

Fairfield Town

Utah County, Utah

PUBLIC NOTICE IS HEREBY GIVEN THAT THE

The Planning Commission of Fairfield, Utah, shall hold a Regular Session on September 16, 2025, @ 6:00 P.M., At the Fairfield Town Office, 121 West Main Street, Fairfield, Utah.

Agenda

Call to Order

- 1) Roll Call
- 2) Short Presentation on the Airpark Zone and Airpark Overlay by Todd Sheeran.
- 3) Public Comment *The Commission will accept public comment and may make a recommendation to the Town Council for the following items: (No more than 2 minutes per person, with a 20-minute limit for each item.)*

Business Items

The Commissioners *will discuss (without public comment) and may approve the following items:*

- 1) Commissioner Discussion on the Airport Zone found in Town Code § 10.11.260.
 - a) Motion to send the Revisions to the Airport Zone found in Town Code § 10.11.260. to the Town Council for approval.
- 2) Commissioner Discussion on the Airport Overlay found in Town Code § 10.11.275
 - a) Motion to send the Revisions to the Airport Overlay found in Town Code § 10.11.275. to the Town Council for approval.

Adjournment

Join Zoom Meeting

<https://us06web.zoom.us/j/83908077696?pwd=D8fqkkdbRT3thckuod92p8sJOXPYyU.1>

Meeting ID: 839 0807 7696 **Passcode:** 357759

Certificate Of Posting

The above agenda notice was posted on or before the 15th day of September 2025 at the location of the meeting, Fairfield town office, 121 West Main Street, Fairfield, UT, and at the Fairfield town website <https://fairfieldtown-ut.gov/meetings/>, and on the Utah State public notice website at <https://www.utah.gov/pmn/index.html>.

In Compliance With The Americans With Disabilities Act, Individuals Needing Special Accommodations (Including Auxiliary Communicative Aids And Services) During This Meeting Should Notify City Offices At 801-766-3509.

Date

Stephanie Shelley Town Recorder/Clerk

Ordinance # xxxxx-25. An Ordinance repealing and reinstating Fairfield Town Code § 10.11.260 (Airpark Zone) and § 10.11.275 (Airpark Overlay Zone), and amending Town Code § 10.16 (Special Use Regulations) to add special use regulations to the additional special uses found in the Airpark Mixed-Use Zone's table of uses

Dated ____ 2025

Created January 10, 2023 with the passing of the Fairfield Town Code; amended ____ 2025?

WHEREAS, in 2002, before the Town of Fairfield incorporated, the West Desert Airpark (WDA), or its predecessor, applied for a conditional use permit from Utah County to operate "a private airstrip and small hangars for sport aircraft in the Fairfield area."

WHEREAS, the County approved the conditional use permit, and the WDA has operated as a privately owned, privately used small airport for almost 20 years.

WHEREAS, around 2018, the WDA applied for a "public-use" designation from the Federal Aviation Administration (FAA), which was granted. This designation subjects the WDA to state and federal public-use standards and makes it eligible for related funding.

WHEREAS, the Utah Department of Transportation (UDOT) Aeronautics Division has awarded approximately \$2.5 million in federal and State funding for runway improvements at the Airpark, conditioned upon its operation as a public use airport.

WHEREAS, neither the FAA nor UDOT has authority to override or preempt a municipality's zoning regulations; however, municipalities are prohibited from regulating navigable airspace, which remains under exclusive federal jurisdiction.

WHEREAS, when UDOT awarded funding to WDA, it did not verify whether the Town had approved the necessary permits or authorized the runway expansion. Additionally, UDOT nor the FAA conducted a flight hazard analysis before approving the funding.

WHEREAS, as a public-use facility, WDA must allow broader access to the airstrip, resulting in a substantial increase in flights over the Town since WDA became a public-use airport; and WDA, using funding from UDOT, extended the landing strip from 2,650 feet to 5,300 feet.

WHEREAS, as WDA sought to expand its uses, the Town reviewed the applicable ordinances and found significant deficiencies, including the following:

1. Any development that occurs in the Airpark Zone requires a concurrent "Master Planned Development," which dictates standard zoning regulations, such as

frontage, setbacks, area requirements, building heights, landscaping, and water requirements. See Town Code § 10.11.260 (I), (J), (K)(1), (L), (M), and (O).

2. A Master Planned Development is considered a conditional use in the Airpark Zone, and the Town has not received any conditional use applications for this use. See Town Code § 10.11.260 (D)(1).
3. Confusingly, the Airpark Zone also requires a “master site plan” before any development can even occur in the zone. See Town Code § 10.11.260 (H). While the Town regulates site plans in accordance with Town Code § 9.1, it is unclear whether a master site plan is required to follow those regulations.
4. In the Airpark Zone and the Airpark Overlay Zone, which did not include many critical definitions. For example, The definition of “Airpark,” “Airport,” “Small Aircraft” “School,” “Caretaker Dwelling,” “Aircraft,” “Fuel Tanks,” “Hangars,” “Helipads,” “Landing Strip,” “Storage Containers,” “Taxiways,” and “Master Planned Development.”
5. The Airpark Overlay Zone was written to “minimiz[e] exposure to crash hazards and high noise levels generated by [West Desert] Airpark operations.” Town Code § 10.11.275 (A).
6. The Airpark Overlay Zone creates protection zones around West Desert Airpark that burdens property not owned by West Desert Airpark. There remains constitutional questions as to whether a private airport owner can burden property that it does not own.
7. Additionally, the West Desert Airpark recently added a new runway and the Overlay Zone has specific maps that were only contemplated with the old runway.
8. Additionally, the West Desert Airpark is located next to two landfills, which has flocks of birds that congregate there, but those birds create hazards for the pilots. The Airpark Overlay Zone failed to adequately address the known hazards.

WHEREAS, on April 2, 2025, the Town passed a notice of pending ordinance in compliance with Utah Code § 10-9a-509(1)(a)(ii)(A), which found “a compelling, countervailing public interest would be jeopardized by approving any application in the Airpark Zone or Airpark Overlay Zone.”

WHEREAS, the WDA contests the passage of the notice of pending ordinances and filed suit against Fairfield. *See* Case No. 250402063. The WDA agreed to stay the suit pending reivev by the Utah Property Rights Ombudsman and further negotiations.

WHEREAS, in the ensuing months, the Town has diligently drafted regulations related to airport operations to protect the health, safety, and welfare of Fairfield residents. The regulations were crafted from FAA Advisory Circulars, attached as **Exhibit 1**, the

"Airports & Land Use guide: An Introduction for Local Leaders," written by the Workforce Services: Housing and Community Development (2018), attached as **Exhibit 2**, and other input from aviation experts.

WHEREAS, additionally, the Airport Zoning Act, found in Utah Code § 72-10-401, *et seq.* requires municipalities to create airport influence areas, including an airport overlay zone, as a manner "to prevent the creation or establishment of airport hazards..." Utah Code § 72-10-403(2). The overlay zone must comply with applicable provisions of Utah Code and 14 C.F.R. Part 77.

WHEREAS, on September 9, 2025, the Town Planning Commission held a public hearing on the proposed Airpark Mixed Use Zone and Airpark Overlay Zone, attached hereto as **Exhibit A** and **Exhibit B**, respectively, and additional special uses to be added to the Town's special use regulations.

WHEREAS, the Planning Commission reviewed the subject text amendments and recommended _____ to the Town Council.

WHEREAS, the Town Council reviewed the subject text amendments and finds that the regulations and provisions therein help protect the health, safety, and welfare of Fairfield residents.

NOW THEREFORE, be it ordained by the Town Council of Fairfield Town, in the State of Utah, for the approval to repeal and reinstate Town Code § 10.11.260 (Airpark Mixed Use Zone), attached as **Exhibit A**, and § 10.11.275 (Airpark Overlay Zone), attached as **Exhibit B**; and to amend Town Code § 10.16 (Special Use Regulations) to add special use regulations to the additional special uses found in the Airpark Mixed-Use Zone's table of uses, attached as **Exhibit C**.

Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts, provisions, and words of this Ordinance shall be severable.

Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

Passed and Adopted this ____ day of _____ 2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek yes_____ no_____ abstain _____

 Tyler Thomas yes_____

no_____ abstain _____

Michael Weber yes_____ no_____ abstain _____

Richard Cameron yes_____ no_____ abstain _____

Stephanie Shelley, Recorder

(SEAL)

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.

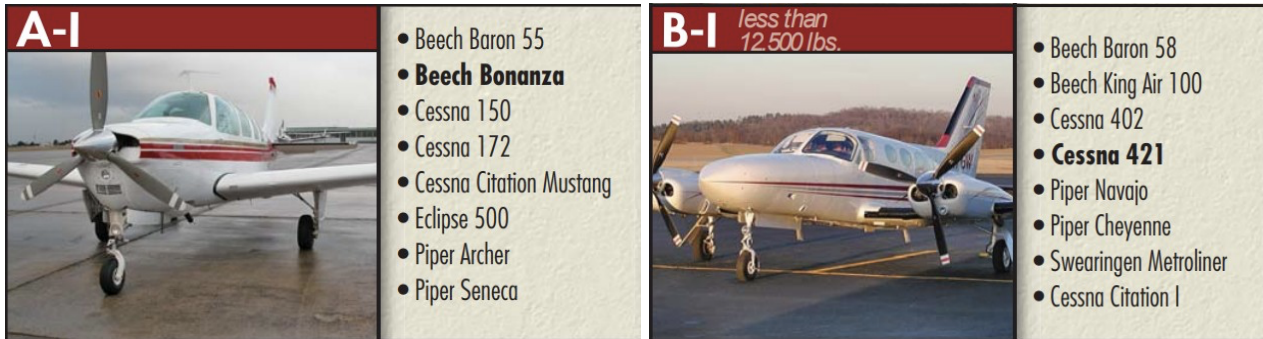
Airport Hazard Area. Means any area of land or water under the imaginary surfaces as defined in the airport overlay upon which an airport hazard might be established if not prevented as provided in these regulations.

