

# OXFORD AIRPORT

## Hangarage Options at Oxford - 2009

(update - April 2009)



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New hangar facilities have been built at Oxford for the first time in 30 years. As a consequence of gaining this additional space, a number of established residents may be relocated to different facilities on the airfield, releasing either whole or part hangars for sole, exclusive use or shared occupancy. Dates for availability may vary as circumstances change, but the details below outline some of the current choices. Costs and viewing on request.

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## Hangar No. 11

*Availability:* early May 2009

*Size/Area:* **21,047** sq.ft. / 1955 m<sup>2</sup>  
43.4m (D) by 45m (w)  
internal dims

*Doors:* 7.2m-12.85(H) by 36.48m  
clear open Megadoors

## *Description:*

Brand new geodesic galvanised steel tube structure, 30% translucent roof lights, 900g/m<sup>2</sup> outer skin, 3 section Megadoors. Up to 737-800 / A320 / 319 / 318 and Embraer 190/Lineage 1000 size. Airside access only. Will be blue on completion not white.



Hangarage Options at Oxford 2009 (Cont.)

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**Hangar No. 9 (Whole Hangar)**

Availability: May

Size/Area: **13,919** sq.ft. / 1293 m<sup>2</sup>  
(working area) *plus*  
82 m<sup>2</sup> storage areas  
each side (1,768 sq.ft.)  
Total: **15,687** sq.ft. Up to  
Global/GV(550)/  
BAe 146 size

Description:

Aluminium framed, polygon design structure with 350g/m<sup>2</sup> Naizil PVC membrane cover (15-20 year life). 1/3<sup>rd</sup> translucent skin for max natural lighting. Not insulated/no heating.

Doors: 5.7m (H) by 32.19m clear opening with **8.9m** (H) by 14.5m (W) clear centre section. PVC fabric folding design. Airside access only.



Hangarage Options at Oxford 2009 (Cont.)

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**Hangar 3 (whole hangar)**

*Availability:* April 2009

*Size/Area:* **16,791** sq.ft. / 1560 m<sup>2</sup>  
55m (D) by 28.6m (w)

*Doors:* North - Bellman-type sliding doors 18.1ft (H) with 19.8ft tail cut-out by 73ft (w) clear opening & 7.8m(H) x 27.4m at south end

*Description:*

1940's Bellman hangar but with re-clad exterior, new lights, new floor and re-painted. Oil fired blower heaters. Airside access only. Hawker and other mid-size jet sizes. North end doors allow mid-size jets (Hawker), south end doors allow Falcon / Challenger / Legacy. Ceiling to floor dividing curtain could be made available at any depth.



**Hangar 3 Offices**

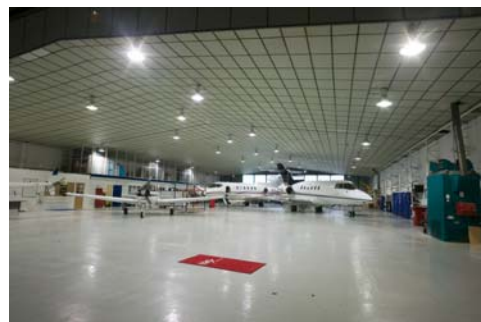
*Availability:* Now

*Size/Area:* **3014 – 3616** sq.ft. / 280-336m<sup>2</sup>

Additional office and store space within the hangar

*Description:*

Refurbished offices adjacent to hangar 3 with modern décor and partition walls with 6 separate rooms, kitchen, toilets, reception area and storage with covered access to hangar at both ends.



## Hangarage Options at Oxford 2009 (Cont.)

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### Hangar 2 north ( two thirds hangar)

*Availability:* 2<sup>nd</sup> Qtr 2009 approx.

*Size/Area:* **10,247** sq.ft. / 952 m<sup>2</sup>  
28m (w) by 34m (D)

*Doors:* Bellman sliding type  
18.1ft (H) all across by  
73ft (w) clear opening.

*Description:*

1940's Bellman hangar but with re-clad exterior, new lights, new floor and re-painted. 6ft dividing panels separating hangar 2/3<sup>rd</sup>s + 1/3<sup>rd</sup>. Oil fired blower heater. Airside access only. Hawker and other mid-size jet sizes. Ceiling to floor dividing curtain could be made available. Basic office space for 3-4 people in hangar.



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### Additional Office Space Options

Typical prefabricated office solution shown below – normally from 3.5m to 5.5m depths

All hangar facilities can be enhanced and complimented by the installation of internal offices – the fastest solution (approx. 2-3 months lead-time) utilising pre-formed partition systems with suspended ceilings.



