

Exhibit A.
Airpark Mixed Use Zone.

Section 10.11.260.1. Title

This zone is known as the “Airpark Mixed-Use Zone” or AMUZ.

Section 10.11.260.2. Legislative Findings, Purpose, and Intent.

A. The AMUZ was drafted by using standards and guidance from the Federal Aviation Administration (FAA) Advisory Circulars, The FAA's Land Use Compatibility and Airports guide, the Utah Department of Transportation Division of Aeronautics, the Airport and Land Use: An Introduction for Local Leaders, written by the Workforce Services - Housing & Community Development Office (2018), and leaders in the aviation and aeronautics industries.

B. The Town Council finds it is in the interest of the residents of Fairfield, and is the purpose of this zone, to:

1, Support aviation-related activities with mixed-use development in a manner that is compatible with the airport and the surrounding community.

2. Protect public health, safety, and welfare by reducing land use conflicts and safeguarding airport operations.

3, Encourage aviation activity and related economic opportunities while maintaining the Town's rural character.

C. The intent of the Town Council that the provisions of this zone be interpreted to promote these purposes.

Section 10.11.260.3. Definitions.

The definitions provided in this section shall be specific to this section only. In the event of conflict between a definition in this section and a definition in Title 12, the definition in this section shall prevail.

AC. Means Advisory Circular by FAA.

Accessory Structure. Means a subordinate building or structure on the same lot as a principal use, which is incidental and related to the principal building or use. Examples include utility enclosures, maintenance sheds, or small storage buildings that are aviation related.

Aircraft Construction. Means the fabrication and assembly of new aircraft or aircraft components, including airframes, avionics, and structural elements, performed in compliance with FAA manufacturing standards. The term includes testing and inspection activities incidental to such fabrication or assembly, but does not include routine maintenance or repair of an existing aircraft.

Aircraft (Manned). Means the same as defined in 14 C.F.R.1.1.

Aircraft (Unmanned) or Drone. Means the same as defined in 14 C.F.R. 1.1.

Aircraft Parking. Means designated outdoor or indoor areas for the temporary or long term parking of small or ultralight aircraft, where aircraft are secured using tie-downs, chocks, or mooring systems. .

Aircraft, Small. Means the same as defined in 14 .C.F.R.1.1.

Airframe Repair and Painting. Means the maintenance, restoration, or cosmetic finishing of aircraft fuselage, wings, stabilizers, and other structural components, including paint, coatings, and corrosion control.

Airpark. Means a planned area designated to accommodate aircraft operations such as a runway, taxiways, and hangars) with residential, commercial, or light industrial uses that support aircraft operations.

Airpark Traffic Patterns and Altitudes. Means published procedures describing standard aircraft arrival and departure routes, pattern altitudes, and no-fly zones over sensitive areas.

Airport. Means the same as found in 14 C.F.R. § 1.1.

Airport Emergency Plan. Means a written plan that complies with 14 C.F.R. § 139.325.

Airport Hazard. Means any structure or use of land which actually or potentially obstructs the airspace required for the safe flight of aircraft in landing or taking off at an airport.

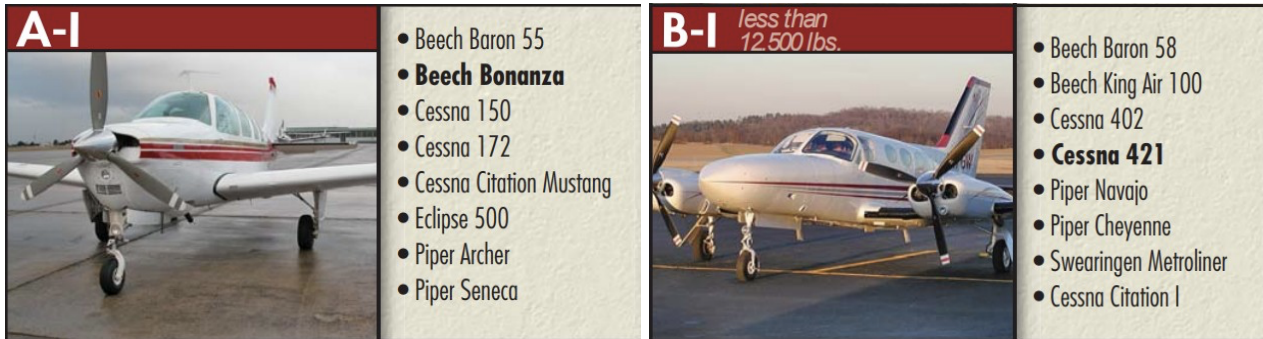
Airport Hazard Area. Means any area of land or water under the imaginary surfaces as defined in the airport overlay upon which an airport hazard might be established if not prevented as provided in these regulations.

