

Aviation architecture

Maguire Aviation sets a new standard

By Marcy Marro

Phase 1 of Maguire Aviation Group LLC's multiphased Fixed Base Operator Development in Van Nuys, Calif., was completed in December 2008. The phase 1 hangar building, Hangar Charlie, is the largest component of the project, both in square footage and mass. At completion, the site will include several more hangars, office components and the FBO terminal.

Maguire Aviation wanted to enhance the FBO experience not just in service for its clients, but it also wanted to visually improve the community. The architect was asked to adjust the master plan to make it more efficient. Key issues included designing around guest circulation, service circulation, fuel delivery and jet access from the runway. The complete master plan for both phases includes 238,400 square feet (22,147 m²) of hangar space, 53,500 square feet (4,970 m²) of office space, a 26,000-square-foot (2,415-m²) FBO terminal building and 282 parking spaces.


Hangar Charlie was the first of several on the site and is the most visible from Roscoe Boulevard, on which the FBO is located. The major design constraint consisted of creating architecture utilizing a pre-engineered metal building system without adding cost. The design team was inspired by the patterns of agricultural land usage that one views flying over large portions of the country. The team utilized this half regular, half random patchiness as a method by which to express the architecture through simple patterning of different-colored standard metal wall panels. Blue was chosen as a reference to the sky and as a favorite Maguire color.

Butler Manufacturing, Kansas City, Mo., manufactured the Widespan structural framing for the metal building, in addition to 51,200 square feet (4,756 m²) of MR-24 standing-seam metal roof panels. The building is 320 by 160 by 43 feet (98 by 49 by 13 m) with a 1/2:12 roof pitch and features 12,800 square feet (1,189 m²) of office space and

44,800 square feet (4,162 m²) for the hangar. The 280-foot (85-m) clear span was accomplished using a three-plate section and represents the outer limit of this technology. The hangar can accept multiple aircraft, up to and including a Gulfstream 550C.

Metal Sales Manufacturing Corp., Louisville, Ky., supplied a total of 37,500 square feet (3,484 m²) of 24-gauge T6-A metal wall panels for the wall and door cladding. Wilson Doors, Elkhorn, Wis., manufactured the 28- by 260-foot (9- by 79-m) hangar door. The door functions with maximum flexibility by allowing three avenues of access/egress configurations for moving various aircraft in and out of the hangar. The interior is illuminated by artificial lighting and 80 skylights.

"We, as the developer, wanted to make a dramatic statement with the exterior of the building to create a vibrant and memorable presence at the airport," said Robin Maguire of Maguire Investments, the developer affiliated with the owner, Maguire Aviation Group. "Our goal was to set a new standard for aviation architecture. Our reputation as developers is founded on exceptional design and superior quality. This was a new arena for us, so we needed to come out of the box with a winner. SPF:a [Studio Pali Fekete architects] translated a myriad of ideas into a structure that not only makes a statement but has already become an iconic presence at the airport."

SPF:a, Culver City, Calif., was the design architect; JR Miller & Associates, Brea, Calif., was the project architect and engineer; T. Violé Construction Co. Inc., Tarzana, Calif., was the general contractor; and Rick Coleman, Pasadena, Calif., was the owner representative. 

Butler Manufacturing,
www.butlermfg.com, Circle #70

Metal Sales Manufacturing Corp.,
www.metalsales.us.com, Circle #71

Wilson Doors,
www.wilsondoors.com, Circle #72



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