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..

Rough Draft Airport Zone 25-08-03

Ordinance # 2025-____, Section 10.11.275 – Airpark Overlay Zone (APO). An Ordinance amending Chapter 10.11.275. Airpark Overlay Zone, Adding definitions, Updated Maps, and Updating and Reformatting Written Content. Dated ____ __2025

Document Control Changes.Created-original lost in 2013; Rewritten February 11, 2016 as part of Zoning Ordinance (#2-11-2016. Chapter 6.9); amended April 12, 2018; amended May 10, 2018 (Zone Standards Chapter 6.9; amended September 13, 2018 (Ordinance #09132018); amended January 10, 2023 (code adoption); amended ____ 2025 Ordinance #— --- 2025.

WHEREAS, Fairfield Town would like to establish an Airport Overlay Zone that is in compliance with Utah Code 72-10-403 and 14 /C.F.R. Part 77; and

WHEREAS, the Town seeks to protect the health and safety of the residents of the Town from aircraft using the any aviation facilities located in the Town of Fairfield; and

WHEREAS, the Town also seeks to protect the aviation facilities from hazards near the airpark; and

WHEREAS, a complete copy of the Airport Overlay Zone Ordinance as approved and recommended by the Planning Commission to the Town Council is attached hereto as Exhibit A, and is incorporated herein fully by reference; and

WHEREAS, on **September 9,2025**, the Town Planning Commission held a public hearing on the proposed Airport Overlay Zone Ordinance, Exhibit A hereto; and

WHEREAS, all notices as required by Utah Code § 10-9a-205 or otherwise by Utah law were provided to those entitled to receive notice of the public hearing of the Planning Commission and of the public meeting of the Town Council.

NOW THEREFORE, be it ordained by the Town Council of Fairfield Town, in the State of Utah, that revisions be accepted for the Title 10.11.275. Airport Overlay Zone.

Section 1. Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts, provisions, and words of this Ordinance shall be severable.

Section 2. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

Passed and Adopted this _____ day of _____2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

Stephanie Shelley, Recorder
(SEAL)

RL Panek	yes_____	no_____	abstain_____
Tyler Thomas	yes_____	no_____	abstain_____
Michael Weber	yes_____	no_____	abstain_____
Richard Cameron	yes_____	no_____	abstain_____

Exhibit A.
Airport Overlay Zone.

Section 10.11.275.1. Purpose and Intent.

A. Fairfield Town retained GSBS Consulting to implement the adopted recommendations and prepare official mapping for the Airport Overlay Zone. This mapping is based off of the current runway length.

This included:

1. A standard geographic depiction of the Overlay boundaries;
2. A parcel-based map illustrating affected properties; and
3. A detailed parcel inventory identifying all properties located within the Overlay. These materials shall serve as the official reference documents for determining Overlay applicability.

B. The Airport Overlay Zone (APO) is established in compliance with Utah Code Title 72, Chapter 10, Part 4 (Airport Zoning Act) and 14 C.F.R. Part 77 to:

1. Promote public health, safety, and welfare by minimizing exposure to crash hazards and high noise levels from Airport operations;
2. Encourage land uses compatible with continued Airport operations while protecting residents and property from hazards and nuisances;
3. Preserve unobstructed airspace for safe aircraft operations and protect operating aircraft from obstructions, wildlife hazards, or incompatible uses; and
4. Protect private property rights and land values while ensuring that public use Airport operations meet applicable safety, easement, and operational standards.

Section 10.11.275. 2. Definitions.

For purposes of this section, the following terms shall have the meanings ascribed below. These definitions match Section 10.11.260 – Airport Zone to ensure consistency between zoning districts and overlays.

Airport . Means a privately owned facility that combines aviation-related infrastructure (such as a runway, taxiways, and hangars) with residential, commercial, or light industrial uses that support aircraft operations. Airports are designed to accommodate only small, general aviation aircraft with a maximum total gross weight of twelve thousand five hundred(12,500) pounds or less. Airports may be publicly accessible or privately restricted, and are subject to Fairfield Town zoning and FAA regulatory compliance.

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.

Approach Surface. Means a surface longitudinally centered on the extended runway centerline, extending outward and upward from each end of the primary surface at slopes and distances established by FAA regulations, based on runway type and approach.

Avigation Easement. Means an easement granting the right of flight in the airspace above a property, including the right to cause noise, vibrations, fumes, dust, and fuel particle emissions; and the right to prevent the construction or growth of any structure, tree, or other object into the restricted airspace.

Horizontal Surface. Means a horizontal plane one hundred fifty (150) feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of five thousand (5,000) feet from the center of each end of the primary surface of each runway and connecting adjacent arcs by tangent lines.

Primary Surface. Means a surface longitudinally centered on the runway, extending two hundred (200) feet beyond each runway end, with a width as established by FAA regulations.

Runway Protection Zone (RPZ). Means a trapezoidal ground area at each runway end, beginning fifteen (15) feet from the Airport property line, centered on the extended runway centerline, designed to enhance the protection of people and property on the ground.

Transitional Surface. Means a surface extending outward and upward at right angles to the runway centerline and the runway centerline extended, at a slope of seven to one (7:1) from the sides of the primary surface and from the sides of the approach surfaces.

Utility Runway Weight Limit. Utility runway means a runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred (12,500) pounds maximum total gross weight. ~~or less.~~

West Desert Airpark. Means a small, privately owned airpark located within the boundaries of Fairfield Town, Utah, operating as a public use airport under FAA designation. West Desert Airpark provides facilities for aircraft storage, taxiing, takeoff, and landing, and includes associated infrastructure such as runways, taxiways, hangars, tie-down areas, and support buildings. The airpark is subject to all applicable provisions of Fairfield Town Code, including the Airpark Zone and Airpark Overlay Zone regulations, and is limited to operations and aircraft consistent with its FAA classified Utility Runway and maximum total gross weight of twelve thousand five hundred (12,500) pounds.

Section 10.11.275.3. Scope and Compliance.

A. The APO applies to all lands, waters, and uses within the defined overlay boundaries (see Airport Overlay Map).

B. All development must comply with both the base zoning and APO standards. If conflicts exist, the more restrictive standard applies.

C. FAA approvals or determinations do not constitute Town approval. Town review and approval shall be required for any development, runway changes, or operational modifications.

Section 10.11.275.4. Boundary Definition.

The APO boundary is a horizontal plane constructed by swinging arcs of five thousand (5,000) feet from the center of each end of the primary surface of the runway, connecting adjacent arcs by tangent lines. The perimeter includes all RPZs, approach surfaces, transitional surfaces, and horizontal surfaces as defined in FAR Part 77.

Section 10.11.275.5. Height and Obstruction Limitations.

A. No structure, natural growth, or object shall penetrate the imaginary surfaces as defined by FAR Part 77, without first filing a 7460-1 notice of construction or alteration, including:

1. Primary Surface;
2. Approach Surface;
3. Transitional Surface;
4. Horizontal Surface; and
5. Conical Surface (20:1 slope for 4,000 feet)

Section 10.11.275.6. Land Use Restrictions.

A. Runway Protection Zone (RPZ). Shall remain clear of structures, congregations of people, and incompatible uses. Restricted to open space or agriculture unless otherwise approved by the Town.

B. Approach Surface Zone. Prohibits incompatible residential or public facilities. Nonresidential uses may be permitted with density restrictions and noise attenuation measures.

C. Airport Influence Area. No uses that attract birds, cause electrical interference, produce glare, impair visibility, or otherwise create hazards.

D. Noise-Sensitive Uses. Residential, schools, hospitals, and similar uses should be avoided within high noise exposure areas unless adequate mitigation is provided.

Section 10.11.25.7. Special Hazard Considerations.

A. Directly south of the runway, the North Pointe Landfill is permitted to a height of one hundred (100) feet.

B. Adjacent to this, the Intermountain Regional Landfill is permitted to a height of two hundred (200) feet.

- C. Airport operations must account for these obstructions in FAA and Town safety analyses.
- D. All submittals to FAA or the Town must accurately reflect actual “on the ground” conditions.

Section 10.11.275.8. Traffic Pattern and Flight Restrictions.

- A. All flight operations must comply with FAA AC 90-66C and the Town adopted noise abatement procedures.
- B. No overflight of any existing residential house or privately owned residential property within Fairfield Town is permitted.
- C. Student training or repetitive flight patterns are prohibited when exceeding five (5) passes in a consecutive pattern over the same property within any twenty (20) minute period.
- D. No 14 CFR FAA part 135 commuter and/or on-demand commercial operations are not allowed, they are strictly prohibited.

Section 10.11.275.9. Easement and Property Control Requirements.

- A. Fairfield Town shall not impose aviation or restrictive easements on private property.
- B. All aviation facilities must obtain all necessary aviation easements from adjacent landowners for approach surfaces, transitional zones, and RPZs within the overlay.
- C. All Runway Protection Zone (RPZ) land must be:
 - 1. Owned by the aviation facility triggering an RPZ; or
 - 2. Encumbered by a restrictive easement approved by the Town.
- D. All FAA and Town submittals must reflect actual conditions. Material misrepresentation is grounds for permit denial, suspension, or revocation.
- E. All operations must adhere to approved flight patterns and overflight restrictions.
- F. No runway extension, configuration change, or operational modification without Town approval and verified easement acquisition.
- G. Failure to comply is a zoning violation subject to enforcement, penalties, and possible injunctive relief.

Section 10.11.275.10. Permitting and Enforcement.

- A. Any proposed construction or alteration within the APO that penetrates an imaginary surface requires FAA Form 7460-1 and a Town permit.
- B. The Town may require third party peer review of any airspace analysis at the applicant's expense.

C. Violations shall be subject to enforcement under Fairfield Town Code, including permit suspension, license revocation, civil penalties, and legal action.