Airport Influence Area. Means an area within five thousand (5,000) feet of an existing airport runway in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

Airport Overlay Zone. Means a secondary zoning district around an airport designed to protect the public health, safety, and welfare which protects property owner land values near an airport through compatible land use regulations as recommended by the Federal Aviation Administration; and protects aircraft occupant safety through protection of navigable airspace. Regulations imposed by the overlay zone are in addition to the primary zoning district land use regulation of property.

Airport, Small. Means an airport that has as a runway less than five thousand (5000) ft., less than ten thousand (10,000) operations per year, visual approaches only, and aircraft classified as (ARC) A-I/B-I.

ARC A-1/B-1. Means the Airport Reference Code classification of A-1 which classifies aircraft with an approach speed of less than 91 knots (104mph), and either a wingspan of less than 49 feet, or a tail height of less than 20 feet, whichever is most restrictive and B-1 which classifies aircraft with an approach speed of 91–120 knots (104-138mph), and either a wingspan of less than 49 feet or a tail height of less than 20 feet, whichever is most restrictive.



Air School. Means the same as defined in Utah Code 72-10-102 (12).

Air School, Private. Means a for profit or a non profit air school.

Air School, Public. Means an air school operated by a public school district, university, or government agency.

Airside Access. Means security measures and protocols to regulate entry to areas of an airport where aircraft operations take place, including runways, taxiways, aprons, hangars, and boarding areas.

Avigation Easement. Means a legal right to access and permit unimpeded aircraft navigation and flights over property subject to the easement and includes the right to create or increase noise or other effects that may result from the lawful operation of aircraft; and it provides for the removal of any obstruction to such overflight.

Based Aircraft. An aircraft that is regularly housed, stored, or maintained at the Airpark for the majority of the calendar year. This includes aircraft kept in hangars, tie-downs, or shelters on the property and generally reflects the aircraft owner's primary operating location. An aircraft shall be considered "based" if it is (1) documented as such in FAA records, (2) reported by the airpark owner or operator, or (3) verified through a lease agreement or consistent observable presence on site.

Caretaker Dwelling. Means a residential unit located on the same parcel as a non-residential use, intended for full-time occupancy by an individual or household responsible for the care, security, or operation of the primary use or facility. Caretaker dwellings are accessory in nature and must be directly related to the ongoing maintenance or oversight of the property.

Conditional Use Permit (CUP). Means a permit issued pursuant to Town Code 10.17.

Controlled Development Zone. Means restrictions on crops that attract birds, require buildings over two hundred (200) ft. in height to register with the FAA, control lighting up to the sky and limit residential development.

Crew Rest Facility: A designated area within an airpark hangar used exclusively for short-term rest and recuperation by flight crew members between flight operations. A crew rest facility may include basic accommodations such as seating or sleeping areas, a restroom, and minimal kitchen amenities, but shall not be used or approved as a permanent residence. The facility must be accessory to and clearly subordinate to the primary aviation use of the hangar and may only be used by personnel directly associated with aircraft operations on site.

Daytime Operations. Means all aircraft activities and procedures, including takeoffs and landings, that occur between official sunrise and sunset, during periods when natural light provides sufficient visibility for safe operation without the use of runway lighting or navigational aids. These operations are limited to daylight hours and do not include night or low visibility operations.

Engine Repair. Means the inspection, overhaul, or servicing of aircraft engines or propulsion systems, including removal and installation, conducted in accordance with FAA-approved maintenance procedures.

