

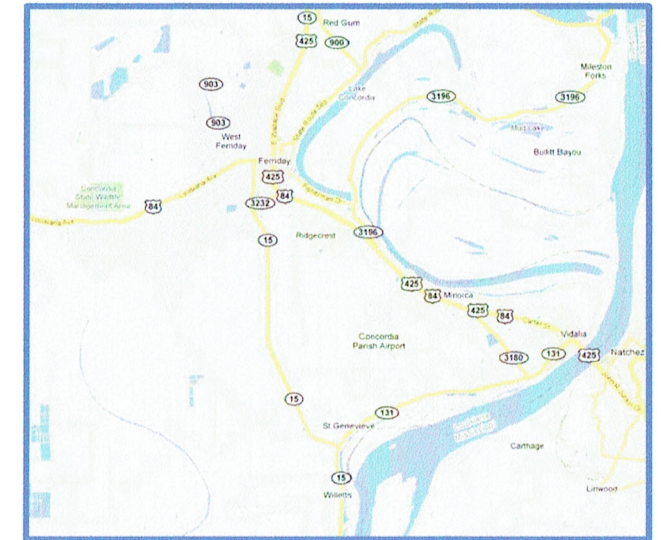
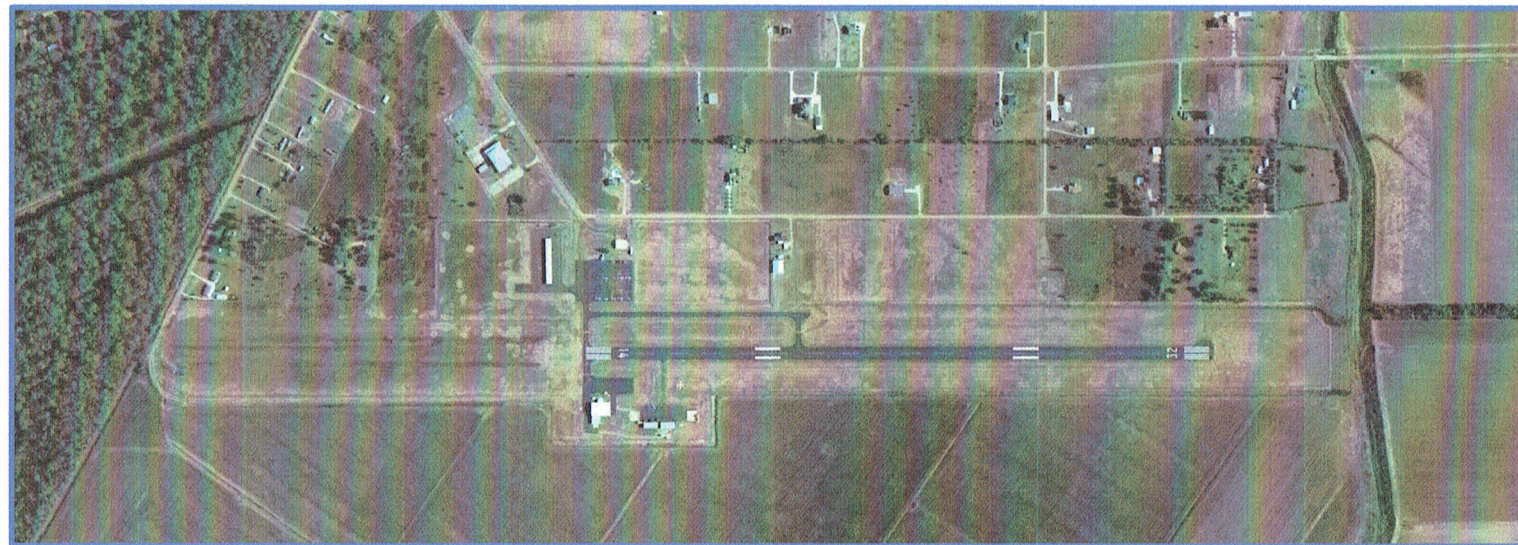
Construction Plans
For Improvements To:

Concordia Parish Airport (0R4)

Concordia Parish Airport Authority
Vidalia, Louisiana

BIL/AIG Project No. 3-22-0061-024-2026

APRIL 2026



Location Map
No Scale

Sponsored By:

Federal Aviation
Administration

Louisiana Department of
Transportation and
Development

Schedule I

Construct 65' x 65' Hangar



ACE
CONSULTING
AND DESIGN

1060 E. County Line Rd.
Suite 3A-290
Ridgeland, MS 39157
(O) 601-882-5533
(F) 601-510-7319

Construction Set - April 2026

Summary Of Approximate Quantities				
Item No.	Description	Unit	Schedule I	
			Estimated	Constructed
C-100	Contractor Quality Control Program	L.S.	1	-
C-102	Silt Fence	L.F.	75	-
C-105	Mobilization	L.S.	1	-
P-101a	Saw Cut	L.F.	135	-
P-101b	Remove Tie Down Anchors	E.A.	6	-
P-101c	Remove Asphalt Pavement	S.Y.	240	-
P-152a	Excavation	C.Y.	1050	-
P-152b	Select Fill	C.Y.	850	-
P-152c	Geotextile Fabric	S.Y.	800	-
P-208	Crushed Aggregate Base Course (6")	S.Y.	150	-
P-610	Portland Cement Concrete (6")	C.Y.	25	-
H-100b	65' x 65' Box Hangar with Bi-Fold Door	L.S.	1	-
T-906	Sodding	S.Y.	100	-

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Airport Design Data	
Criteria	Runway 14-32
Airport Reference Code	B-II Small
Critical Aircraft	Air Tractor 502A
Wingspan	52'
Weight	9,400 lbs
Instrument Runway Type	Yes
Elevation Above MSL	54.3'
Runway Dimensions	3,701' / 75'
Runway Lighting	MIRL
Runway Marking	Visual
Navigational Aids	GPS
Approach Aids	REIL / PAPI
Pavement Type	Asphalt
Runway Strength (1,000 lbs)	12.5 SWG
Runway Safety Area	4,181' / 120'
Runway Object Free Area	4,181' / 250'
Runway Obstacle Free Zone	4,181' / 250'
Taxiway Width	40'

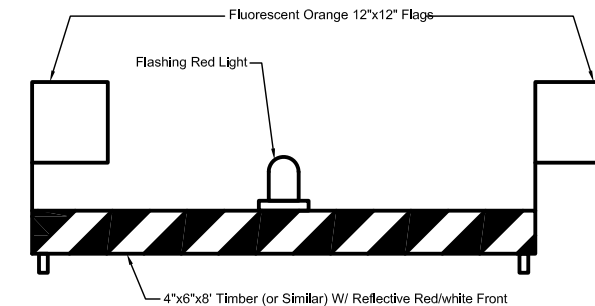
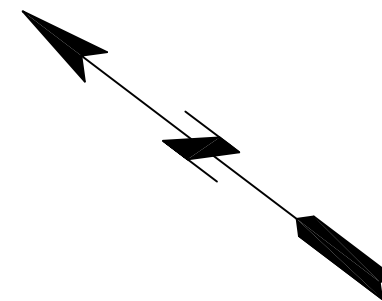
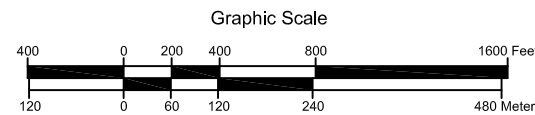
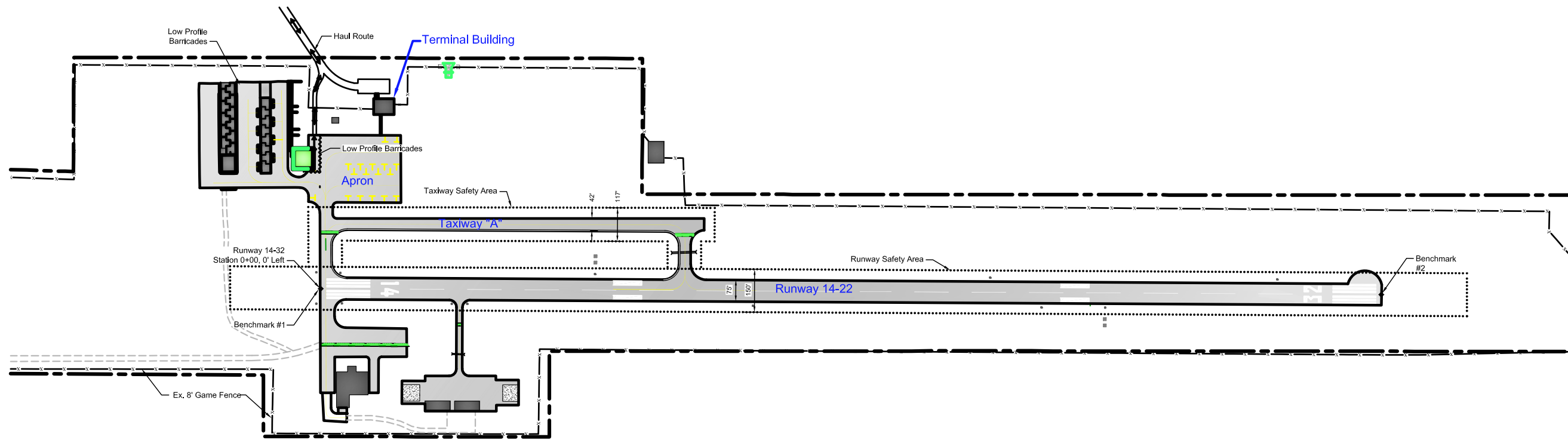
General Notes:

1. All quantities are approximate. Actual quantities will be determined by field measurement.
2. All materials will be obtained from an undesignated source.

Master Legend

	Existing Property Line
	Underground Telephone Line
	Underground Gas Line
	Underground Sanitary Sewer Line
	Underground Water Line
	Silt Fence
	Existing Fence Line to Remain
	New Fence Line
	Existing Fence Line to be Removed
	Dirt Road
	Existing Paved Roads
	Existing Pipe to Remain
	New Pipe
	Existing Pipe to be Removed
	Existing Pavement to Remain
	Existing Pavement to be Reconstructed
	New Pavement
	Existing Pavement To Be Removed
	Existing Buildings
	Rip Rap
	Existing Ditch to Remain
	Existing Ditch to be Removed
	New Ditch
	Existing Contour Line
	Existing 5th Contour Line
	New Contour Line
	New 5th Contour Line
	Haybales
	Rock Check Dams
	Proposed Grade
	Spot Elevation
	Existing Grade

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 Issued For Construction April 2026	ACE Consulting and Design, LLC 1060 E. County Line Road, Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)			Construct 65' x 65' Hangar with B-Fold Door Summary Of Approximate Quantities, Index To Drawings, General Notes And Master Legend
	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26			CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA BIL/AIG Project No. 3-22-0061-024-2026 REV 0
ACE C&D Project No. 0R4-1716		File: 0R4-1716 Gen No	Scale: NTS	SHEET 2 of 9



Example Barricade Detail (or Approved Equal)
No Scale

Note: Large Orange Cones May Be Substituted For Barricades During Daylight Hours

Project Notes:

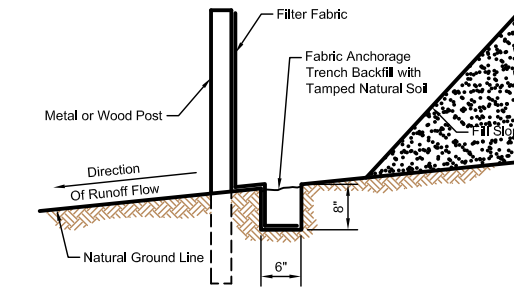
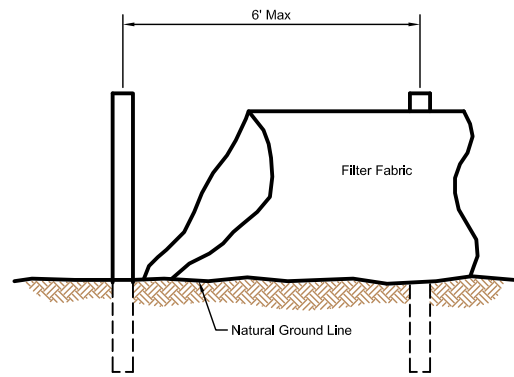
- All stationing and offsets shown on this plan are relative to the centerline of the Runway 14-32, with 0' right being the centerline and station 0+00 being at the north (Runway 14) end.
- Disturbed areas should be reseeded to prevent erosion and/or dust.
- Benchmark locations and elevations are as follows:
Benchmark #1:
Nail, Runway 14-32 Station 0+02.12, 0.90' Right, Elevation 54.02'
Benchmark #2:
Nail, Runway 14-32 Station 37+02.70, 0.01' Right, Elevation 54.29'
Additional control points established by design survey will be provided to contractor prior to construction, but these points will require confirmation to ensure they have not been disturbed.
- Contractor shall locate and proof test all underground cables and locate all utilities in the work area prior to commencing work.
- Contractor shall field locate all underground cables and utilities in the work area prior to commencing work.
- All utility lines shown are approximate and shall be field confirmed by the contractor as to location and depth beneath areas of construction. Any damage to the known lines, or any others not shown, shall be repaired at the contractor's expense.
- Contractor shall be responsible to construct and maintain any necessary access or haul routes at no additional cost to the sponsor. Any new routes established by the contractor shall be reseeded at no additional cost to the sponsor.
- Contractor shall be responsible for obtaining water from an undesignated offsite source. No water source is available on airport property.
- Contractor shall be responsible for coordination with local authorities and regulatory agencies in obtaining any permits which may be required during construction.
- The contractor shall coordinate the scheduling of construction activities with the engineer and the airport manager. When construction activities are to commence, a minimum of 10 days notice shall be given by the contractor. No work shall commence until the contractor has approval of the airport manager and the engineer.

Safety Notes:

- All personnel and equipment shall remain clear of the Runway 14-32 & Taxiway "A" at all times when open. Notam will be issued by the owner prior to construction start.
- Contractor shall submit written concurrence that they will participate in this construction operations/traffic plan prior to the pre construction conference. The contractor shall participate in, but not be limited to, the location of all construction traffic routes, safety markings, barricades and items from the operations plan in the specifications. This plan shall be signed by the contractor and shall become part of the contract.
- All equipment and personnel shall at all times remain a minimum of 75 feet from any active runway centerline and 40 feet from any active taxiway centerline. Construction traffic outside the immediate area of construction is not authorized without permission from the engineer or airport manager.
- Refer to Section 80, General Provisions, of the project specifications for safety requirements during construction.
- Notams will be issued by the airport manager prior to the installation of safety devices.
- Lighted barricades are not required for this project; however they can be used.
- Temporary runway closure X's will be placed at each end of Runway 14-32 on the runway numerals as directed by the Engineer. These markers will remain during all runway closures.
- Contractor shall monitor existing pavement conditions on haul routes. If pavements show signs of yielding or failure, traffic will be halted and alternate haul routes will be approved by the engineer.
- Pavements will be maintained clear of mud and debris from construction traffic or operations.
- Efforts will be made to minimize impact to the contractor's activities, but airport safety and operational considerations shall be paramount.
- Contractor shall coordinate with engineer and airport manager to issue a notam when work is performed within 40' of taxiway centerline.
- Contractor shall maintain the aircraft operational area (AOA) free of debris and shall monitor unicom while within the AOA.
- The contractor shall monitor local air traffic on unicom frequency 122.8 mhz
- All partial taxiway closures shall be with the concurrence of the airport manager, who shall have at least 2 weeks notice.
- The contractor will place a lock on the access gate during construction. This gate will be locked during non-construction times and will remain closed when not in immediate use. The owner will not be responsible for equipment or supplies left on the airport.
- Care must be taken to not damage any airside signs, lights, or pavements. Traffic will not be allowed on airside pavements except for limited access on Taxiway A to the work areas near the apron.
- The contractor shall brief all vehicle operators on the construction operations plan prior to their being allowed onto the project. Additionally, all onsite personnel shall be familiar with FAA Advisory Circular 150/5370-2e, operational safety on airports during construction.
- Aircraft shall have the right-of-way over all other vehicles. At no time will the contractor's equipment or vehicles be permitted on any active airport operations area without approval from the airport manager or the engineer. All construction vehicles shall have flags or beacons on them while within the airport operations area (within the fence).
- All work associated with the installation, maintenance, and removal of the barricades shall be performed by the contractor as an incidental part of various bid items.
- Contractor access to the airport operations area (inside the fence) will be limited to areas of construction per this sheet. Access and departures will only be through designed gates which will be closed when not in use (unless arranged otherwise in advance with the airport manager).