Chart 1.

Fairfield Airport Zone vs. Airpark Overlay Zone – Alignment Table

Category	Airport Zone (10.11.260)	Airport Overlay Zone (10.11.27)	Notes / Alignment
Purpose and intent	Protects health/safety, ensures compatible land use, minimizes hazards, complies with FAA/Utah Code	Same goals: public safety, compatible land use, obstruction control, property rights protection, FAA/Utah Code compliance	Language aligned. Overlay adds landfill hazard note & stronger public disclosure.
Definitions	Includes Airpark, Airport Influence Area, Approach Surface, Avigation Easement, RPZ, Transitional Surface, Primary Surface, Horizontal Surface, Utility Runway Weight Limit, Based Aircraft, Crew Rest Facility (if applicable).	Same definitions imported verbatim (excluding hangar-specific terms unless relevant).	Full match for consistency.
Height limitations	FAR Part 77 surfaces; no penetration of airspace; Maximum 12,500 lb. total gross weight limit for Utility Runway.	Same FAR Part 77 rules; 12,500 lb. limit stated; applies to all APO properties.	Fully aligned. Overlay emphasizes landfill obstruction awareness.
Land use restrictions	RPZ clear of structures; approach surfaces limited; AIA restrictions on bird attractants, glare, visibility hazards	Identical RPZ/approach/AIA rules; overlay adds explicit noise-sensitive use restrictions and “entire property” overflight protection.	Overlay strengthens protection for large parcels and repetitive flight patterns.
Traffic Pattern/Noise abatement	Avoid residential overflight when feasible; comply with FAA AC 90-66C.	Same base standard; overlay adds no overflight of any residential house or entire residential	Overlay adds measurable enforcement threshold

		property + training restriction: no >5 passes in 20 minutes over same property.	
Easement and RPZ control	Requires airpark to own/obtain easements for RPZ; Town will not impose easements; misrepresentation penalty.	Same language copied; identical enforcement; applies to the overlay area to prevent bypass.	Aligned word-for-word for maximum enforcement.
FAA town submittals	Must reflect true on-the-ground conditions; misrepresentation = revocation/penalties.	Same requirement; overlay reiterates for emphasis and expands "material misrepresentation" clause	Aligned, but overlay strengthens penalty language
Runway changes	No extension/configuration change without Town approval & verified easement acquisition.	Same rule; applies to overlay.	Aligned exactly.
Enforcement	Zoning violation; subject to enforcement under Town Code.	Same; overlay applies enforcement townwide within APO.	Aligned.

This Airpark Overlay Zone was written following guidelines taken from the US Federal Aviation Administration (FAA) circulars and also from the handbook, "Airports and Land Use Guide", distributed by the State of Utah, which draws upon the guidelines and best practices promoted by the FAA, the Utah Department of Transportation Division of Aeronautics, and leaders in the aviation and aeronautics industries.

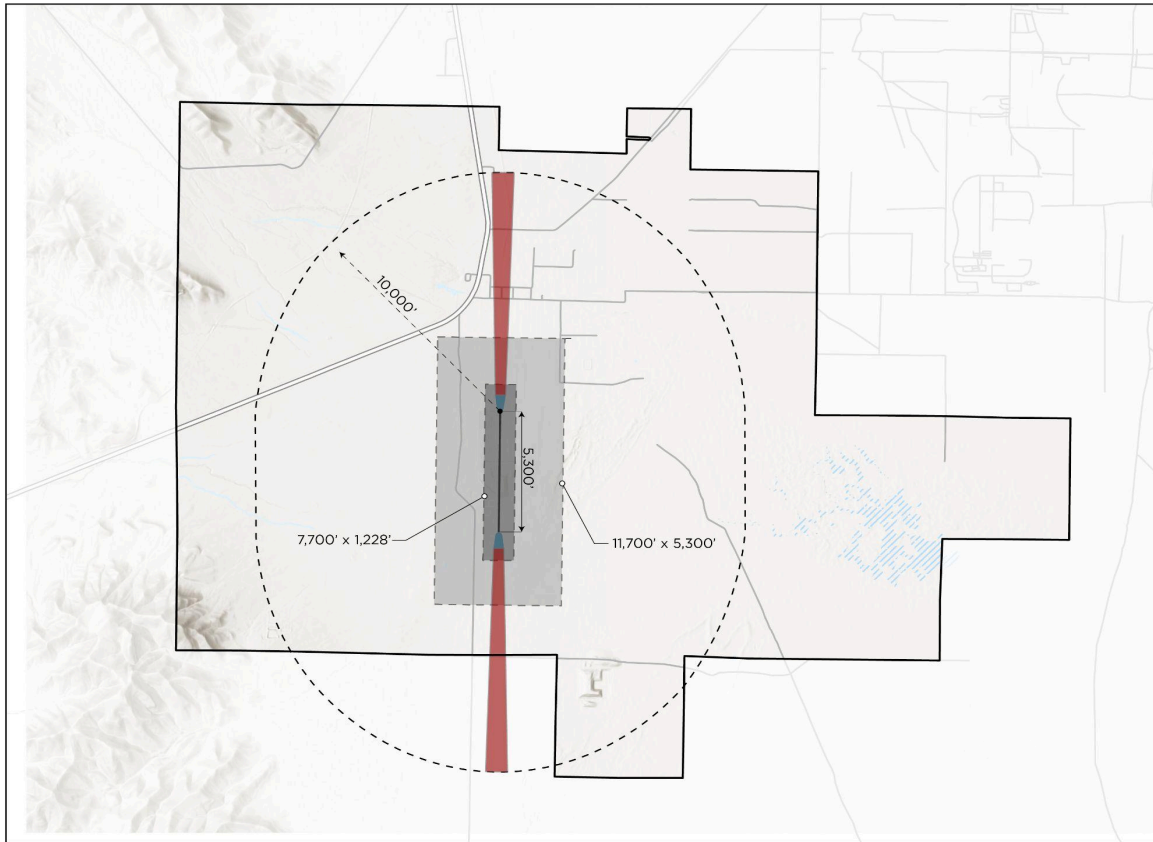
<https://luau.utah.gov/wp-content/uploads/Airports-and-Land-Use-Guide-8-2018-Version-WEB.pdf>

Measurements for the following maps were composed by GSBS Consulting. Using the Airports and Land Use Guide.

