ONTARIO AIRPORT

CASE STUDY

AVIATION APPLICATIONS

As consumers continue to increase their demand for next-day packages, the square footage necessary for sorting increases as well. Ontario International Airport in California is the West Coast air and truck hub for UPS Airlines and is a major distribution point for FedEx Express. The Airport Authority found themselves requiring more space, resulting in a re-organization of the airport and the construction of two cargo buildings.

The buildings will be used by Southwest Airlines and MTS Cargo, both contractors for Amazon Prime. Speaking with James Kesler, head of cargo and development for Ontario International Airport Authority (OIAA), he outlines four ways the construction benefitted the OIAA.

LEGACY BUILDING SOLUTIONS

EXCLUSIVE ExxoTec™ PVC FABRIC

LOCATION
Ontario, CA

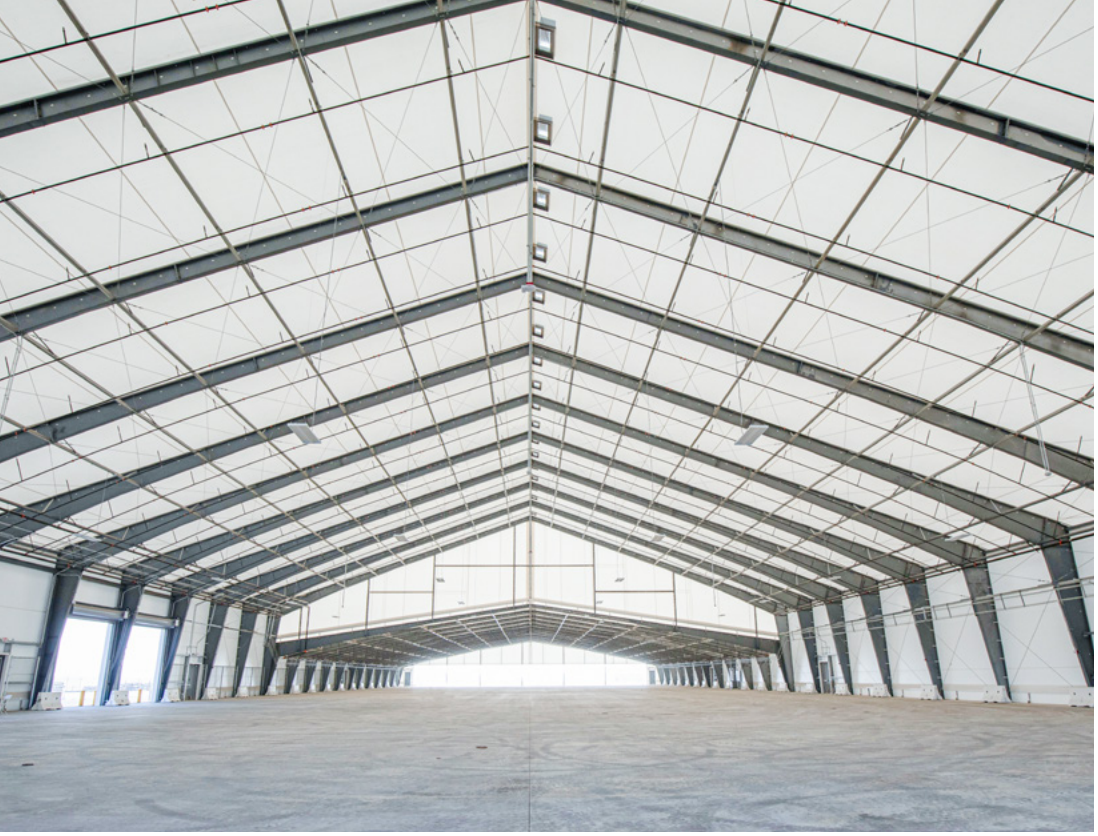
MARKET SECTOR
Aviation

APPLICATION
Cargo Facilities

SIZE
Two buildings:
150 ft x 376 ft (56,400 sq ft)
and 160 ft x 437 ft (69,920 sq ft)

SPECIAL FEATURES
Two-stepped structure design to accommodate FAA height restrictions

INSTALLATION
Legacy in-house crews



1 THE SCHEDULE

The two buildings were the first part of the overall renovation to go up. Our crews were there, on schedule, and installed the buildings very quickly. He knew the schedule every step of the way through Legacy's design and building consultant, Sara Davis.

2 CUSTOMIZATION

One thing, explains Kesler, that Legacy could do that other building contractors could not was to customize the buildings to the particulars of the airport. Since they were close to the runways, the height of the buildings had to be limited to accommodate flights. "Legacy was the only one that could do a two-stepped building, so we could have a high part in front... and then have it stepped down, so we stay out of the clearance zone," said Kesler.

3 VENTILATION

The two cargo storage buildings were designed to be closed on three sides. Even though it gets hot in that part of California, Legacy helped him come up with a good solution. "We are really happy with the natural ventilation. We had a system designed for forced ventilation, which would have been very expensive, not only to put in but to operate. We went with the system you designed. I was in the buildings on a pretty hot day, they are cooler now than the buildings our clients are currently in, so they are very happy with the passive ventilation system."

4 PERMANENCE

Legacy works hard to build quality and longevity into every aspect of our buildings. For Kesler, the fact that our buildings are solid, permanent structures that will last decades made it easier to sell them to his stakeholders. All he needed to tell his clients was "it's a free standing steel structure with a 20-year fabric cover," he said. That overcame their objections and allowed him to go forward with Legacy's buildings.

Anthony Traverso, vice president of AMG and Associates, was also impressed with Legacy. His company was the contractor in charge of the new cargo relocation project. He and AMG's president flew to central Minnesota to tour the five tension fabric structures that comprise Legacy's headquarters. After seeing what we can do and touring the buildings, Traverso said "I'm sure the demand for that kind of structure will increase."