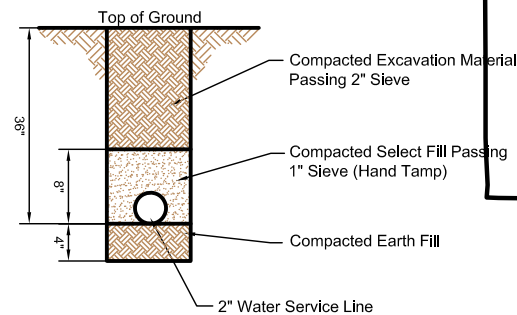
REV No.	DATE	BY	DESCRIPTION

<p>ACE Consulting and Design, LLC 1060 E. County Line Road Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)</p> <p>Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26</p> <p>Issued For Construction April 2026</p>	<p>Construct 65' x 65' Hangar with B-Fold Door Construction Operations & Project Layout Plan, Safety & Project Notes</p>
	<p>CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA</p>
	<p>BIL/AIG Project No. 3-22-0061-024-2026</p>
<p>ACE C&D Project No. 0R4-1716</p>	<p>File: 0R4-1716 Ops plan Scale: N.T.S SHEET 3 of 9</p>



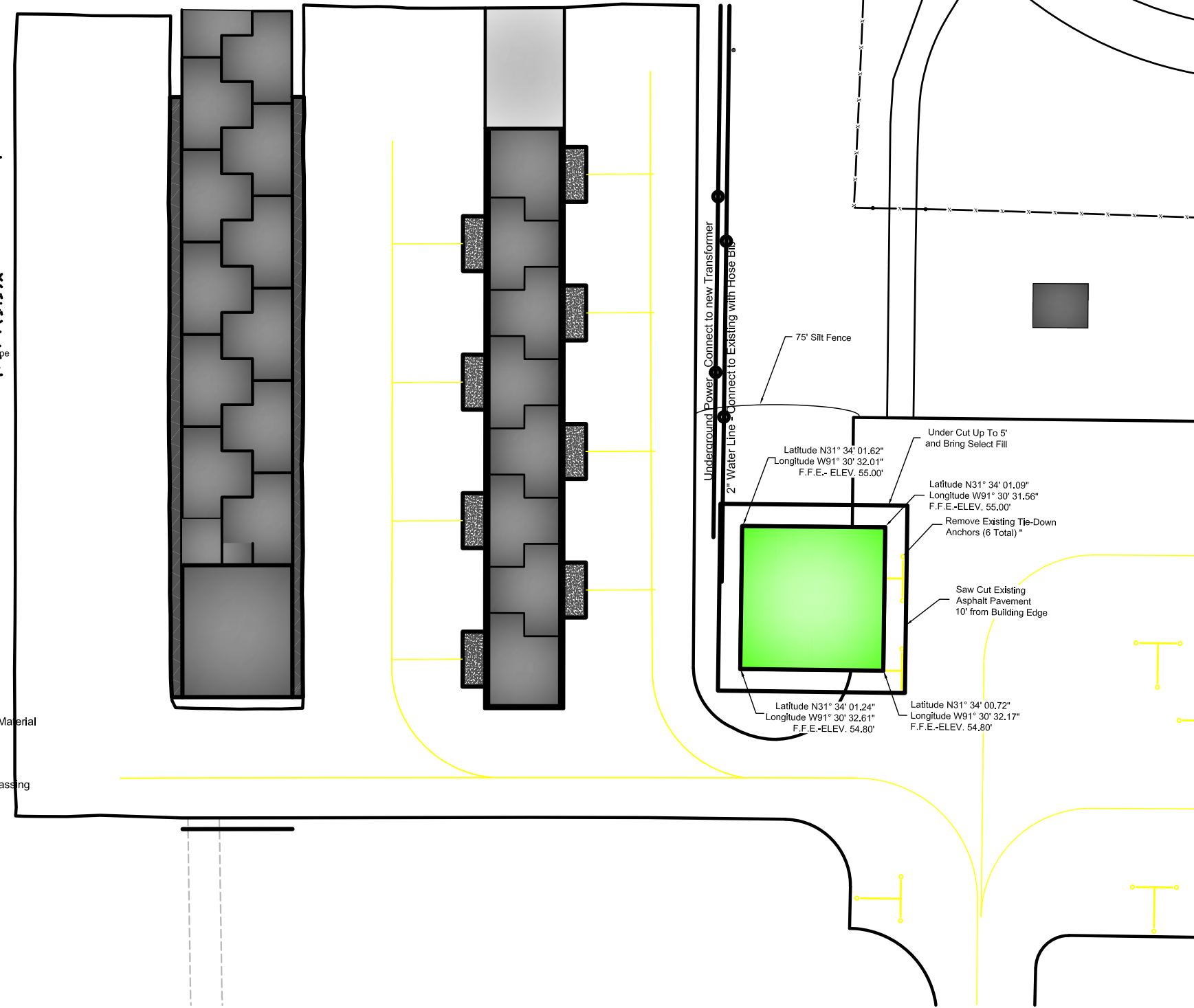
Silt Fence Detail

No Scale



Water Service Line Detail

No Scale



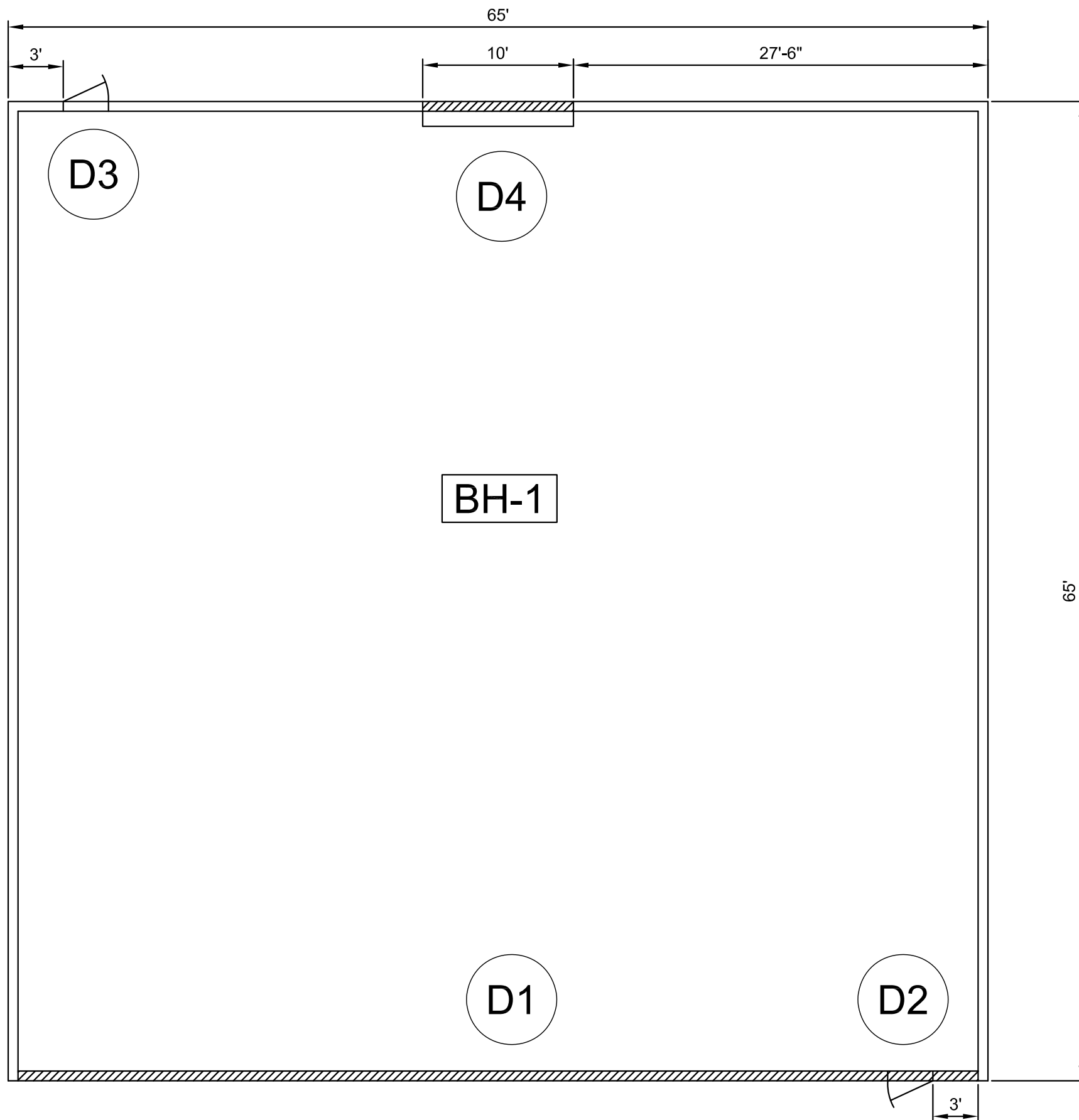
Project Notes:

- Controls**
- Disturbed areas should be re-seeded to prevent erosion and/or dust.
 - Benchmark locations and elevations are as follows:
 Benchmark #1:
 SIP, Runway 14-32 Station 0+00, 97.74' Left, Elevation 52.48'
 Benchmark #2:
 SIP, Runway 14-32 Station 24+78.45, 186.09' Right, Elevation 51.61'
 Benchmark #3:
 SIP, Runway 14-32 Station 31+73.33, 255.91' Left, Elevation 53.24'
 Benchmark #4:
 SIP, Runway 14-32 Station 69+37.36, 143.44' Left, Elevation 55.89'
 Additional control points established by design survey will be provided to contractor prior to construction, but these points will require confirmation to ensure they have not been disturbed.
- Utilities**
- All utility lines shown are approximate and shall be field confirmed by the Contractor as to location and depth beneath areas of construction. Any damage to the known lines, or any others not shown, shall be repaired at the Contractor's expense.
 - Contractor shall locate and proof test all underground cables and locate all utilities crossed by the Contractor's haul route. Contractor shall utilize One Call or other utility notification methods to ensure underground utility locations are marked by the owners. Contractor shall provide results of proof test to the engineer prior to construction.
- Waste**
- Contractor shall coordinate with Resident Engineer on disposal of waste and excess excavation. Offsite waste disposal by the Contractor shall be in accordance with all applicable laws and at no additional cost to the Sponsor.
- Haul Routes**
- Contractor shall be responsible to construct and maintain any necessary access or haul routes at no additional cost to the Sponsor. Contractor shall monitor pavement conditions on haul routes. If pavements show signs of yielding or failure, traffic will be halted and alternate haul routes will be approved by the Engineer. Any new routes established by the contractor shall be restored and re-seeded at no additional cost to the sponsor. Construction staging area, plant site, and any other disturbed area beyond the authorized seeding limits shown in the typical sections shall be the responsibility of the contractor. Re-seeding of these areas will be performed at no additional cost to the sponsor.
 - Disturbed areas shall be re-seeded to prevent erosion and control dust. Haul roads, construction staging area, plant site, and any other disturbed area beyond the authorized seeding limits shown in the typical sections shall be the responsibility of the Contractor. Re-seeding of these areas will be performed at no additional cost to the Sponsor.
- Water and Permits**
- Contractor shall be responsible for obtaining water from an undesignated offsite source. No water source is available on Airport Property.
 - Contractor shall be responsible for coordination with local authorities and regulatory agencies in obtaining any permits that may be required during construction.
- Construction Scheduling**
- The contractor shall coordinate the scheduling of construction activities with the engineer and the airport manager. When construction activities are to commence, a minimum of 10 working days (2 weeks) notice shall be given by the contractor. No work shall commence until the contractor has approval of the airport manager and the engineer.

Sheet Notes:

- Disturbed areas will be sodded.
- Contractor to undercut hangar site 75' x 75' up to 5' in depth. Geotextile fabric shall be placed at bottom of cut prior to select fill placement. Select fill shall be placed in 9" lifts.
- Water line is incidental to the hangar and should be included in the hangar cost.
- Power line is considered part of the hangar.
- The circles on both the water line and power line indicate placement of "T"s for future development.

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 ACE Consulting and Design, LLC 1060 E. County Line Road, Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)	Construct 65' x 65' Hangar with B-Fold Door Hangar Corner Location Plan			
	CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA BIL/AIG Project No. 3-22-0061-024-2026			
Issued For Construction April 2026	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26	ACE C&D Project No. 0R4-1716	File: 0R4-1716 Site Plan	Scale: 1" = 30'-0" SHEET 4 of 9



General Notes

1. Plan sheets are for conceptual purposes to assist contractor in preparing bid package. The Contractor shall provide building design and all associated shop drawings necessary to complete project.
2. Contractor shall submit roof and wall panel systems for approval by Engineer. Details are for conceptual purposes only.
3. Finish floor elevation to be confirmed in the field and approved by Engineer.
4. New building structure to be rigid frame or as approved by the Engineer.
5. All plumbing and bathroom exhaust fan shall vent through the wall.

Utility Notes:

1. Contractor is responsible for locating all utilities before construction.
2. Utilities to remain must be protected from damage. All tie-ins and connections shall be sound and will be inspected by the engineer.
3. The contractor is responsible to repair or replace utilities damaged during construction.
4. Waste utility materials will be removed from airport property and disposed of by the contractor.
5. All trenches must be filled or covered to the engineer's satisfaction.
6. Waterline and sewer dimensions may be varied slightly for standard pipe lengths.

Fire Marshal Notes:

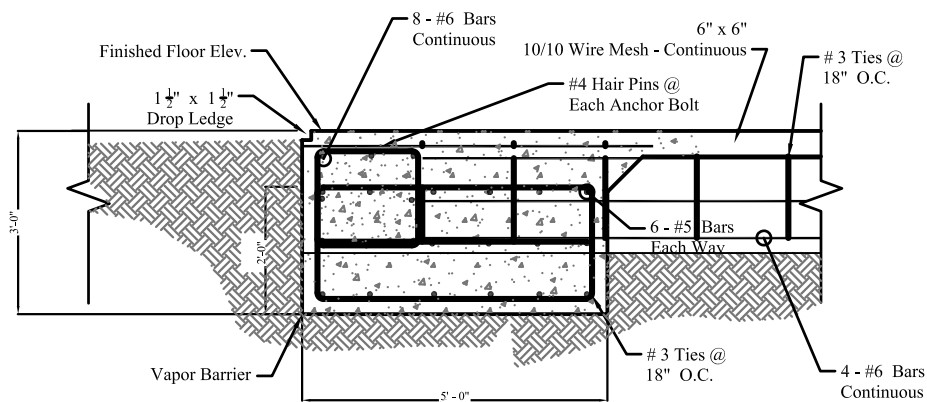
1. Exposed interior insulation attached to walls and roofs in an aircraft storage or servicing area of a hangar shall comply with the special provisions for aircraft storage hangars, interior wall and ceiling finish criteria of NFPA 101.
2. Partitions and ceilings separating aircraft storage and servicing areas from other areas, such as shops, offices, and parts storage areas, shall have at least 1-hour fire resistance rating with openings protected by listed fire doors having a fire resistance rating of at least 45 minutes.
3. Grounding facilities shall be provided for removal and control of static electrical accumulations on aircraft while aircraft are stored or are undergoing servicing in a hangar.

An adequate number of floor-grounding receptacles shall be provided. The receptacles shall be either grounded through individual driven electrodes or electrically bonded together in a grid system and the entire system grounded to underground metal piping or driven electrodes. Where driven electrodes are used, they shall consist of 15.9 mm (1/2 in.) diameter or larger metal rods driven at least 1.5 m (5 ft) into the ground. Floor-grounding receptacles shall be designed to minimize the tripping hazard.