FAA. Means the Federal Aviation Administration of the United States Department of Transportation.

Fuel Farm. Means a centralized aviation fuel storage and distribution facility located within an airport or airpark, consisting of one or more aboveground or underground storage tanks, associated pumps, piping, filtration systems, spill containment, and safety equipment.

Fuel Dispenser. Means a fixed or mobile unit designed to transfer aviation fuel from a storage tank or fuel farm to an aircraft. A fuel dispenser includes pumps, hoses, nozzles, meters, filters, grounding systems, and associated safety equipment.

Hangar. Means a structure designed and constructed for the storage, shelter, and protection of aircraft. A hangar may also provide space for routine aircraft maintenance and operations as permitted.

Hangar (Shell S-1). Means a fully enclosed structure intended solely for the storage and protection of aircraft, without interior build-out for occupancy, offices, or non-aviation activities.

Landside Access. Means security measures and protocols to regulate access to areas of an airport open to the public, including parking lots, administrative offices, industrial, and commercial spaces.

Limited Development Zone. Means the width of the airport's longest runway and extends 3,200 feet beyond either end of the runway and 2,500 feet from either side of the runway.

NFPA. Means the National Fire Protection Association.

Obstruction. Obstruction to Air Navigation. Means the same defined in FAA AC 150/5300-13B § 1.5(70).

Office and Administrative Buildings. Means structures used for airpark-related management or support operations, including business offices, tenant services, flight planning centers, or aviation service companies.

Operations. Means aircraft activity at the airpark or airport, defined as either a takeoff or a landing. Each takeoff or landing counts as one (1) operation. Touch and go maneuvers, practice approaches, and stop and go landings are each counted as two (2) operations - one (1) landing and one (1) takeoff. Annual and daily operation totals are used to determine the level of activity and ensure compliance with any operational limits established by ordinance or FAA designation.

Restaurant. Means an establishment that prepares and serves meals and beverages to customers, with full kitchen facilities and seating for on site dining.

Runway. Means the same as defined in FAA AC 150/5300-13B § 1.5(79).

Runway Weight Limit. Runway weight limits refer to the maximum allowable weight that an aircraft can have when taking off or landing on a specific runway, based on factors like the runway's structural strength and length.

Short Term Rental. Means any property offered for lease or rent as transient housing for a term of less than thirty (30) days. and shall not be allowed.

Special Events. Means temporary activities held on airpark property, such as airshows, community gatherings, educational programs, or sales exhibitions

Structure. Means an object including a mobile object, constructed or installed by man, including, but not limited to, buildings, towers, cranes, smokestacks, earth formations, and overhead transmission lines and landfills.

Tenant Improvement. Means any alterations, upgrades, or modifications, interior finish work performed within a leased space by or on behalf of a tenant.

Touch and Go. Means operation by an aircraft that lands and departs on a runway and immediately takes off again without coming to a full stop to a full stop or exiting the runway.

Traffic Pattern. Means the same as defined in 14 C.F.R. § 1.1.

Utility Runway. Means the same as defined in 14 C.F.R. § 77.3.

Visual Flight Rules (VFR). Means the same as defined in 14 C.F.R. § 170.3.

Section 10.11.260.4. Applicability and Compliance.

A. Applicability. The provisions of this ordinance apply to the operation, maintenance, and use of any airport or airfield facilities located within the Town. Nothing in this ordinance shall be construed to regulate navigable airspace, which remains under the exclusive jurisdiction of the Federal Aviation Administration.

B. General Requirement. All persons subject to this ordinance shall comply with its provisions and with all applicable federal, state, and local laws, rules, and regulations, including zoning and land use approvals issued by the Town.

C. Responsibility. The operator or other responsible party shall ensure that all facilities and activities remain consistent with this ordinance and the terms and conditions of any permits, licenses, or approvals issued by the Town.

D. Inspections. The Town or its designee may conduct reasonable inspections of airport premises and related improvements to verify compliance with this ordinance and applicable Town approvals.