**Tenure:**

For all premises, generally from 3-5 years considered, dependant upon tenant's intended activity. Longer tenancies will be considered in special cases.

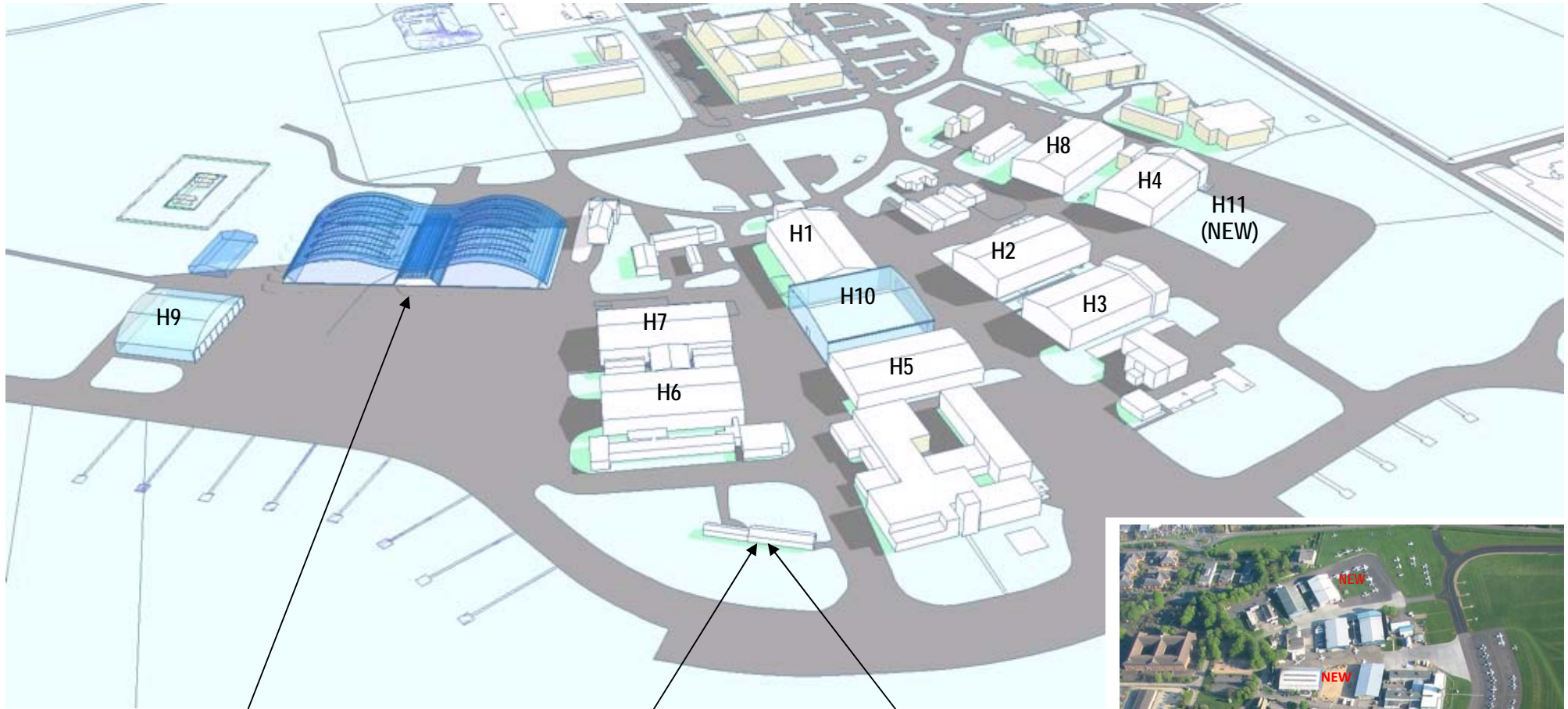
**Rates & Service Charges:**

Business rates are generally for the client's account, rateable values as assessed by the Valuation Officer on behalf of Cherwell District Council, the local authority. Service charges are levied within the terms of any lease and include contributions towards buildings insurance, security, water rates, site maintenance and services and a landlord management fee. In certain circumstances, further services charges may be levied as a contribution to airport ATC and Fire services and utilities (electricity). Oil/Gas (heating) and Electricity are otherwise for the tenant's account and metered accordingly.

Rents, viewing and further details are available upon request with the Airport Administration.

All dimensions herein are approximate and should be verified accurately upon viewing. In most cases, more detailed plans of buildings can be made available.

# Oxford Airport Plan – Hangar Locations



Future 'FBO' Hangar

Terminal

Operations