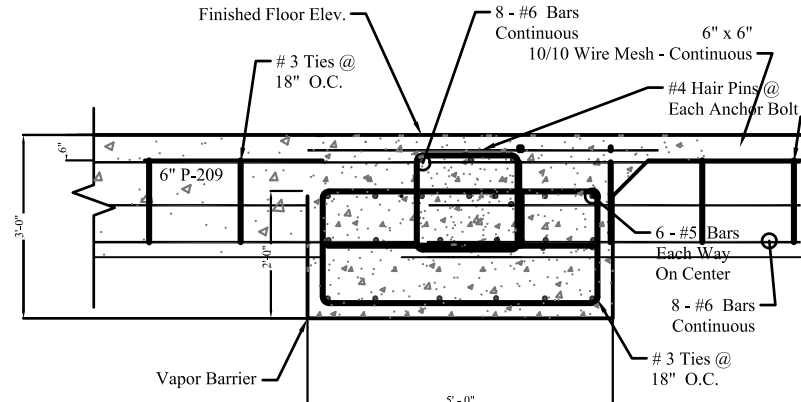
Grounding wires shall be bare and of a gauge that will be satisfactorily durable to withstand mechanical strains and usage.
4. Means of egress from the aircraft hangar shall comply with NFPA 101.
a) Where permitted in Chapter 12 through Chapter 42, horizontal-sliding or vertical-rolling security grilles or doors that are part of the required means of egress shall be permitted, provided that they meet the following criteria:
(1) Such grilles or doors shall remain secured in the fully open position during the period of occupancy by the general public.
(2) On or adjacent to the grille or door, there shall be a readily visible, durable sign in letters not less than 1 in. (25 mm) high on a contrasting background that reads as follows: THIS DOOR TO REMAIN OPEN WHEN THE BUILDING IS OCCUPIED.
(3) Doors or grilles shall not be brought to the closed position when the space is occupied.
(4) Doors or grilles shall be operable from within the space without the use of any special knowledge or effort.
5. In aircraft storage and servicing areas, the distribution of portable fire extinguishers shall be in accordance with EXTRA HAZARD classification outlined in NFPA 10.
6. Locks on doors in means of egress shall not require the use of a key, special device or special knowledge to open in the direction of egress.
7. Doors shall be capable of being opened with ONLY one releasing operation. A two-step release, such as a knob and an independent slide bolt, or any additional exit request button, is NOT acceptable.
8. Insulation and insulation assemblies shall meet the requirements of Section 719, International Building Code, 2006 Edition.

Door Type	Size, Type	Height	Door Material	Opening Device	Deadbolt	Knob Lockset (Keyed)	Comments
Sch. I (C)	62'-8" Min. Bl-Fold	19'-0" Clear Min.	Metal	Electric Opener	No	No	3 Button Actuator with Up-Stop-Down
Sch. I (C)	3'-0" Right Hand	Standard Height	Metal	None	Yes	Yes	Keyed with Matching Lock To D3
Sch. I (C)	3'-0" Left Hand	Standard Height	Metal	None	Yes	Yes	Keyed with Matching Lock To D2
Sch. I (C)	10'-0" Roll Up	10'-0"	Metal	None	No	No	Manual Operation

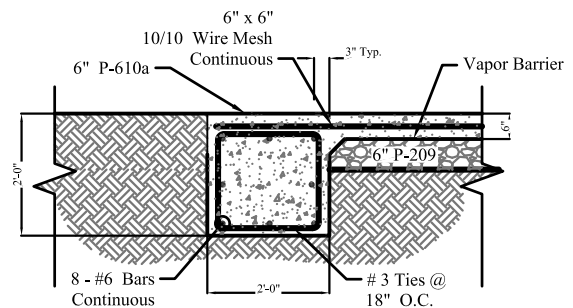
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	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26			CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA
	ACE C&D Project No. 0R4-1716			BIL/AIG Project No. 3-22-0061-024-2026
	File: 0R4-1716 Hangar Plan Scale: N.T.S.			SHEET 5 of 9



5' X 5' X 3' Exterior Footer Detail
Scale: 1" = 2'-0"



5' X 5' X 3' Interior Footer Detail
Scale: 1" = 2'-0"

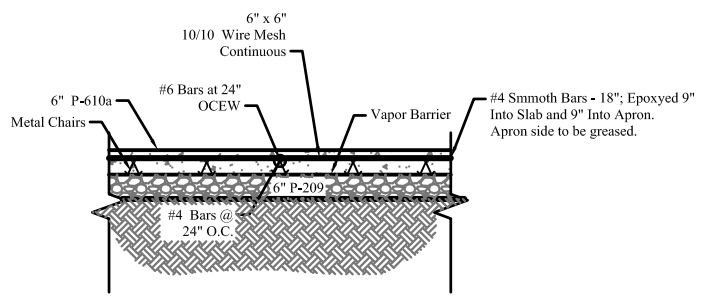


Grade Beam Detail
Scale: 1" = 2'-0"

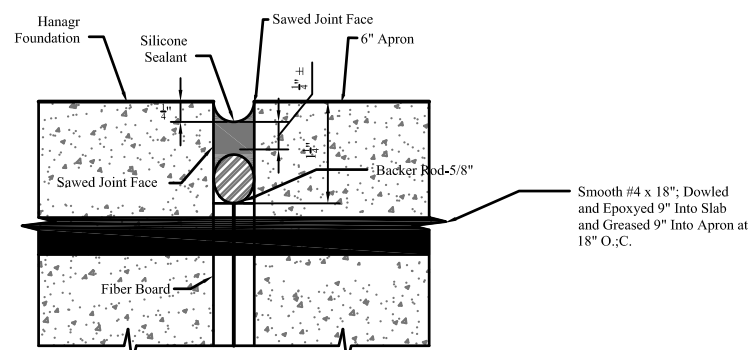
General Notes

- The governing code is the IBC 2015 Edition.
- Design loads:
Dead - Per the building manufacturer
Live - 80 PSF for finished areas
Roof Live - 20 PSF
Snow Live - 5 PSF
Wind - 105 MPH
Importance Factor = 1.0
Exposure Category C
Surface Roughness C
Seismic Design Category B
Importance Factor = 1.0
S_s = 0.20, S₁ = 0.09
Site CLASS D
Building use Category U and R-3
Occupancy Category 2

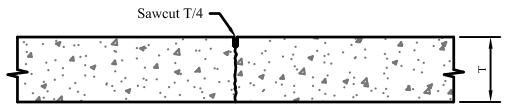
Note: all loading criteria pertaining to the building superstructure shall be certified by the supplier of the pre-engineered metal building system and shall be so noted on his shop drawing submittals. The metal building supplier shall provide all pertinent data regarding member sizes, anchorage details, bay spacings, lateral stability at column bases, dimensions, and detailing to enable the Contractor to properly coordinate construction activities.
- The Contractor shall be responsible for location of the structure, orientation, bench marks, reference floor elevations, lines, and grades, and shall verify same with recommendations of geotechnical report prior to excavating for the foundation.
- Foundation design is based upon a maximum soil bearing capacity of 2,000 PSF.
- Site drainage of surface moisture shall provide a positive slope finish grade away from all sides of the building perimeter, and extensions of downspouts shall be at least three feet (3') away from exterior perimeter walls (or well beyond the limits of backfill, whichever is greater). Concrete splash blocks are recommended, but may be omitted wherever finish grade will be paved.
- Site-cast concrete shall be made with Type II (Alkali Resistant) cement and shall attain a minimum compressive strength of 4,000 PSI within 28 days. The mix design shall include 1% (+/- 1%) air entrainment and shall be placed and cured in accordance with the ACI Manual Of Concrete Practice, Volumes 1 through 5. Slump at the time of placement shall not exceed four inches (5"), and mechanical vibration shall be employed for consolidation to eliminate voids and honeycombing.
- Chloride salts (especially calcium chloride) shall not be used to accelerate hardening of the concrete. No admixtures shall be incorporated in the concrete mix design without the knowledge and approval of the Engineer.
- Concrete reinforcing steel shall be ASTM A-615 Billet bars, grade 40, as detailed. Lap bars at least thirty (30) bar diameters at splices and provide corner bars to match horizontal reinforcing.
- Structural steel, embedment steel, and connections shall conform to ASTM A-36 and shall be fabricated and erected in accordance with AISC specifications and code of standard practice. All steel connections and embedments installed below grade shall be waterproofed or other effective waterproofing compound before backfill material is placed.
- Anchor bolts may be ASTM A-307 steel; all other bolts shall conform to ASTM A-325. Installation and torquing of bolts shall be performed in accordance with recommendations of the American Institute Of Steel Construction and/or The Metal Building Manufacturers Association. Standard framing connections shall be utilized for beam-to-beam and beam-to-column connections, and the use of welded or bolted connections shall be the Contractor's option.
- Field welding shall be performed using E70XX electrodes and shall conform to standards of the American Welding Society for Welding in Building Construction. All welding shall be performed only by welders with current applicable certification. Random testing and certification of field welds is recommended; frequency of testing shall be the prerogative of the Owner.
- Certification by testing is required for all "site-fabricated" materials, including compacted fill materials and site-cast concrete. Frequency for testing shall be adequate to certify each construction operation. Payment for testing shall be by the Contractor.
- All openings required for electrical, mechanical, and other equipment shall be located and blocked out or sleeved before concrete is poured. Additional reinforcing shall be required around formed openings larger than six inches (6"). Holes shall not be cut through hardened concrete without notification to and review by the Engineer. Include future water and sewer for restroom.
- These drawings have been reviewed for compliance with building code requirements affecting the safety and stability of the structure. The Engineer assumes no liability for alternates or substitutions employed during construction unless documented by prior written approval. Engineering services do not include design for architectural compliance, design of mechanical systems, or design of electrical systems. All mechanical and electrical work shall comply with applicable codes, rules, and regulations relating to construction practice, public health, and safety. The Contractor shall obtain all required permits and licenses, and all work shall be inspected and approved by the building authority. Proper installation and erection of the pre-engineered metal building shall be verified by the manufacturer's representative.