E. Continuing Obligation. Compliance with this ordinance is a continuing obligation, and issuance of any permit or approval under this ordinance does not relieve any person from complying with other applicable laws or regulations.

—Airport operations must comply with this Chapter. Any proposed changes to status or development within the airpark zone must be in compliance with this ordinance and the Airpark Overlay Zone Ordinance and have prior approval of the Town Council.

Section 10.11.260.5. Uses Allowed in the Airpark Zone.

Only the uses expressly listed in this ordinance are allowed within the aviation facility. Any use not specifically identified or authorized herein is expressly prohibited. No use or structure shall be permitted without obtaining a building permit or tenant improvement. All uses shall comply with the International Building Code (IBC) occupancy classifications, with a default classification of S-1 for hangars unless otherwise approved through a building permit or TI permit.

All special uses shall comply with Town Code § 10.16., and all conditional uses shall comply with Town Code § 10.17.

| Uses | Permitted | Special use | Conditional use | Expressly prohibited |
|-------------------------------------|------------------|--------------------|------------------------|-----------------------------|
| Accessory structure | | | X | |
| Aircraft construction | | X | | |
| Aircraft parking and tie-downs | X | | | |
| Airframe repair/painting | | X | | |
| Caretaker dwelling | | | X | |
| Crew rest facilities | | | X | |
| Engine Repair | | X | | |
| Fuel farm and fuel dispenser | | X | | |
| Office and administrative buildings | X | | | |
| Private air school | | X | | |
| Restaurant/cafe | | | X | |
| Service and sales | | X | | |
| Shell hangars | | X | | |
| Special events | | X | | |

| | | | | |
|---------------------------------------|--|--|---|---|
| Aircraft museum | | | X | |
| Roto Craft Operation | | | | X |
| Commercial passenger/cargo operations | | | | X |
| Air traffic control tower | | | | X |
| Sewage plant | | | | X |
| Short term rental | | | | X |

Section 10.11.260.9. Development Approval.

A. Master Plan Required. All development within the AMUZ shall require submission of a master plan for review by the Planning Commission and Town Council.

1. The master plan review shall include, but not be limited to, architectural design and theme, building materials lighting, signage, landscaping, parking, vehicular, bike and pedestrian access and paths, accessory structures, nuisance factors and natural and man-made hazards.

2. The master plan shall cover at least 15 acres and shall establish where residential and nonresidential uses will be located. The master plan should create natural buffering through the location of compatible uses and should include the following elements:

- a. Building orientation, size, and type;
- b. A land use plan that determines where residential, commercial, and other uses will be located;
- c. Identification of buffering, screening, or distance used to mitigate possible noncompatible uses;
- d. Parking areas and vehicle access to the site;
- e. Engineering issues, including grading, drainage, sewer, and other utilities;
- f. Airport operation layout (runway, taxiways, aprons, fueling stations, maintenance areas, parking);
- g. Layout, dimensions, and names of existing and future road rights-of-way;
- h. Transportation circulation plan for aircraft, vehicles, and pedestrians;
- i. Utility plan showing all existing and proposed utilities, including, but not limited to, sewer/septic, culinary water, fire hydrants, storm drains, subsurface drains, gas lines, power lines, communication lines,

cable television lines, minimum fire flow required by the building code for the proposed structures (and fire flow calculations at all hydrant locations), location and dimensions of all utility easements, and a letter from each utility provider, other than the Town, addressing the feasibility and their requirements to serve the project.;

j. Airport emergency plan;

k. List of known or identified hazards or obstructions to air navigation;

l. Environmental study;

m. Compliance with Fairfield's soil ordinance;

n. Utilities: must comply with water standards (Town Code § 6.1), wastewater and stormwater design, and wildlife hazard avoidance;

p. Must show proof of ownership or restrictive easements for all land located within the RPZ and any required approach surfaces prior to approval; and

q. Must include an airport layout plan (ALP) that matches the proposed development and is consistent with the Small Airpark classification.

B. Phasing of Development.

1. Any mixed-use development proposed to be constructed in phases shall include the full details relating thereto, including a time schedule for the completion of each phase. For all mixed-use projects, required open space shall be completed according to a phasing plan approved with the mixed-use development; and
2. Each phase a development must submit the required water shares to the Town when submitting approval of a phase of the development.

