

ORLY AIRPARK LIMITED

Development Guidelines for Superstructure Components

This document forms part of the Memorandum of Articles of Association of Orly Airpark Limited.

A. HOUSES

1. All shareholders have the right to erect one detached house or cottage on the site allocated to them in the area designated for that purpose. To preserve the proposed 'rustic' and recreation community character of the project, some central controls over the development are deemed necessary.
2. The locations of the houses/cottages has been determined in accordance with a masterplan. For visual, and economic (servicing) reasons, one single row of cottages (instead of two rows), staggered vertically and horizontally in harmony with topography, is proposed near the northern edge of the ravine (acacia zone). Each cottage will be separated by approximately 20 - 25 (+ or -) metres of space from the edge of a neighbouring one.
3. Each cottage shall be located on a 1500 sq.m. plot, allocated for that purpose.
4. A beacon will indicate the general location of each structure. The centre point of the house must lie within 5 metres in any direction from the 'location beacon'.
5. Demarcation of house plots by fences or hedges of any kind shall not be permitted.
6. The design of all buildings, whether permanent or temporary, must be approved by the nominated 'design sub-committee' consisting of three planning and architectural design professionals. The decisions of the design committee can be appealed to the Board of Directors. The decision of the latter is final.
7. All proposed buildings must be, in the first instance, designed professionally and drawings be submitted to the design committee. These drawings must be at an appropriate scale acceptable to the design committee and include floor plans, elevations, perspectives etc. Each must be accompanied by specifications of materials, information about external treatment and construction techniques.
8. A trunk water pipe has been provided by the company to serve each house plot. Owners are expected to connect to this trunk main, at their expense, if they wish to have continuous water supply. Each connection will eventually have a separate meter. Meters shall be installed at the expense of the Shareholder.
9. Individual septic tanks are discouraged in favour of communal septic tanks, shared by at least two house owners at their joint expense.
10. Rainwater collection and storage at each house is strongly encouraged, as the water supply from the company's Borehole is limited.
11. General guidelines for the design of houses and/or cottages are:
 - a. Maximum floor area (living space) of each unit: 150 square metres, excluding external decks and verandahs;
 - b. The floor area of the deck or verandah shall not exceed 75 square meters.
 - c. Maximum height: one floor (bungalow), or 'split level' multi storey houses if dictated by steep topography, i.e. cut and fill, with 'basement.

- d. Preferred building materials for walls are: wood, natural stone, ‘Yellow Kiserian Building Stone’. Concrete should be cladded.
 - e. ‘Mabati’ structures, made of galvanized corrugated iron, are not permitted.
 - f. Roofing materials are preferred to be ‘brown tiles’, ‘makuti’, wooden shingles, ‘Tegola’ and similar materials. Galvanized Corrugated Iron (including IT 5 or similar) is not permitted.
 - g. Flooring materials are at the discretion of the developer.
 - h. Exterior treatment is particularly envisaged to be ‘rustic’: for example, wood, natural stone or Mazeras stone are acceptable.
 - i. Exterior paintwork must be harmonious with surroundings. Pink, red, blue or other bright colours are not considered compatible with the development.
12. Each design will be considered on its own merit by the Design Committee, bearing in mind that the development is to be ‘low key’, mainly for recreational use.
 13. Separate Servant’s quarters are not permitted at or near the cottages. All staff at Orly Airpark Limited shall be accommodated “off site”.
 14. One ‘standard design’ has been prepared and approved by the Board of Directors and the various regulatory authorities (Kajiado County Council, NEMA, Physical Planning Department, etc.). All other designs shall require Board approval and the written consent of the authorities. It is in the interest of members to agree with other members to build houses in groups, under one contractor, as this will be more cost-effective.
 15. The design of the Club House of the Aero Club of East Africa shall adhere to the above criteria and suggestions but, due to its nature, its size is permitted to exceed the dimensions above.
 16. Orly Airpark will construct the internal access roads of the scheme, but spur roads and driveways to link the house plots with the primary access roads are the builders’ responsibility.
 17. Car parking areas at the houses shall be situated entirely on the 1500 sq. m. plot of each shareholder.
 18. Landscaping is at the discretion of the plot holder, but as a guideline, only indigenous trees and shrubs shall be planted.

B. HANGARS

1. All permanent hangar designs must be approved by the design committee and the Board of Directors, to be located on the standard size plot modules measuring 15X20 metres or 18x17 metres (300 sq.m.).
2. Hangar frontages must be aligned along the designated plot line.
3. All hangars must be constructed in locations designated for such purpose in the approved layout of the apron areas.
4. Hangar locations are not allocated by ‘ballot’, but in relation to the expediency and logical sequence of infrastructure development, as determined by the design committee. Hangar locations are shown on the Masterplan of 13 December 2012 (JWP- 975) prepared by Waweru and Associates and registered with the Lands Department.
5. All hangars must be constructed of permanent materials, preferably to the ‘standard designs’ prepared by the Company. That standard design has already been approved by all relevant authorities.

6. All other permanent hangar designs must be approved by Kajiado County Council, NEMA, Ministry of Works, Ministry of Health, Physical Planning Department, and any other Government agencies. These approvals shall be presented to the design committee, together with the appropriate drawings.
7. Different hangar designs will be accommodated in zones within which hangars of same or similar construction are situated.
8. Several individual hangar owners may join with others to design and erect one larger hangar, as long as the hangar area of 300 square meters per shareholder is not exceeded. (e.g. four shareholders may join to build one hangar measuring 30X40 metres (1200 sq. m. instead of four separate hangars of 300 sq.m.). The sharing of hangars should be carefully undertaken with a legal agreement or memorandum of understanding between all involved parties.
9. All hangar roofs shall be of a common material and colour: 'Kraft Grey' IT 5 Iron Sheeting.
10. External hangar walls and doors shall be of the same colour. Dressed Yellow Stone external walls are the norm, but other materials may be used if approved by the design committee.
11. Internal hangar partitioning is left at the discretion of the owner and may include secure rooms and/or containers.
12. Hangars should be made of fireproof materials as much as practical.
13. Roof heights should be uniform. This is possible because the maximum weight of aircraft parked at, or operating from, Orly Airpark will not exceed 4000 kg all up weight (AUW).
14. It is in the interest of shareholders to co-operate with each other and construct their hangars in groups, so that 'common walls' separate each hangar. It is less economical to built hangars as discrete units (Detached completely from each other). Rather, semi-detached units are encouraged.
15. A common toilet block, to be shared by hangar owners, is preferred to individual toilets and septic tanks at hangars. The company has therefore constructed a lounge with toilets and showers at the main apron.
16. Rainwater collection and storage at hangars is suggested. Storage tanks be accommodated inside the hangars and not outside the allocated 300 sq.m. plinth area of the structure.

C. HOUSE/HANGAR COMBINATIONS

1. An area to the south of the Runway 10/28, has been designated for the construction of "House/Hangar Combinations", sized to 'house' one or more aircraft, plus an attached residential unit overlooking the valley.
2. The maximum floor area of these structures is envisaged to be 15x30 metres (450 square meters).
3. These structures are envisaged as a row of detached units, with a space of 5 metres between each other. A total of 8 of such units can be accommodated in the available area.
4. Members opting for the 'House/Hangar Combinations' are not entitled to a separate house and/or hangar, in the housing area or aprons.

Approved by the Board of Directors in 2003. Revised January 12, 2013

Harro Trempenau
Chairman