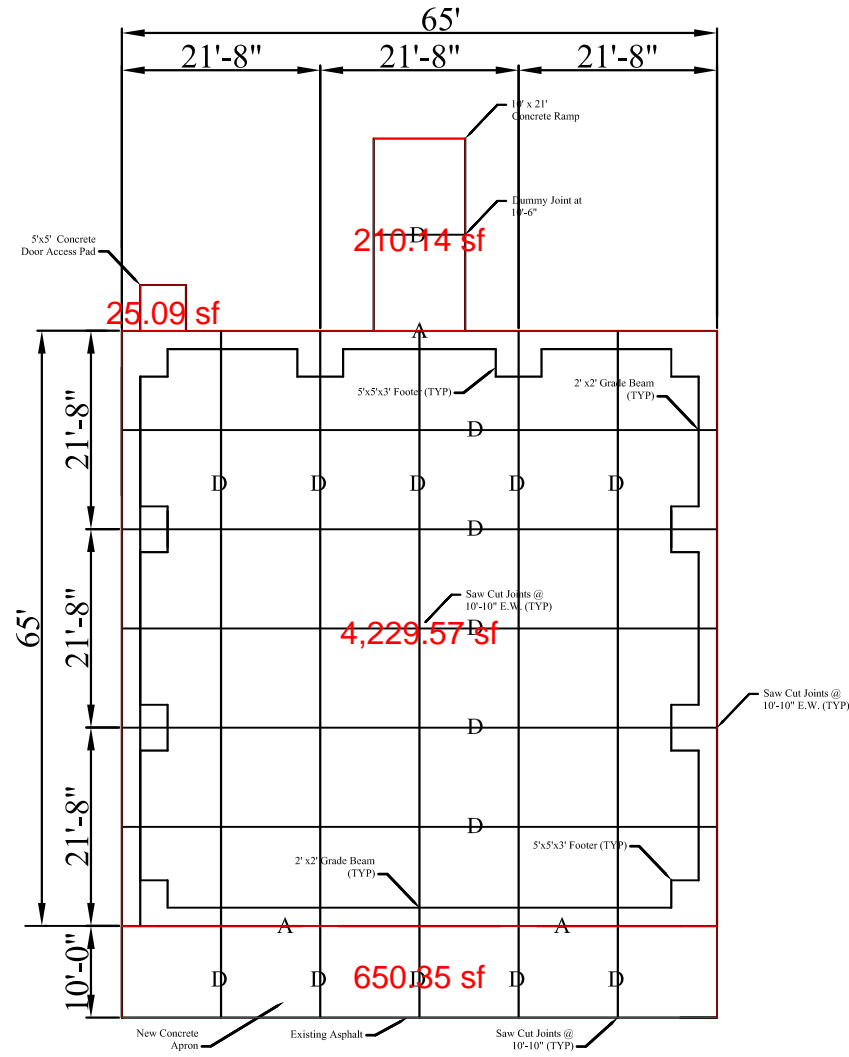
Apron Slab Detail
Scale: 1" = 2'-0"



Isolation Joint Detail "A"
No Scale



Type D Dummy Contraction Joint
No Scale
Replace Type D With Type A At Construction Joints



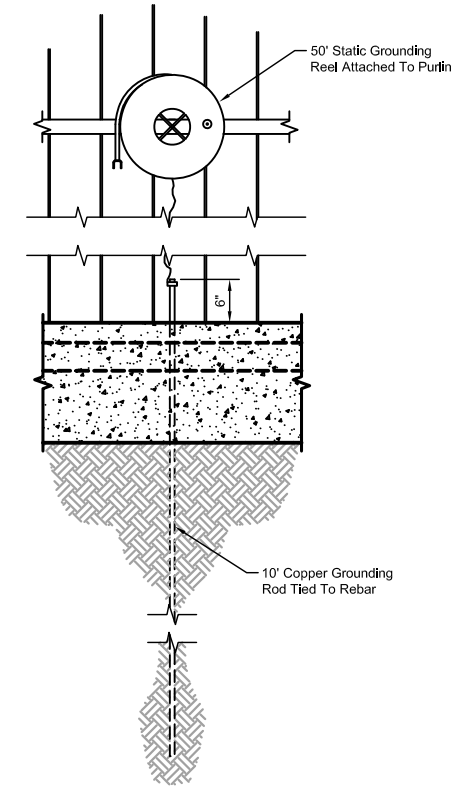
Note:
Foundation Shown Conceptual From Preliminary Building And Soils Information.
Foundation Design Will Be Modified Per Final Building Reaction Information.

Plan View
Scale: 3/32"=1'-0"

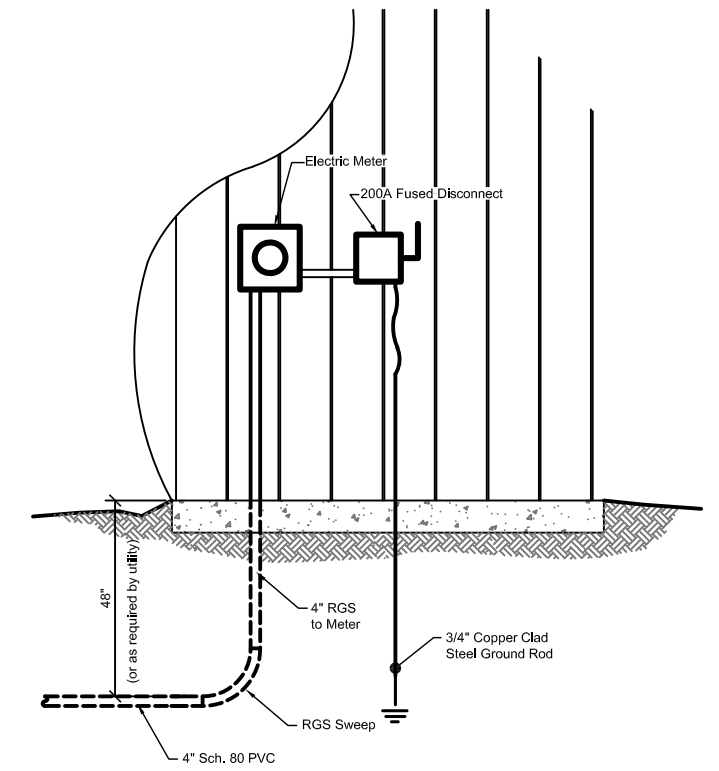
REV No	DATE	BY	DESCRIPTION

	ACE Consulting and Design, LLC 1060 E. County Line Road, Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)	Construct 65' x 65' Hangar with B-Fold Door Foundation Plan and Details
	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26 Issued For Construction April 2026	CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA BIL/AIG Project No. 3-22-0061-024-2026 File: 0R4-1716 Foundation Scale: N.T.S. SHEET 6 of 9