375 WEST 200 SOUTH
SALT LAKE CITY, UT 84101
P 801.521.8600
F 801.521.7913

Fairfield Town
Utah County, Utah





AIRPARK LAND REGULATION AND COMPATIBLE LAND USE

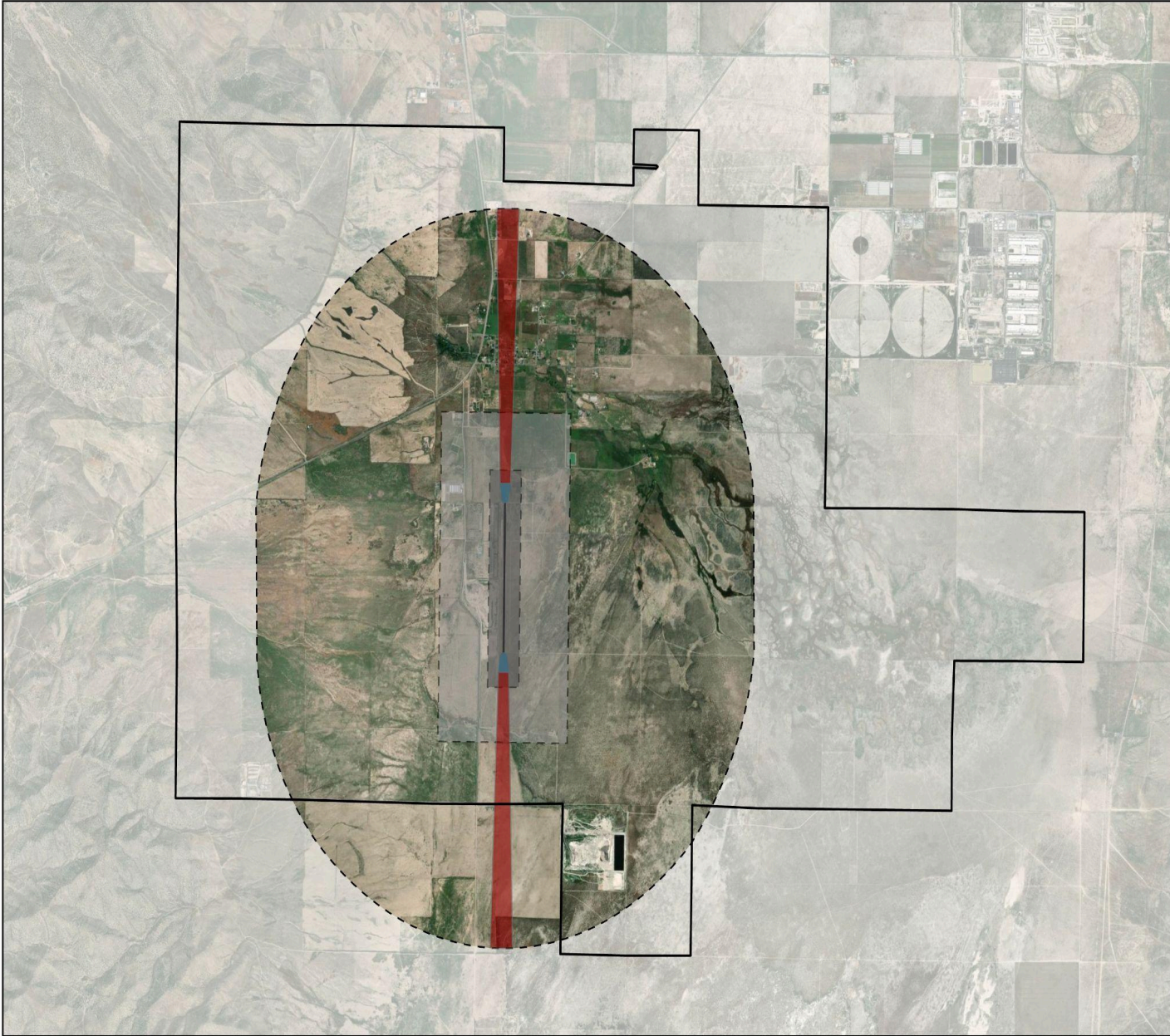
FAIRFIELD

LEGEND

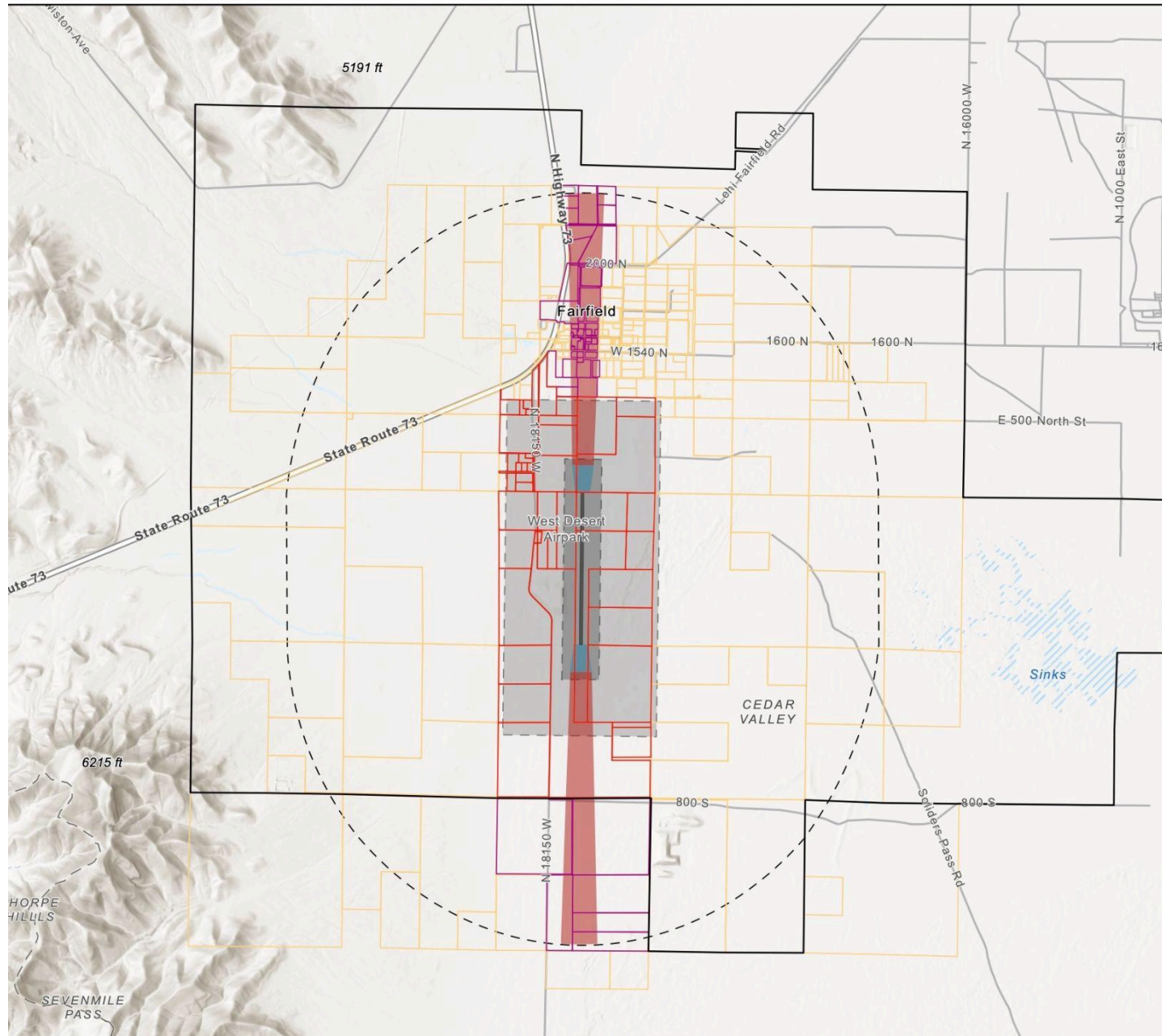
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-  LIMITED DEVELOPMENT
-  NO DEVELOPMENT
-  APPROACH SURFACE
-  RUNWAY PROTECTION ZONE
-  RUNWAY



Satellite View



Map 3. Affected Parcels Within the Overlay.



WHEREAS, in 2002, before the Town of Fairfield incorporated, the West Desert Airpark (WDA) applied for a conditional use permit from Utah County to operate “a private airstrip and small hangers for sport aircraft in the Fairfield area.”

WHEREAS, West Desert Airpark owns three (3) parcels within Fairfield Town, identified as follows:
Parcel No. 59:113:0021 consisting of 41.12 acres, upon which all hangars permitted as S-1 buildings are located;
Parcel No. 59:113:0033 consisting of 54.225 acres;
Parcel No. 59:113:0034 consisting of 109.27 acres; and

WHEREAS, Parcels 59:113:0033 and 59:113:0034 contain the runway, which runs north to south along the west side of both parcels; and

WHEREAS, any aviation activities within the Town of Fairfield, at West Desert Airpark, are privately owned, permitted only as a Small Airpark, and shall be regulated in accordance with the standards and definitions set forth in the Utah Airport Land Use Guide (Exhibit B), together with all applicable FAA and State of Utah regulations; and

WHEREAS, these standards for a Small Airpark include: A runway less than 5,000 feet; fewer than 10,000 annual operations; visual approaches only; runway lights or flashing lights strictly prohibited; Airport Reference Code (ARC) A-I/B-I; and fewer than 20 based aircraft; and

WHEREAS, the County approved the conditional use permit and the WDA has operated as a privately owned, privately used small airport for almost 20 years; and

WHEREAS, around 2018, the WDA applied for a “public-use” designation from the Federal Aviation Administration (FAA), which was granted. This designation subjects the WDA to state and federal public-use standards and makes it eligible for related funding; and

WHEREAS, the Utah Department of Transportation (UDOT) Aeronautics Division has awarded approximately \$2.5 million in federal and State funding for runway improvements at the Airpark, conditioned upon its operation as a public use airport; and

WHEREAS, neither the FAA nor UDOT has authority to override or preempt a municipality’s zoning regulations; however, municipalities are prohibited from regulating navigable airspace, which remains under exclusive federal jurisdiction; and

WHEREAS, when UDOT awarded funding to WDA, it did not verify whether the Town had approved the necessary permits or authorized the runway expansion. Additionally, UDOT nor the FAA conducted a flight hazard analysis before approving the funding; and

WHEREAS, as a public-use facility, WDA must allow broader access to the airstrip, resulting in a substantial increase in flights over the Town since WDA became a public-use airport; and WDA, using funding from UDOT, extended the landing strip from 2,650 feet to 5,300 feet; and

WHEREAS, as WDA sought to expand its uses, the Town reviewed the applicable ordinances and found significant deficiencies, including the following:

1. Any development that occurs in the Airpark Zone requires a concurrent “Master Planned Development,” which dictates standard zoning regulations, such as frontage, setbacks, area requirements, building heights, landscaping, and water requirements. See Town Code § 10.11.260 (I), (J), (K)(1), (L), (M), and (O);
2. A Master Planned Development is considered a conditional use in the Airpark Zone, and the Town has not received any conditional use applications for this use. See Town Code § 10.11.260 (D)(1);
3. Confusingly, the Airpark Zone also requires a “master site plan” before any development can even occur in the zone. See Town Code § 10.11.260 (H). While the Town regulates site plans in accordance with Town Code § 9.1, it is unclear whether a master site plan is required to follow those regulations;
4. ~~In the Airpark Zone and the Airpark Overlay Zone, which did not include many critical definitions. For example, The~~ **The current Airpark Zone and the Airpark Overlay Zone do not include many critical definitions such as the** definition of “Airpark,” “Airport,” “Small Aircraft” “School,” “Caretaker Dwelling,” “Aircraft,” “Fuel Tanks,” “Hangars,” “Helipads,” “Landing Strip,” “Storage Containers,” “Taxiways,” and “Master Planned Development;”
5. The Airpark Overlay Zone was written to “minimize exposure to crash hazards and high noise levels generated by [West Desert] Airpark operations.” Town Code § 10.11.275 (A);
6. The Airpark Overlay Zone creates protection zones around West Desert Airpark that burden property not owned by West Desert Airpark. There remains constitutional questions as to whether a private airport owner can burden property that it does not own;
7. Additionally, the West Desert Airpark recently added a new runway and the Overlay Zone has specific maps that were only contemplated with the old runway;
8. Additionally, the West Desert Airpark is located next to two (2) landfills, which have flocks of birds that congregate there, but those birds create hazards for the pilots. The Airpark Overlay Zone failed to adequately address the known hazards; and

WHEREAS, on April 2, 2025, the Town passed a notice of pending ordinance in compliance with Utah Code § 10-9a-509(1)(a)(ii)(A), which found “a compelling, countervailing public interest would be jeopardized by approving any application in the Airpark Zone or Airpark Overlay Zone”; and

WHEREAS, in the ensuing months, the Town has diligently drafted regulations related to airport operations to protect the health, safety, and welfare of Fairfield residents. The regulations were crafted from FAA Advisory Circulars, attached as **Exhibit 1**, the “Airports & Land Use Guide: An Introduction for Local Leaders,” written

by the Workforce Services: Housing and Community Development (2018), attached as **Exhibit 2**, and other input from aviation experts; and

WHEREAS, additionally, the Airport Zoning Act, found in Utah Code § 72-10-401, *et seq.* requires municipalities to create airport influence areas, including an airport overlay zone, as a manner “to prevent the creation or establishment of airport hazards...” Utah Code § 72-10-403(2). The overlay zone must comply with applicable provisions of Utah Code and 14 C.F.R. Part 77; and

WHEREAS, on September 9, 2025, the Town Planning Commission held a public hearing on the proposed Airpark Zone and Airpark Overlay Zone, attached hereto as **Exhibit A** and **Exhibit B**, respectively; and

WHEREAS, the Planning Commission reviewed the subject text amendments and recommended _____ to the Town Council; and

WHEREAS, the Town Council reviewed the subject text amendments and finds that the regulations and provisions therein help protect the health, safety, and welfare of Fairfield residents.