Section 10.11.260.10. Development Standards.

A. General Standards.

1. Land Use Allocation:

a. No more than 27 one acre lots for residential;

b. A minimum of 30% of the total developable land area shall be preserved as open space. In calculating required open space, roads, driveways, parking areas, runways, taxiways, aprons, and other areas used primarily for vehicle or aircraft circulation shall be excluded; and

c. Remaining land may be developed for industrial, commercial, or aviation related uses consistent with the purposes of the zone.

2. Restrictive Covenants and HOA. Development in the AMUZ shall have a homeowner's association and restrictive covenants that comply with the regulations in the AMUZ and the AOZ;

3. Prohibited Structures. No building, structure, or other vertical obstruction shall be constructed or maintained within the navigable airspace defined in 14 C.F.R. Part 77 (Objects Affecting Navigable Airspace), including any approach surfaces, transitional surfaces, horizontal surfaces, or conical surfaces, nor within the RPZ, except as otherwise permitted by the Federal Aviation Administration and approved by the Town Council;

4. Roads. All development within the AMUZ shall be served by direct access to a public road constructed to Light Industrial west APWA standards; and

5. Other Regulations. All development must meet any other applicable Town regulations, such as the Town's roadway standards, water requirements, building code, etc.

B. Airport Standards.

1. Runway. One runway is permitted with the following restrictions:

a. The runway shall not to exceed five thousand (5,000) ft. in length; constructed to standards consistent with serving small propeller driven aircraft with the total gross weight of twelve thousand five hundred (12,500) lbs.or less;

b. Based Aircraft. Only 29 small propeller driven, fixed wing aircraft that meet the total gross weight of twelve thousand five hundred (12,500) lbs. or less shall be based at the Aviation Facility, consistent with the airpark's runway weight-bearing capacity and Utility Runway classification under FAA Advisory Circular 150/5320-6G;

c. All runway, taxiway, and aircraft movement areas shall be designed and constructed in compliance with FAA Advisory Circular 150/5300-13B [Airport Design] – Change 1 (August 16, 2024), including all data current as of April 3, 2025.”and 14 CFR Part 77; and FAA Advisory Circular 150/5320-6G (Airport Pavement Design and Evaluation), including all data current as of April 3, 2025, and 14 CFR Part 77;

d. Allow Runway weight limit. The runway shall be constructed and maintained to operate as a utility runway to serve aircraft not to exceed a total gross weight of twelve thousand five hundred (12,500) lbs., appropriate for a Utility Runway, as defined by FAA Advisory Circular 150/5320-6G. Utility Runways are intended to serve small propeller driven aircraft and are not designed for use by heavier aircraft or those with dual-wheel or tandem gear configurations;

e. The airport shall have security gates and security fencing around the perimeter of the runway. Fencing shall comply with FAA wildlife hazard and security guidelines;

f. Runway lights of any type are prohibited;

g. The runway shall be limited to a visual runway with no runway lighting;

h. Runway Protection Zone (RPZ) Standards shall comply with FAA AC 150/5300-13B (Airport Design) and FAA AC 150/5320-6G (Airport Pavement Design). The RPZ's purpose is to protect people and property on the ground by keeping these areas free of objects and activities. The airport sponsor or airpark

operator shall control the entire RPZ through fee-simple ownership, if ownership is not feasible, by obtaining recorded restrictive or avigation easements sufficient to prevent incompatible land uses, consistent with FAA AC 150/5190-4B (Land Use Compatibility). Fairfield Town shall not be responsible for acquiring, maintaining, or enforcing RPZ ownership or easements; and

i. Runway Modifications & Expansion. No runway extension, reconfiguration, change in operational type (e.g., conversion from VFR to IFR), or other expansion beyond approved limits shall be permitted without: (a) prior approval by Fairfield Town; (b) verification of compliance with all applicable FAA design standards and overlay requirements; and (c) confirmation that all required avigation or restrictive easements and RPZ ownership or easement acquisitions have been fully purchased, recorded, and approved by Fairfield Town. Updated documentation shall be submitted as part of the reapplication process, and no construction or operational change may commence until all approvals are granted.