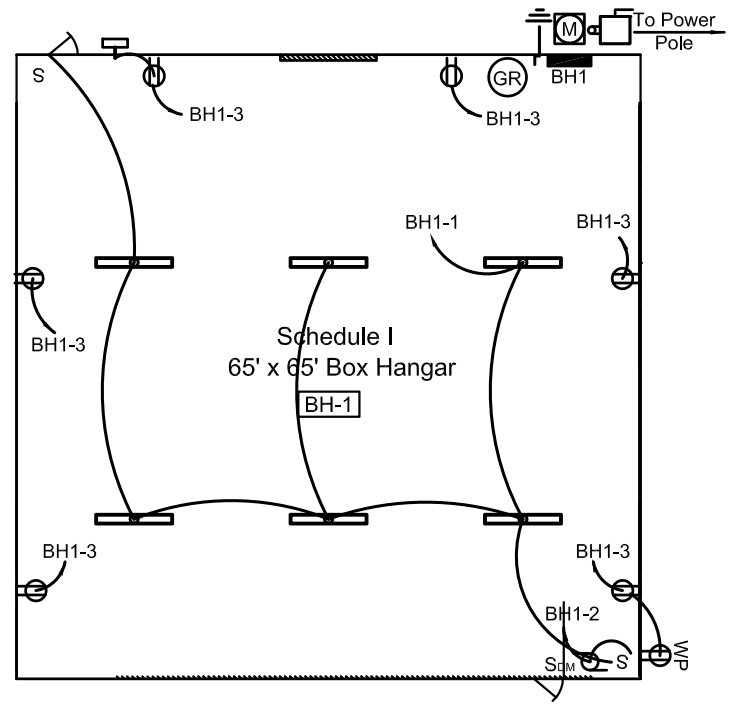
Location: Box Hangar 1		Panel ID: Box Hangar 1 (BH1)		MAIN 200A MLO	
Mounting: Surface		Type: 120/240V 1P, 3W		BUS 200A All Cu Bus	
				FEED 3-1/C #4/0 Cu, 1-#2 Cu	
		L R M B C		C B M R L	
		T E S K K		K K S E T	
VA LOAD		G C C R T		Phase T R C C G	
Circuit ID	A	B	A	B	Circuit ID
Hangar Lights	400		20	1	25
Hangar Receptacles		900	20	3	4
Spare				5	6
Space				7	8
Spare				9	10
Space				11	12
Space				13	14
Space				15	16
Space				17	18
Space				19	20
Lights					
Receptacles					
Miscellaneous					
Total kVA Connected	400	900			1500
Phase A	1900				
Phase B	2400				



Static Grounding Reel Detail
No Scale



Meter Frame Detail
No Scale
(Note: Locate On Hangar Exterior Wall)



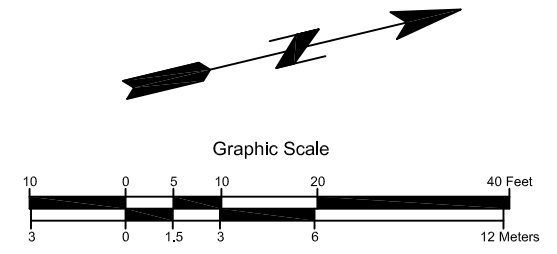
Plan View

Electrical Notes:

- New building service to be underground. Install 4-inch PVC duct per utility requirements from transformer.
- All receptacle circuits to be 20A, 120V unless otherwise specified. AFCI protection per NFPA70. Weather proof receptacles to have "in-use" covers.
- Mount all receptacles in bays at 48 inches above finished floor.
- Label all receptacles and communications jacks with circuit ID and termination point. Label all terminal units and branch circuits.
- Ground rod minimum size is #4 x 10 foot copper clad steel.
- 200 Amp Disconnect Switch.
- All above-grade conduit shall be metallic.
- PP1 minimum 200 Amp main 30 space, PP2 200 Amp main 30 space. Balance loads between phases.
- Bond PP1 to building and foundation steel with #4 Bare Copper.
- Contractor shall propose exterior light mount on side wall (preferred) or roof based on building shop drawings.

Legend

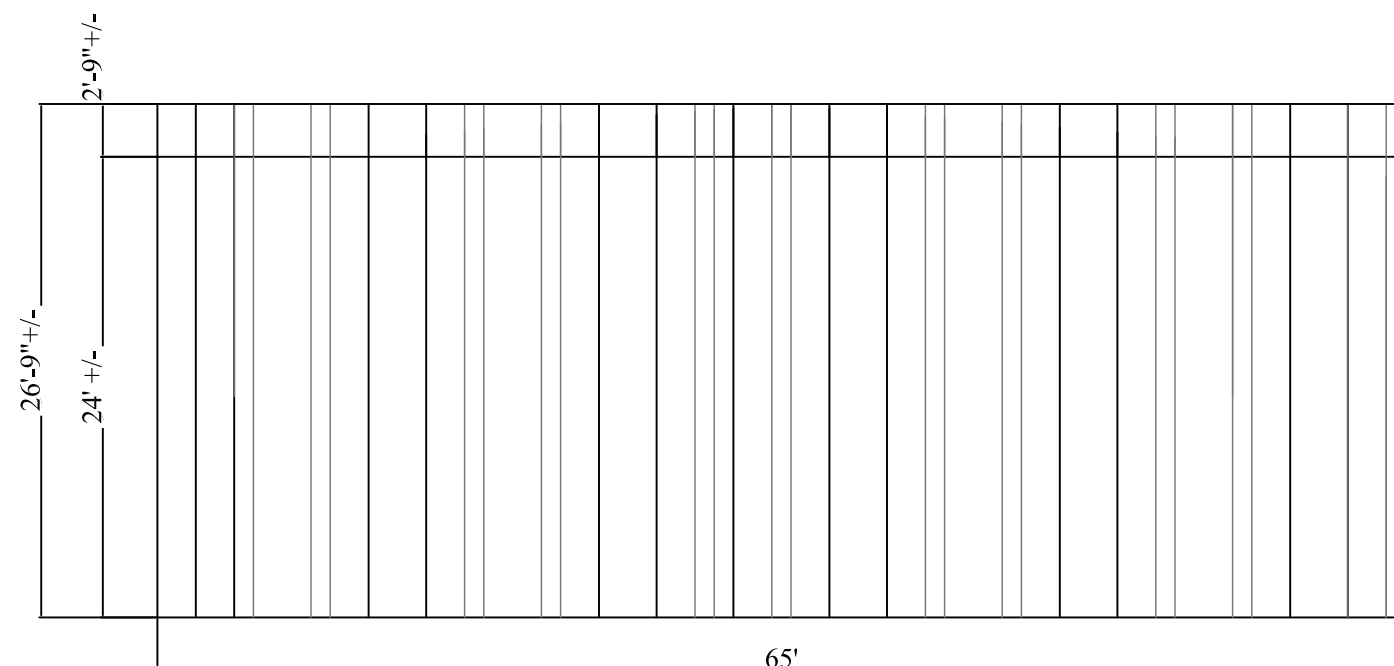
- Exterior Flood Light (WPMLED-25) with Photocell
- Cooper HBLEDD-LDS-30SE-W-AI-UNV-L840
- Wallpack, WPMLED-25 (10' Mounting Height)
- GFCI Protected Duplex Receptacle
- GFCI Protected Weather Proof Receptacle
- Power Panel (120-240V, 1-Phase 3-Wire 200A MLO, 30 Spaces)
- Disconnect (250V, 200A, SN, Fuse at 200A)
- Electrical Meter (Per Utility Requirements)
- Overhead Door Motor
- Single Pole Switch
- Door Motor Switch
- 3/4' x 10' Copper Clad Ground Rod
- 50' Static Grounding Reel