NOW THEREFORE, be it ordained by the Town Council of Fairfield Town, in the State of Utah, for the approval to repeal and reinstate Town Code § 10.11.260 (West Desert Airpark Zone), attached as **Exhibit A**, and § 10.11.275 (Airpark Overlay Zone), attached as **Exhibit B**.

Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts, provisions, and words of this Ordinance shall be severable.

Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

Passed and Adopted this _____ day of _____ 2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes _____	no _____	abstain _____
Tyler Thomas	yes _____	no _____	abstain _____
Michael Weber	yes _____	no _____	abstain _____
Richard Cameron	yes _____	no _____	abstain _____

Stephanie Shelley, Recorder
(SEAL)

Rough Draft Airport Zone 25-08-03

Exhibit A.

Airpark Zone.

Section 10.11.260.1. Purpose.

A. To ensure the safe and compatible integration of aviation related uses with limited and light industrial development. The Airpark Zone is intended to provide reasonable regulations related to the airport, enhance aviation activity, economic opportunity, and rural character, while safeguarding public safety, minimizing land use conflicts, and preserving the long term viability of the airpark and surrounding community.

B. This ordinance incorporates standards and guidance from the Federal Aviation Administration (FAA) Advisory Circulars, 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.

Section 10.11.260.2. 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 10.11.260.3. 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.

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

Aircraft (Manned). Means any device capable of sustained flight in the atmosphere that is designed to carry one or more human occupants and to be operated or navigated by a pilot. This includes airplanes, helicopters, gliders, airships, and other vehicles used for civil, recreational, or commercial aviation purposes.

Aircraft (Unmanned) or Drone. Means a device or contrivance that is capable of sustained flight in the atmosphere without an onboard human pilot, and that is operated remotely or autonomously. Also known as a drone or unmanned aerial system (UAS), these aircraft are regulated under applicable FAA rules and may include recreational drones, commercial UAS, and surveillance or cargo drones.

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

Aircraft, Small. Means an aircraft with a maximum certificated total gross weight of twelve thousand five hundred (12,500) lbs. or less, as defined by the Federal Aviation Administration (FAA), typically used for general aviation operations.

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 privately or publicly owned airport that combines aviation related infrastructure (such as a runway, taxiways, and hangars) with residential, commercial, or light industrial uses that support aircraft operations. Airparks are designed to accommodate only small propeller driven, general aviation aircraft with a total gross weight of twelve thousand five hundred (12,500) lbs or less, and may allow direct aircraft access to residences or businesses. Airparks may be publicly accessible or privately restricted,

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 any area of land or water that is used or intended to be used for the landing and takeoff of aircraft, including associated buildings, structures, runways, taxiways, and facilities. An airport may be publicly or privately owned and operated, and may serve public, commercial, or private aviation purposes. For purposes of this ordinance, "airport" includes any facility recognized by the FAA with an assigned location identifier and subject to FAA operational, safety, and land use regulations

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. **FAA part 77**

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. LUPG defines a small airport as a runway less than five thousand (5000) ft., less than ten thousand (10,000) operations per year, visual approaches only, airport reference code (ARC) A-I/B-I:

Airport Reference Code. (ARC) Codes that reflect the proper aircraft design utilization for determining suitable runway length and separation geometry. (FAA Control # ACF-CG RD 14-02-288).

A-I 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.

B-I 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 any person(s) engaged in offering instruction in aeronautics, either flying or ground subjects, or both, for hire or reward, and who employs other persons for such purposes.

Air School, Private. Means a for profit, educational entity offering flight or ground training for student pilots, operating under FAA Part 61 or Part 141 certification, and Fairfield Ordinances.

Air School, Public. Means an aviation education program operated by a public school district, university, or government agency, providing aeronautical instruction or flight training to students.

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) A permit issued by the Town that authorizes a land use or structure which, because of its unique characteristics or potential impact on the surrounding area, may be allowed only under specific conditions designed to mitigate adverse effects. Conditional uses are those identified in the Town's zoning ordinance as being permitted subject to review, approval, and the imposition of conditions by the Town's designated land use authority, in accordance with Utah Code § 10-9a-507.

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.

Culinary Water. Means water that is treated and approved by the Utah Division of Drinking Water for human consumption, cooking, food preparation, and other domestic household uses. Culinary water must meet all applicable state and federal drinking water quality standards and is typically delivered through a pressurized, piped distribution system operated by Fairfield Town.

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.

Evacuation and Emergency Response Plan. Means a written plan that outlines how people, aircraft, and vehicles will safely evacuate an airpark or airport during an emergency. It includes designated evacuation routes, assembly areas, communication procedures, and coordination with local fire, medical, and law enforcement agencies.

Fuel Farm: 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. A fuel farm serves as the primary on site supply source for fueling aircraft, either through direct dispensing or by filling mobile fuel trucks.

Fuel Dispenser: 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 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 Building S-1) 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 30 – Flammable and Combustible Liquids Code: A standard published by the National Fire Protection Association that provides minimum safety requirements for the storage, handling, and use of flammable and combustible liquids. NFPA 30 addresses design and construction of containers, tanks, piping systems, and related equipment; fire and explosion prevention measures; emergency venting; and protection of facilities and personnel.

Obstruction. Means any structure, growth or other object, including a mobile object, which exceeds a limiting height set forth in this chapter.

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 a defined surface within an airport that is prepared for landing and takeoff of aircraft along its length.

Runway Design Standards. Runway design standards are a set of established criteria for the physical characteristics of runways, ensuring they are safe and suitable for aircraft operations. These standards are developed by organizations like the [Federal Aviation Administration \(FAA\)](#) and the [International Civil Aviation Organization \(ICAO\)](#) and cover aspects like length, width, pavement strength, and safety areas. They are crucial for safe aircraft operations, including takeoff and landing.

Runway, Primary. Means, for this Chapter, a designated main runway used for takeoff and landing at an airpark or airport. It is the only improved and maintained landing surface authorized for regular aircraft operations and is limited in length and load to accommodate only small aircraft.

Runway Protection Zone (RPZ). Means an area at ground level beyond each runway end that enhances the protection of people and property on the ground in the event of an aircraft undershoot or overshoot.

Runway Security Gates and Fencing. Means a continuous perimeter fence that is installed around the entire length and width of the runway and its safety areas, with gated access points for authorized personnel and aircraft only.

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. These limits ensure the safety of the aircraft and runway infrastructure.

Aircraft Service and Sales. Means a facility that provides maintenance, inspection, and minor repairs for aircraft, and may include the sale or brokerage of new or used aircraft and related equipment with a total gross weight of twelve thousand five hundred (12,500) lbs.

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 airport property, such as airshows, community gatherings, educational programs, or sales exhibitions

Special Use Means a land use that is not permitted by right within a zoning district but may be allowed subject to review and approval by the Town, and only when specific conditions are met to ensure compatibility with surrounding uses and the intent of the zone.

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 alterations, upgrades, or modifications made to the interior or exterior of a building or hangar by a tenant or owner to accommodate the specific operational needs of an approved aviation related use. TI work may include structural, mechanical, electrical, plumbing, or cosmetic changes that will require certain applicable permits, and adherence to applicable building codes, zoning requirements, and FAA safety regulations. A Tenant Improvement Permit must be obtained prior to commencement of any such work

Touch and go's Means a maneuver in which an aircraft lands on a runway and immediately takes off again without coming to a full stop or exiting the runway. Touch-and-go operations are commonly used for flight training and proficiency practice, and typically involve repeated circuits in the traffic pattern.

Utility runway. Means a runway that is constructed for and intended to be used by propeller driven aircraft weighing the total gross weight of twelve thousand five hundred (12,500) lbs. or less.

Visual Flight Rules (VFR). Means a set of FAA regulations governing aircraft operations in weather conditions clear enough to allow pilots to operate the aircraft with visual reference to the ground and other obstacles, without reliance on instrument-based navigation.

10.11.260.4. Applicability

A. This chapter shall apply to all aviation operations, facilities, and improvements within the Airpark Zone.

B. These standards shall also govern the Airport Overlay Zone, including requirements for aviation and restrictive easements.

Section 10.11.260.5. General Standards.

