is not feasible to plow this winding path.

In recognition that any pedestrian who arrives at the T-hangar would have had to arrive there by vehicle – as there is no pedestrian or non-pilot public access – it was decided to pave an area behind the T-hangar to provide dedicated exterior ADA parking at the T-hangar. In this way, pedestrians could travel by vehicle from the T-hangar ADA parking space to the ADA parking space at the North Hangar for restroom access. The paved parking area is ADA-accessible to both of the ADA-accessible hangar units (A and B).

We believe this situation is consistent with Section 206.2-2 of the ADA Accessibility Standards, which states:

206.2.2 Within a Site: At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

EXCEPTION: An accessible route shall not be required between accessible buildings, accessible facilities, accessible elements, and accessible spaces if the only means of access between them is a vehicular way not providing pedestrian access.

We believe the site meets the Exception criteria as there is no pedestrian way connecting the buildings and the only path connecting them is a roadway.

**T-Hangar #1
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In summary, a Variance is sought for the need for ADA-compliant pedestrian access between the two hangars based on the following:

1. A pedestrian-compliant footpath is impractical to construct on the site due to terrain and cannot be maintained for approximately 4 months of the year.
2. An alternate method is provided to allow for ADA parking at each facility and this provides an equivalent degree of compliance with the ADA Accessibility Standards.
3. The use of a vehicle to commute between the facilities as an alternate approach is applicable and feasible because any person who arrives at the T-hangar would have had to arrive there by vehicle. It is impossible to arrive at the hangar on foot, and those who arrive by aircraft will already have a car at their hangar.
4. The clientele who access this facility are all pilots who are based at the airport and therefore understand the site layout and would have full knowledge of the restroom location and access. There are no non-tenants who access the hangar.
5. The proposed method does not lessen accessibility because all pedestrians at the T-hangar will have access to a vehicle.

End Narrative