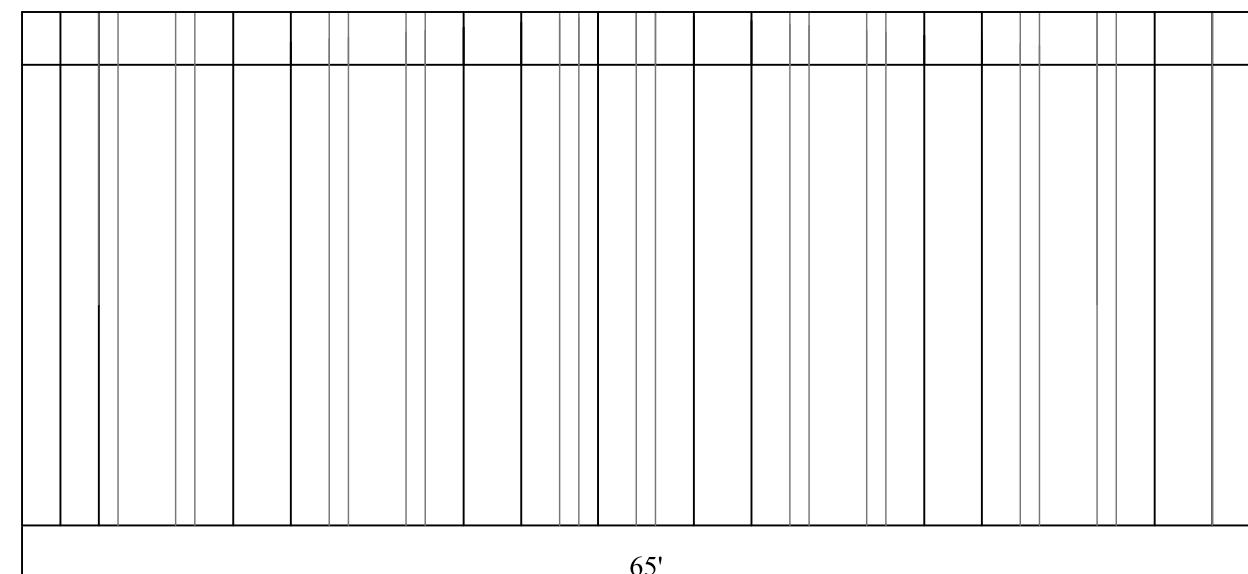
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 Issued For Construction April 2026	ACE Consulting and Design, LLC 1060 E. County Line Road, Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)			Construct 65' x 65' Hangar with B-Fold Door Box Hangar Electrical Layout Plan and Panel Schedule
	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26			CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA BIL/AIG Project No. 3-22-0061-024-2026
ACE C&D Project No. 0R4-1716	File: 0R4-1716 Electrical	Scale: N.T.S.	SHEET 9	REV D

Note:

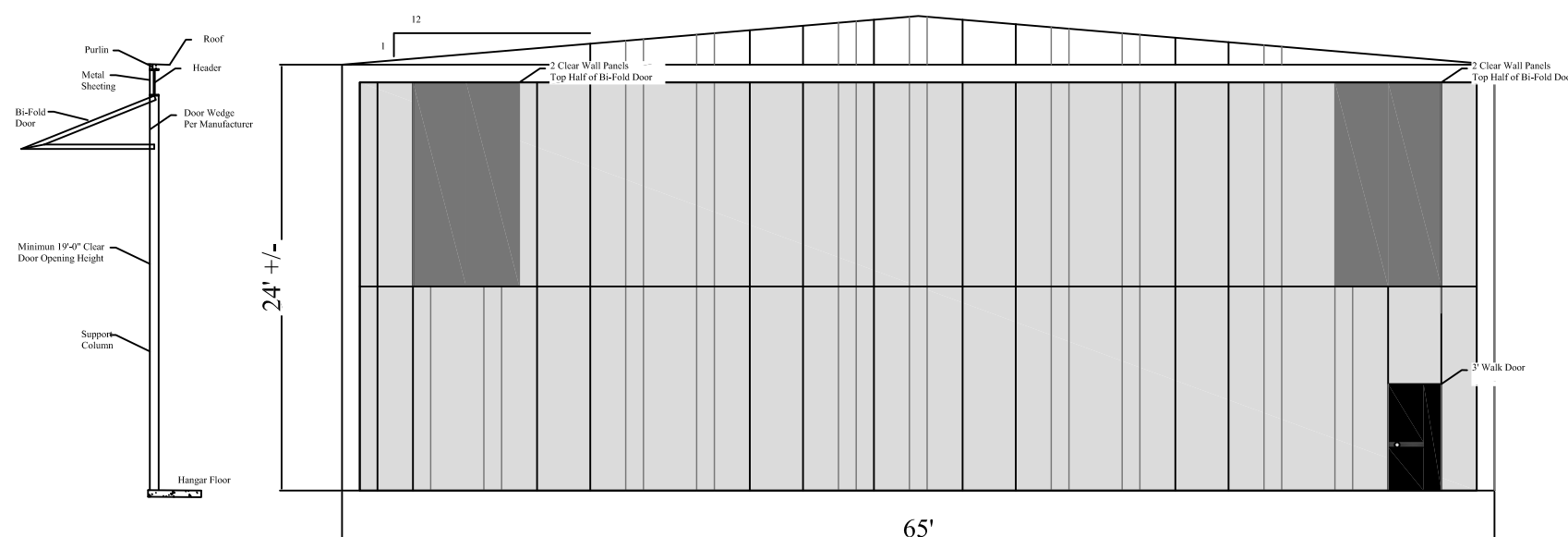
1. Framing may differ with manufacturer. Contractor shall submit a framing plan for approval.
2. Eave and Building Heights are assumed and may vary between different manufactures. Clear door opening is controlling feature for building height.
3. Colors for exterior sheeting, roofing, canopies, block fascia, and canopy posts shall be submitted to Airport Manager for approval.



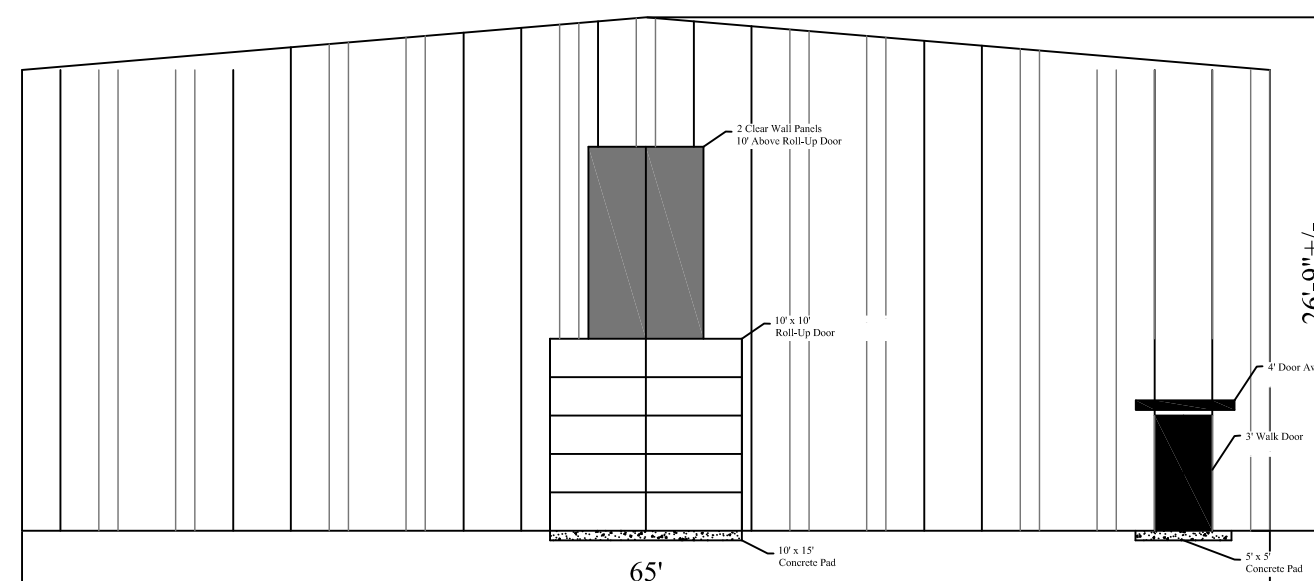
South Side Elevation
Not To Scale



North Side Elevation
Not To Scale



East Side Elevation
Not To Scale



West Side Elevation
Not To Scale

REV No.	DATE	BY	DESCRIPTION

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 Issued For Construction April 2026	ACE Consulting and Design, LLC 1060 E. County Line Road, Suite 3A-290 Ridgeland, MS 39157 601-882-5533 (O) 601-510-7319 (F)	Construct 65' x 65' Hangar with B-Fold Door Hangar Elevations
	Drafted By: MBC Jr. 4/26 Engineered By: MBC Jr. 4/26 Approved By: MBC Jr. 4/26	CONCORDIA PARISH AIRPORT VIDALIA, LOUISIANA
	ACE C&D Project No. 0R4-1716	BIL/AIG Project No. 3-22-0061-024-2026
	File: 0R4-1716 Hangar Elev	Scale: N.T.S. SHEET 9 of 9