A. The following requirements shall apply to the Airpark Zone:

1. Any use not specifically permitted in this chapter shall be prohibited;
2. 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;
3. Runway Protection Zone. RPZs are defined by FAA AC 150/5300-13B and shall be entirely owned or subject to recorded restrictive or aviation easements purchased by the airpark operator. Fairfield Town shall not be responsible for acquiring or maintaining RPZ easements.
4. 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.
5. All development is subject to the Airport Overlay Zone (10.11.275);
6. All industrial development must meet the requirements and standards of the light industrial west zone;
7. All residential development must meet the requirements, standards and building requirements of the AR-1 zone;
8. The Airport Overlay Zone shall be regulated using the recommended template provided in the Utah Airport Land Use Guide, with standards based on the runway length and classification as a small Airpark;
9. All uses within the Airpark Zone must be directly related to aviation or aircraft operations. Non aviation uses are prohibited unless explicitly approved as accessory or conditional uses in accordance with this Chapter.
10. An Evacuation and Emergency Response Plan shall be required for all development within the Airpark Zone and shall be submitted as part of the Master Site Plan;
 - a. Identify procedures for the orderly evacuation of people and aircraft in the event of fire, fuel spill, hazardous materials incident, aircraft accident, or natural disaster;
 - b. Include evacuation routes for aircraft and vehicles, emergency communication protocols, assembly points, and coordination with Fairfield Fire Authority and Utah County emergency services;
 - c. Be reviewed and approved by the Fairfield Fire Authority;
 - d. Comply with FAA Advisory Circular 150/5200-31C (Airport Emergency Plan), NFPA 424 (Guide for

Airport/Community Emergency Planning), and International Fire Code §§ 403.10.2.1 and 404 (as adopted by the Utah State Fire Code); and

e. The plan must be updated as required by changes in layout, occupancy, or emergency procedures and shall be available to emergency responders at all times;

11. All development within the Airpark Zone shall be required to transfer the required water shares to the town before said development can be hooked up to the Town culinary water system. All development shall follow the standards in the Fairfield Town Water Ordinance;

12. All development within this zone shall comply with the Fairfield Code, International Fire code, State and international Building code, FAA recommendations and State recommendations; and

13. Access to the interior of the Airpark. All dwellings, hangars, commercial establishments, or other facilities occupied by humans shall gain access from a public road which follows the APWA standards.

14. Access to the commercial/Industrial part of the airpark needs a public access road that follows the APWA standards.

15. Every business operating within the development shall obtain and maintain a business license issued by Fairfield Town in accordance with applicable ordinances.

Section 10.11.260.6. 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.

Uses	Permitted	Special use	Conditional use	Expressly prohibited
Accessory structure			X	
Aircraft construction		X		
Aircraft parking and tiedowns	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 10.11.260.7. Permitted Uses - Airpark Zone.

These uses are permitted without additional standards

Section 10.11.260.8. Special Uses – Airpark Zone.

All special uses in the Airpark Zone shall be directly related to aviation and conducted in compliance with Fairfield Town Code, the Airport Land Use Guide, and applicable FAA, NFPA, and building code standards. All special uses are restricted to small aircraft as defined in this chapter, with a maximum total gross weight of twelve thousand five hundred 12,500 lbs. Special Use standards are listed in Exhibit C.(B) . Failure to comply with these standards shall be subject to enforcement under Section 10.11.260.14.

Section 10.11.260.9. Conditional Uses – Airpark Zone.

A. Permit Required. A Conditional Use Permit (CUP) shall be required for any use in the Airpark Zone that is not listed as a permitted use or special use and involves mixed-use occupancy of an aircraft-related structure, or has potential to impact aviation safety, operations, or surrounding properties.

Section 10.11.260.10. Residential Use.

A. Single family Residential hangar homes are allowed in a portion of the airpark. 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;
2. Shall meet all subdivision requirements of Fairfield's subdivision ordinance;
3. Shall all have one hangar with private access to taxi way. No shell hangars are permitted in the residential area;
4. Hangar homes must be aesthetically cohesive to the hangar;
5. Shall meet all area, frontage, setbacks and height of the AR-1 zone;
6. Residential lots shall not be within the limited development zone;
7. Residential layout: max 25% of existing parcels of land dedicated to the residential area outside of the limited development zone and the runway protection zone; not to exceed 27 lots plus one lot for a clubhouse.
8. Shall require a development agreement;
9. Shall include an HOA;
10. Shall have ingress and egress to a public road; and
11. Where feasible, open space parcels shall be designed to be utilized by and made available for general public uses.
12. All residential hangar home development shall be subject to FAA AC 150/5300-13B separation standards to ensure adequate distance from taxiways, aprons, and aircraft movement areas for safety.
13. Residential development shall be prohibited within the Runway Protection Zone (RPZ) and any area subject to required aviation or restrictive easements.

B. Enforcement. Failure to comply with the requirements of this section shall be subject to enforcement under Section 10.11.260.14, including revocation of approvals, civil penalties, and injunctive relief.

Section 10.11.260.11. Runway Design & Operations.

A. The airport shall:

1. Have one utility runway, 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;
2. Follow Design per FAA AC 150/5300-13B Airport Design and AC 150/5320-6G, which states, FAA AC 150/5300-13B – Airport Design States: “The RPZ’s function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ;
3. Follow Design Standards FAA AC 150/5190-4B – Land Use Compatibility Guidance Advises “When practical, the airport sponsor should own the entire RPZ. If fee simple is impractical, sponsors must obtain aviation or restrictive easements sufficient to control incompatible uses;

4. Follow 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;

5. Follow Pavement Design. The runway weight bearing capacity shall not exceed the standards of a Utility Runway with a total gross weight capacity not to exceed twelve thousand five hundred (12,500) lbs. as per FAA AC 150/5320-6G, Airport Pavement Design and Evaluation;

6. Follow Visual Flight Rule (VFR) operations only; daytime operations only;

7. Follow Hours of Operation. The airport shall be open for daytime operations, sunrise to sunset only;

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

9. Have Security gates and security fencing around the entire perimeter of the runway. Fencing shall comply with FAA wildlife hazard and security guidelines;

10. Runway lights of any type are prohibited.

11. No runway extension, reconfiguration, or change in operational type (e.g., from VFR to IFR) shall be permitted without prior approval by Fairfield Town, verification of compliance with FAA design standards, and confirmation that all required RPZ ownership or easement acquisitions have been completed by the Airpark;

B. Enforcement. Noncompliance with the runway design, operational limits, or safety requirements in this section shall be subject to enforcement under Section 10.11.260.14, including permit suspension, license revocation, civil penalties, and injunctive relief.

Section 10.11.260.12. Air Traffic Pattern & Noise Abatement.

A. Flight patterns must avoid overflight of hazards, obstructions, and any residential houses or any property owned by a resident of Fairfield. Flight patterns must be documented in FAA Chart Supplements, published on the airpark website, and include visual indicators (e.g., segmented circles or runway markings) for traffic direction and preferred approaches, consistent with FAA AC 90-66B (Non-Towered Airport Flight Operations) and FAA AC 150/5300-13B.

B. Airport traffic shall comply with the following:

1. Patterns published on Airpark website and FAA publications;

2. Runway 17/ 35 is preferred for takeoff/landing; and

3. Northbound departures must turn to avoid Fairfield residential area;

4. No Overflight Rule. Aircraft operations from from aviation facilities shall not overfly any residential home or any portion of residential property within Fairfield Town, including dwellings, yards, pastures, or other land contained within the property boundaries, except in the event of an in-flight emergency;

5. Nuisance. An overflight of a residence or residential property in violation of Subsection 4 constitutes a nuisance when:

- a. The same property is overflown more than three (3) times within any thirty (30) minute period; or
- b. The overflights occur in a repetitive or consecutive pattern that would reasonably be perceived as circling or loitering over the same location; or
- c. The overflights occur at an altitude or proximity that causes substantial and unreasonable interference with the quiet use and enjoyment of the property; and

6. All aircraft operators shall check applicable published NOTAMS and chart supplements prior to landing at the airport.

C. Enforcement. Violation of the traffic pattern, noise abatement, or flight path restrictions in this section shall be subject to enforcement under Section 10.11.260.14, including operational restrictions, permit suspension, license revocation, civil penalties, and injunctive relief.

Section 10.11.260.13. Requirements for Developing the Airpark.

A. Any development in the airpark shall require the following:

- 1. Development Review if needed;
- 2. Zoning entitlements and development agreement;
- 3. Subdivision process;
- 4. Master site plan;
- 5. Development Agreement including CCR and HOA agreements;
- 6. Evacuation Plan;
- 7. Final plat recording ;
- 8. Verification of compliance with all applicable FAA Advisory Circulars, including but not limited to AC 150/5300-13B (Airport Design), AC 150/5320-6G (Airport Pavement Design), and AC 150/5200-31C (Airport Emergency Plan);

B. Master Site Plan Requirements. All developments must submit a Master Site Plan. In addition to standard site plan elements, the following must be included:

- 1. Site analysis, topography, drainage, FAA airspace classifications;

2. Environmental considerations
 - a. Wetlands, floodplains, noise contours, air hazard areas
3. Airpark layout (runway, taxiways, aprons, fueling stations, maintenance areas, parking);
4. Residential layout: max 25% of land dedicated to the residential area outside of the limited development zone and the runway protection zone;
5. Open space: minimum 30%; not to include driveways/yards or runway publicly accessible where feasible;
6. Road access: separate ingress/egress for residential; exterior roads of development must meet the standards of the Light Industrial West following the APWA standards;
7. Transportation circulation plan for aircraft, vehicles, and pedestrians;
8. Landscaping per Section 10.19; may be modified to meet FAA safety standards;
9. Structure height max: 35 ft or FAA height limit, whichever is lower;
10. Lighting and fencing per Town Code §§ 9.3.60, 9.3.70, and 10.17.70;
11. Utilities: must comply with water standards (Town Code § 6.1), wastewater and stormwater design, and wildlife hazard avoidance;
12. Sewer feasibility study is required;
13. Shall meet the requirements of the Fairfield soil ordinance;
14. Shall meet all other requirements in the Fairfield Master Site Plan application and checklist;
15. Must demonstrate how all uses and facilities will remain in compliance with the maximum total gross aircraft weight limit of twelve thousand five hundred (12,500) pounds.
16. Must show proof of ownership or restrictive easements for all land located within the RPZ and any required approach surfaces prior to approval
17. Must include a current FAA-approved airport layout plan (ALP) that matches the proposed development and is consistent with the Small Airpark classification.

Section 10.11.260.14. Easement & Property Control Requirements.