2. Flight operations.

a. As a condition of operating within AMUZ, an airport shall adopt and implement policies to discourage touch-and-go operations and to promote flight patterns and operational practices that minimize disturbance to Town residents. Such policies shall be incorporated into airport management documents, published for airport users, and made available to the Town upon request;

b. Follow Visual Flight Rule (VFR) operations only; daytime operations only; **from sunrise to sunset, as determined by the National Weather Service.**;

c. Restrict operations to fewer than ten thousand (10,000) operations per year, not to exceed twenty eight (28) per day; and

d. 14 CFR FAA Part 135 commuter or on-demand commercial operations are strictly prohibited except for emergency aircraft.

C. Industrial and Commercial Standards. All industrial and commercial development must meet the requirements and standards of the Light Industrial West Zone.

D. Residential Standards. Single family Residential hangar homes are allowed in a portion of the airport. This zone must be outside the Limited Development Zone of the runway and not used for light industrial use. The following requirement shall apply:

1. One (1) acre lots minimum not including the roadway;
3. Shall all have one hangar with private access to taxi way;
4. Hangar must be aesthetically cohesive with the home;
5. not to exceed 27, 1 acre lots plus one lot for a clubhouse; and
6. All residential development must meet the requirements, standards and building requirements of the AR-1 Zone with exterior roads meeting adjacent zone road requirements.

Section 10.11.260.12. Air Traffic Pattern & Noise Abatement.

A. Flight Pattern Standards. Air traffic patterns shall avoid overflight of residential dwellings, yards,

pastures, or other private property within Fairfield, except in the event of an in-flight emergency. Flight patterns shall be consistent with FAA AC 90-66B (Non-Towered Airport Flight Operations) and FAA AC 150/5300-13B (Airport Design) and must be:

1. Documented in FAA Chart Supplements and any other applicable FAA publications;
2. Published and kept current on the airpark website; and
3. Supported by appropriate visual indicators (segmented circles, runway markings, signage) designating traffic direction and preferred approaches.

B. Operational Requirements:

1. Runway Use. Runway 17/35 shall be the preferred runway for takeoff and landing;
2. Northbound Departures. Departing aircraft shall turn to avoid residential areas of Fairfield as soon as safely practical;
3. No-Overflight Rule. Aircraft shall not overfly residential properties within Fairfield except during an emergency;
4. A violation of the No-Overflight Rule constitutes a nuisance when:
 - a. The same property is overflown more than three (3) times in any thirty-minute period;
 - b. Overflights are repetitive or consecutive in a manner reasonably perceived as circling or loitering;or
 - c. Overflights occur at such altitude or proximity that they substantially interfere with the quiet enjoyment of the property; and
5. Pre-Flight Responsibility. All aircraft operators shall check applicable NOTAMs and published chart supplements before operating in the airpark traffic pattern.

Section 10.11.260.13. Easement & Property Control Requirements.

A. Easement Obligation. Required avigation or restrictive easements shall be purchased, recorded, and maintained by the airpark operator, consistent with Utah Code Title 72, Chapter 10, Part 4 (Airport Zoning Act) and FAA AC 150/5300-13B:

1. Fairfield Town shall not impose easements on private property, as doing so would constitute an unconstitutional taking;
2. The airpark operator is solely responsible for acquiring all easements necessary for approach surfaces, transitional zones, and RPZs within the airpark overlay;
3. Runway Protection Zones (RPZs). All RPZ land must either:

- a. Be owned in fee simple by the airport operator; or
 - b. Be encumbered by a restrictive easement, approved by Fairfield Town, that grants full control to prohibit incompatible uses and structures;
4. Approvals. FAA airspace determinations or approvals do not constitute Town approval. Town review and approval are required for all runway extensions, configuration changes, and operational modifications, and may not proceed until all required easements are acquired;
5. Accuracy of Submittals. All FAA and Town submittals must reflect accurate, current on-the-ground conditions, including terrain, landfill heights, obstructions, and land uses. Any material misrepresentation shall be grounds for immediate denial, suspension, or revocation of Town permits and may trigger legal enforcement; and
6. Ongoing Compliance. Failure to maintain ownership or easement control of RPZ areas, or failure to comply with approved flight pattern restrictions, constitutes a zoning violation enforceable under this chapter.

Section 10.11.260.14. Hazard Notifications.

A. Airport operators shall notify the FAA and UDOT Aviation of all potential hazards affecting operations, including the two (2) landfills within 1.5 miles of the airport. Notifications shall include:

1. The municipal landfill location, distance from the runway, and height allowances of up to 200 feet within the 10,000-foot radius;
2. The C&D/North Pointe landfill location, distance (629 feet from runway centerline), and permitted heights (up to 75 feet near the runway and 100 feet maximum within the approach zone);
3. Acknowledgment that seagulls and other birds travel between the landfills, creating a documented wildlife hazard; and
4. Notifications must comply with 14 CFR Part 77 obstruction evaluation and be submitted via FAA Form 7460-1. Documentation of submittals, FAA determinations, and any required mitigation measures (including those under FAA AC 150/5200-33C) shall be provided to Fairfield Town within thirty (30) days. No operational modifications may occur until FAA review is complete and all conditions are satisfied. Publicly available airport information must be kept current and must disclose all known hazards, operational limitations, and restrictions; omission or misrepresentation is grounds for suspension or revocation of airport permits.

Section 10.11.260.15. Pilot and Tenant Compliance Requirements.

A. Distribution of Rules:

1. The aviation facility operator shall provide every tenant, aircraft owner, student pilot, flight instructor, transient pilot, and commercial operator with a written copy of all operational rules and restrictions adopted by Fairfield Town under this chapter, including:

- a. Noise abatement procedures;
- b. Approved air traffic patterns;
- c. Overflight and nuisance restrictions;
- d. Runway and taxiway usage rules; and
- e. Emergency and evacuation procedures.

B. Acknowledgment of Receipt:

1. Each person or entity receiving the rules under Subsection A shall sign a written acknowledgment of receipt; The signed acknowledgment shall include:

- a. The recipient's printed name, signature, and date;
- b. Aircraft tail number(s), if applicable; and
- c. A statement that the recipient understands and agrees to comply with all airpark rules and Fairfield Town Code provisions.

C. Recordkeeping:

- 1. The Airpark operator shall maintain all signed acknowledgments for a minimum of five (5) years and make them available to Fairfield Town upon request within thirty (30) days; and
- 2. The Airpark operator shall also keep a current distribution log indicating the date each pilot, tenant, or visitor received the most recent version of the rules.

Section 10.11.260.16. Evacuation and Emergency Response Plan (EERP) Requirement.

A. Purpose. To protect public safety, preserve aviation operations, and ensure coordinated emergency response, all airparks shall prepare, maintain, and follow a written Evacuation and Emergency Response Plan (EERP). A current, approved EERP is a condition of zoning approval, site plan approval, and issuance or renewal of any airpark-related building permit, tenant improvement permit, or business license.

B. Applicability. This requirement applies to all facilities, tenants, operations, and transient activities within the Airpark Zone, including permanent and temporary uses, regardless of ownership or lease status.

C. Plan Standards. The EERP shall comply with FAA AC 150/5200-31C (Airport Emergency Plan), NFPA 424 (Guide for Airport/Community Emergency Planning), NFPA 409 (Aircraft Hangars), and the Utah State Comprehensive Emergency Management Plan. The plan shall:

1. Hazard Identification. Include a map and inventory of all fuel storage, fueling facilities, hazardous materials areas, hangars, and other high-risk locations (aboveground and underground);
2. Evacuation Procedures. Identify procedures for the orderly evacuation of people and aircraft during fire, fuel spills, hazardous materials incidents, aircraft accidents, severe weather, security threats, wildfires, and natural disasters;
3. Evacuation Routes & Assembly Areas. Provide clearly marked pedestrian and vehicle evacuation routes and designate assembly points approved by the Fairfield Fire Authority, located outside the RPZ and away from aircraft movement areas;
4. Emergency Contact Information. List 24/7 contact numbers for airpark management, security, Utah County Fire Marshal, law enforcement, sheriff dispatch, and FAA notification points;
5. Roles & Responsibilities. Assign duties for evacuation coordination, communications, and system shutdowns with a clear chain of command and alternates;
6. Notification Procedures. Describe methods for alerting tenants, visitors, and staff (public address, radios, text/email alerts) and integration with the Utah County Emergency Alert System (Reverse 911);
7. Training & Drills. Provide for at least one full-scale evacuation drill annually and additional tabletop exercises for fire, crash, and severe weather. Maintain training/drill records for three (3) years and provide them to the Town upon request; and
8. Agency Coordination. Include written mutual aid agreements or MOUs with fire, EMS, and law enforcement agencies and written confirmation of plan review by the Utah County Fire Marshal.

D. Approval & Updates:

1. The EERP shall be submitted to Fairfield Town and approved prior to issuance of any airpark business license or tenant improvement permit. Approval is contingent upon written confirmation of review by the Fairfield Fire Authority and compliance with applicable FAA and NFPA standards;
2. The EERP shall be reviewed and updated at least every twenty-four (24) months, or immediately after any significant change to airpark layout, occupancy, or emergency resources; and
3. A current approved EERP must be maintained on site, available to emergency responders at all times.

Section 10.11.260.17. Compliance.

A. Development shall:

1. Comply with all applicable building, fire, fuel storage, hazardous material handling, health codes, environmental regulations, and Fairfield Town Code;

2. FAA Form 7460-1 must be filed as required for structures penetrating imaginary surfaces, or for any construction, alteration, or crane operation within FAA notification distances as outlined in 14 CFR Part 77;

3. Comply with the Utah Airport Land Use Guide, Utah Code Title 72 Chapter 10 Part 4 (Airport Zoning Act), and all applicable FAA Advisory Circulars referenced in this ordinance;

4. The Town may require third party peer review of plans at developer expense, including but not limited to engineering, legal review, aviation safety, environmental, and fire code compliance reviews; and

5. Any expansion beyond approved limits shall require reapplication and updated FAA/overlay compliance, including verification that all required aviation and restrictive easements have been purchased, recorded, and approved by Fairfield Town prior to commencement of the expansion.

B. Operational Compliance:

1. All aircraft operations shall comply with the air traffic pattern, noise abatement, and overflight restrictions set forth in Section 10.11.260.12; and

2. A violation of the No Overflight Rule or Nuisance Definition in Section 10.11.260.12 constitutes an operational violation subject to enforcement;

C. Enforcement & Penalties:

1. Upon verification of a violation by the Town through flight tracking data, eyewitness testimony, or other credible evidence, the Town may issue a written notice of violation to the airpark operator and, where identifiable, to the aircraft operator;

2. Violations are subject to the following remedies, which may be imposed cumulatively:

- a. Administrative fines as set by Town Council resolution;
- b. Suspension or revocation of the airpark's business license;
- c. Suspension or revocation of any conditional or special use permit related to the operation;
- d. Civil action for injunctive relief to prohibit continued violations;
- e. Referral to the FAA or other regulatory agencies for further enforcement.

3. Each day of continued violation constitutes a separate offense;

4. The airpark operator shall be responsible for ensuring that all tenants, students, transient pilots, and other users are informed of and comply with the operational restrictions of this chapter; and

5. Failure to comply with this section shall be subject to the enforcement provisions in Section

10.11.260.18. Penalties.

A. Criminal Violation. Any person who violates, disobeys, omits, neglects, or refuses to comply with any provision of this zoning code, or who knowingly permits assists another in doing so, shall be deemed guilty of a class B. misdemeanor.

B. Civil Remedy. In addition to criminal prosecution, the municipality may pursue civil remedies, including fines, injunctions, abatement, or other equitable relief permitted under the Town's administrative code enforcement officer is authorized to enforce this zoning code by issuing notice of violation, stop work orders, or other administrative actions, including recommending permit revocation when necessary..

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