1. Any required aviation or restrictive easement shall be purchased and recorded by the aviation facility, consistent with Utah Code Title 72, Chapter 10, Part 4 (Airport Zoning Act), and FAA AC 150/5300-13B.

a. Fairfield Town shall not impose aviation or restrictive easements on private property as doing so would constitute an unconstitutional taking of private property.

b. Aviation facility is required to obtain all necessary aviation easements from adjacent landowners for approach surfaces, transitional zones, and RPZs or within the airpark overlay:

2. All land located within the FAA Defined Runway Protection Zone (RPZ) must either:

a. Be owned in fee simple by Aviation facility; or

b. Be encumbered by a restrictive easement approved by Fairfield Town and voluntarily purchased by Aviation facility that grants full control to prohibit incompatible uses and structures.

3. FAA airspace determinations or approvals do not constitute Town approval of airport facilities, runway extensions, or operational patterns. Town review and approval are always required

4. All submittals to the FAA and the Town must accurately reflect actual on the ground conditions, including but not limited to terrain elevations, landfill or mound heights, obstructions, and surrounding land uses. Any discrepancies shall be considered a material misrepresentation. Material misrepresentation in FAA or Town submittals shall be grounds for immediate denial, suspension, or revocation of all Town issued permits, approvals, or operational authorizations, and may be referred for legal enforcement.

5. No runway extension, change in runway configuration, or modification of operational use shall occur without prior Town approval and verified easement acquisition as described above.

6. Failure to maintain ownership or restrictive easement control of all RPZ areas, or to comply with flight pattern restrictions under this section, shall constitute a zoning violation subject to enforcement under Fairfield Town Code.

Section 10.11.260.15. Notifications Required.

1. Notify the FAA and UDOT Aviation department of two (2) landfills located within 1 ½ miles of the airpark. One that is 1.5 miles, with the height allowances of two hundred (200) ft. within the ten thousand (10,000) ft. radius and North Pointe, having an allowance of one hundred (100) ft. high which is located two thousand six hundred fifty nine (2659) ft. directly south of the runway in the runway protection zone;

2. Also in the notification, they must clarify that a portion of North Pointe Landfill runs adjacent to the runway with a portion being permitted to go seventy five (75) ft. high at a distance of six hundred twenty nine (629) ft. from the center of the runway;

3. Seagulls are a known bird to fly between these two (2) landfills.



4. All information on the Aviation facilities website needs to be accurate and updated regularly. The website shall clearly disclose any known hazards, operational limitations, or restrictions required under Town ordinance, FAA determinations, or state law. Omission or misrepresentation of required safety information may be grounds for suspension or revocation of permits under this chapter.

5. Notification to the FAA and UDOT shall comply with 14 CFR Part 77 obstruction evaluation requirements and FAA Form 7460-1 submission procedures. Documentation of such notification, including FAA determinations and any required mitigation measures under FAA AC 150/5200-33C (Hazardous Wildlife Attractants On or Near Airports), shall be provided to Fairfield Town within 30 days of submittal or receipt. No modification to airpark operations may occur until the FAA review process is complete and any conditions are satisfied.

Section 10.11.260.16. Governance & Maintenance.

A. Where required as part of the site plan approval, or conditional use or special use process, the developer of a subdivision within this zone shall develop, impose and record restrictive covenants running with the land to carry out the conditions of the proposed development or the proposed use. Restrictive covenants shall include but not be limited to including the following:

1. HOA shall maintain all private taxiways, runways, and common areas.

2. Maintenance responsibilities shall include compliance with FAA AC 150/5300-13b pavement condition standards, wildlife hazard mitigation measures, security fencing requirements, and any drainage or stormwater facilities necessary for safe operations;

3. CCRs must include:

- a. Noise and operation limitations;
- b. Hangar ownership and usage rules;
- c. Emergency evacuation plan; and
- d. Maintenance standards.

4. CCRs shall also include enforcement provisions granting the HOA authority to impose penalties, suspend use rights, or seek injunctive relief for violations of operational safety rules or Town ordinances; and

5. Development agreement shall be recorded prior to any final plat approval, shall bind successors and assigns, and shall incorporate by reference all Town-imposed conditions, FAA-required operational limitations, and state airport compatibility requirements.

Section 10.11.260.17. 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.

D. Enforcement.

1. Failure to provide rules or obtain signed acknowledgments shall constitute a violation by the Airpark operator, subject to enforcement under Section 10.11.260.19; and

2. Any tenant, pilot, or operator who violates the operational rules shall be subject to the same enforcement provisions and penalties as the Airpark operator.

Section 10.11.260.18. Evacuation and Emergency Response Plan (EERP) Requirement.

A. Purpose. To protect public safety, preserve aviation operations, and ensure coordinated response to emergencies, all airparks shall prepare and maintain an Evacuation and Emergency Response Plan (EERP) in compliance with this section. This plan is required as a condition of zoning approval, site plan approval, and issuance of any building permit, tenant improvement permit, or business license for operations within the Airpark Zone.

B. Applicability. This requirement applies to all facilities, operations, tenants, and transient activities within the Airpark and any other designated Airpark Zone. This includes both permanent and temporary operations, regardless of ownership or lease status.

C. Plan Standards. The EERP shall meet the following minimum standards:

1. Regulatory References – The plan shall comply with applicable FAA Advisory Circulars, including AC 150/5200-31C (Airport Emergency Plan), NFPA 409 (Standard on Aircraft Hangars), and the Utah State Comprehensive Emergency Management Plan;

2. The plan shall also comply with and NFPA 424 (Guide for Airport/Community Emergency Planning), and shall address aircraft incidents, fuel spills, fires, severe weather, hazardous material releases, and mass-casualty events. The plan shall be submitted to Fairfield Town and updated at least once every twenty four (24) months;

3. Emergency Contact Information. The plan shall list 24/7 contact numbers for airpark management, security, and emergency services, including the Utah County Fire Marshal, law enforcement, Utah County sheriff Dispatch and FAA notification points;

4. Hazard Identification – A map and inventory of all fuel storage, fueling facilities, hazardous material storage areas, hangars, aboveground or underground storage tanks, and other high-risk locations;

5. Evacuation Routes & Assembly Areas – Clearly marked pedestrian and vehicle evacuation routes, designated assembly points approved by the Fairfield Fire Authority outside the Runway Protection Zone (RPZ) and away from active aircraft movement areas;

6. Emergency Scenarios – Procedures for response to:

- a. Aircraft crash or fire;
- b. Hangar fire or fuel spill;
- c. Severe weather (including high winds, microbursts, lightning);
- d. Hazardous material release;
- e. Security threat or unauthorized entry;
- f. Wildfire or area evacuation; and
- g. Earthquake.

7. Roles & Responsibilities. Assignment of duties to airpark personnel for evacuation coordination, communications, and system shutdowns with a clear chain of command and designated alternates;

8. Notification Procedures, Methods to alert all tenants, visitors, and staff, including public address systems, radios, text/email alerts, and integration with the Utah County Emergency Alert System (Reverse 911);

9. Training & Drills. At least one full-scale evacuation drill annually, plus additional tabletop exercises for fire, crash, and severe weather. Records of drills and training shall be maintained for at least three (3) years and provided to Fairfield Town upon request; and

10. Agency Coordination. Written mutual aid agreements or memoranda of understanding (MOUs) with fire, EMS, law enforcement, and other relevant agencies, including confirmation that the plan has been reviewed by the Utah County Fire Marshal.

D. Approval & Updates

1. The EERP shall be submitted to Fairfield Town for review and approval prior to issuance of any airpark business license or tenant improvement permit. Approval shall be contingent on written confirmation of review by the Fairfield Fire Authority and compliance with FAA and NFPA standards;

2. The plan shall be reviewed and updated annually, or immediately following any significant change in airpark layout, operations, or emergency response resources; and

3. A current, approved EERP is a condition of all airpark-related business licenses. Failure to maintain compliance shall be grounds for license suspension or revocation.

E. Enforcement. Violations of this section shall be subject to enforcement under Fairfield Town Code, including permit suspension, license revocation, civil penalties, and injunctive relief, as provided in Section 10.11.260.14 (Enforcement).

Section 10.11.260.19. 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;

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; and
 - 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

Section 10.11.260.20. Enforcement, Violations and Remedies.

A. General Enforcement Authority.

All approvals, permits, and licenses issued under this ordinance — including but not limited to business licenses, building permits, tenant improvement permits, conditional use permits, and occupancy permits, are conditional upon continued compliance with all applicable federal, state, and local laws, the Fairfield Town Code, and the conditions of approval specific to each permit.

B. Violation and Remedies.

A violation of any requirement in this ordinance, including failure to prepare, maintain, or follow an approved Evacuation and Emergency Response Plan (EERP), shall be grounds for:

- 1. Suspension or revocation of any related permit or license;
- 2. Issuance of a stop work order;
- 3. Civil penalties as provided in the Fairfield Town Code;
- 4. Recovery of enforcement costs; and
- 5. Injunctive relief in a court of competent jurisdiction.

C. FAA and State Reporting.

Any violation that poses a risk to aviation safety shall be reported to the Federal Aviation Administration (FAA) and the Utah Department of Transportation – Aeronautics Division.

D. Separate Offenses.

Each day of violation shall constitute a separate offense.

E. Immediate Hazard Authority.

If a violation creates an immediate threat to public safety, aviation safety, or the environment, the Town may order the immediate suspension of operations until the hazard is mitigated to the satisfaction of the Town, the Fairfield Fire Authority, and any applicable regulatory agencies.

Exhibits and Standards Not Completed

Exhibit A.

West Desert AirPark Ordinance.

Exhibit B.

Airport Land Use Guide.

To view the AP Land Use Guide, 2018, click on the following link:

[Airport Land Use Guide](#)

Exhibit C.

Standards for Special and Conditional Uses

Special Uses Standards.

Special Uses is a land use that is not permitted by right within a zoning district but may be allowed subject to review and approval by the Town, and only when specific conditions are met to ensure compatibility with surrounding uses and the intent of the zone. Special Uses require the applicant to demonstrate that the use:

1. Will not create adverse impacts to public health, safety, or welfare;
2. Can be operated in harmony with the general character of the area; and
3. Complies with all conditions of approval imposed by the Town to mitigate potential impacts.
4. Approval of a Special Use shall not be considered a vested right, and may be revoked if the operator fails to comply with applicable standards or conditions. All special uses shall meet the requirements of international Building Code.

A. Aircraft Construction, Service, and Sales.

1. Limited to construction, assembly, service, and sales of small aircraft;
2. Facilities shall comply with FAA Advisory Circular (AC) 150/5300-13B (Airport Design) and AC 150/5320-6G (Pavement Design and Evaluation);
3. All hazardous materials shall be handled in accordance with NFPA 30 and applicable state regulations; and

4. Adequate ventilation, dust collection, and noise mitigation measures shall be installed

B. Airframe Repair/Painting.

1. Comply with NFPA 33 for spray application and NFPA 409 for hangars
2. Limit operations to small aircraft With a total gross weight limit of twelve thousand five hundred (12,500) pounds.
3. Provide ventilation, hazardous location electrical compliance, and approved fire suppression systems.

C. Engine Repair.

1. Limited to repair and maintenance of small aircraft engines.
2. Comply with FAA AC 43.13-1B and 43.13-2B for acceptable methods, techniques, and practices.
3. Hazardous materials storage in accordance with NFPA 30.
4. Noise mitigation measures required to reduce impact on surrounding areas.

D. Fuel Storage (Fuel Farm) & Dispensing (Fuel Dispensing) Facilities.

1. Purpose. To ensure that any fuel storage or dispensing facility located within the Airpark Zone operates in full compliance with FAA safety guidance, NFPA fire codes, environmental regulations, and Fairfield Town standards, and does not create undue risk to surrounding properties, people, or aviation operations.

2. Fuel Farms Shall comply with FAA Advisory Circular 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports), NFPA 30 (Flammable and Combustible Liquids Code), NFPA 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages), NFPA 407 (Standard for Aircraft Fuel Servicing), and all applicable federal, state, and local environmental regulations, including spill prevention and secondary containment requirements. Fuel storage and dispensing facilities shall be treated as a Conditional Use in the WDAZ and must comply with FAA AC 150/5230-4B, NFPA 30, NFPA 30A, NFPA 407, and all applicable EPA spill prevention regulations. Only fuel servicing of small aircraft meeting the aviation facility total gross weight of twelve thousand five hundred (12,500) lbs. or less, is permitted.

3. Fuel dispensers shall comply with FAA Advisory Circular 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports), NFPA 30 (Flammable and Combustible Liquids Code), NFPA 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages), NFPA 407 (Standard for Aircraft Fuel Servicing), and all applicable federal, state, and local environmental and fire safety regulations. Mobile fuel dispensing vehicles must meet the same safety, inspection, and grounding requirements as fixed dispensing equipment.

4. FAA Compliance-All facilities shall be designed, constructed, and located in compliance with FAA Advisory Circular AC 150/5230-4B – Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports.

5. Fire Code Compliance-All facilities shall comply with NFPA 30 – Flammable and Combustible Liquids Code and NFPA 407 – Standard for Aircraft Fuel Servicing, as adopted by the State of Utah.

6. Environmental Compliance-Facilities shall comply with all applicable state and federal environmental regulations, including EPA spill prevention and control requirements.

7. Fuel farms and tanks shall be located in designated fueling areas away from hangars, dwellings, and other ignition sources, in compliance with FAA AC 150/5230-4B location tables.

8. Minimum one hundred fifty (150) ft. setback from any residential property line or public roadway, unless a greater distance is required by FAA or NFPA standards.

9. Tank Standards:

- a. Only above-ground storage tanks (ASTs) are permitted. Underground tanks are prohibited;
- b. Tanks must be double-walled or installed with approved secondary containment; and
- c. Tanks must be equipped with emergency venting, overfill protection, and spill containment per NFPA 30 and NFPA 407.

10. Security:

- a. All fuel storage areas must be enclosed within a secured, locked perimeter fence with controlled access; and
- b. Adequate lighting and surveillance shall be provided for security and operational safety.

11. Operations & Training:

- a. Only trained personnel certified per FAA AC 150/5230-4B may operate fueling Equipment; and
- b. Fuel spill response kits must be readily available at all fueling points.

12. Inspections:

- a. Annual inspections by the Utah County Fire Marshal and/or the State Fire Marshal are required; and
- b. Fairfield Town reserves the right to conduct inspections without prior notice.

13. Bonding Requirement. The operator must post a performance and environmental bonding an amount determined by the Town Council to ensure compliance with removal, cleanup, and remediation obligations in the event of a spill or closure;

14. Easement Requirement. Any fuel facility located within the Runway Protection Zone (RPZ) or other restricted safety area must be owned by the Airpark operator or be located on land with a restrictive easement purchased by the Airpark operator and approved by the Town.

15. Permit Expiration. Special Use approval for fuel storage or dispensing facilities shall expire if construction is not commenced within one (1) year of approval or if operations cease for more than one hundred eighty (180) consecutive days.

D. Private Air School (Special Use).

1. Certification & Standards.

a. Private air schools shall operate only under FAA Part 61 or Part 141 certification.

b. Flight training shall be limited to small propeller driven aircraft meeting the aviation gross weight restriction of 12,500 pounds or less.

c. All training shall be conducted only under Visual Flight Rules (VFR) and in compliance with established Airpark traffic patterns and altitudes.

2. Ownership & Operation.

a. The training program must be owned and operated directly by the Airpark entity.

b. Contracting with, leasing to, or affiliating with any outside or larger flight training organization, commercial operator, or collegiate program is prohibited.

3. Scope of Operations.

a. Flight training shall be incidental and subordinate to the Airpark's primary use as a private general aviation facility.

b. The Town may establish a maximum number of students or training aircraft as a condition of approval.

c. Touch-and-go operations may be limited, restricted to designated training periods, or prohibited if determined necessary by the Town to minimize noise and community impacts. Touch and go's count as daily operations

4. Hours of Operation. Flight training operations shall be limited to daytime hours only, unless otherwise authorized by Special Use approval.

1. Night training may be further restricted or prohibited at the discretion of the Town.

5. Noise & Community Impacts;

1. The operator shall implement noise abatement procedures consistent with FAA guidance and Town policy.
2. Training flights shall be conducted in designated practice areas to minimize overflight of residential neighborhoods.

6. Compliance & Revocation;

1. The program shall comply with all applicable FAA regulations and Town ordinances.
2. Violation of these provisions or conditions of approval shall be grounds for revocation of the Special use Permit.

E. Restaurant.

F. Service and Sales.

1. Aircraft Service and Sales. All service and sales activities shall be limited to small aircraft meeting the WDAZ maximum total gross weight of twelve thousand five hundred (12,500) lbs. and shall comply with FAA AC 43.13-1B (Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair) and any applicable Utah state business licensing requirements.
See Aircraft Construction, Service, and Sales.

2. All sales and service operations shall be limited to small aircraft meeting WDAZ weight limits and shall comply with FAA AC 43.13-1B and any applicable state licensing or dealer requirements

G. Shell Hangars.

1. S1 Classification.

2. Hangars in the WDAZ shall only accommodate small aircraft meeting the maximum total gross weight of twelve thousand five hundred (12,500) lbs.

3. Any non-aviation use or occupancy requires special or conditional use approval and the appropriate building or tenant improvement permit.

4. Shall be a fully enclosed structure intended solely for the storage and protection of aircraft, without interior build out for occupancy, offices, or non aviation activities. Shell hangars are not equipped for uses beyond basic aircraft accommodation and may not be converted to other uses without obtaining the appropriate building permit or tenant improvement permit which may also require receiving special or conditional use approval.

5. Only small aircraft as defined in this ordinance may be stored in a shell hangar.

6. The maximum number of aircraft based in a small airport is twenty (29). The maximum number of hangars allowed is also twenty (29).

7. Uses.

a. Storage of active aircraft.

b. Non commercial construction of amateur built or kit built aircraft provided that activities are conducted safely;

c. Storage of aircraft handling equipment, e.g., tow bar, glider tow equipment, work benches, and tools and materials used to service, maintain, repair or outfit aircraft; items related to ancillary or incidental uses that do not affect the hangars' primary use.

d. Storage of materials related to an aeronautical activity, e.g., balloon and skydiving equipment, office equipment, teaching tools, and materials related to ancillary or incidental uses that do not affect the hangars' primary use;

e. Storage of non aeronautical items that do not interfere with the primary aeronautical purpose of the hangar (example: televisions, furniture); and

f. Maintenance, repair, or refurbishment of aircraft but not the indefinite storage of non operational aircraft.

g. Provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit non aeronautical items to be stored in hangars provided the items do not interfere with the aeronautical use of the hangar.

h. No items may be stored in a hangar that

i. Impede the movement of the aircraft in and out of the hangar or impede access to aircraft or other aeronautical contents of the hangar; or

ii. Displace the aeronautical contents of the hangar. A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft.

i. Prohibited Hangar Uses. Any activity, occupancy, or improvement within a hangar that is not directly related to the storage, shelter, maintenance, or operation of aircraft is prohibited unless expressly approved as a special or conditional use.

j. Prohibited uses include, but are not limited to:

- i. Residential occupancy or overnight lodging.;
- ii. Commercial or industrial operations unrelated to aviation;
- iii. Storage of vehicles, boats, or equipment unrelated to aircraft operations;
- iv. Retail, restaurant, or entertainment uses not directly supporting aviation activities;
- v. Assembly uses, events, or gatherings unrelated to aviation; or
- vi. Storage of hazardous materials not associated with permitted aircraft maintenance or Operations.

k. Hangar Use Enforcement.

- i. Any violation of permitted use restrictions for hangars, including the provisions under Prohibited Hangar Uses, shall constitute a zoning violation subject to enforcement under Fairfield Town Code. Upon verification of a violation:
- ii. Notice of Violation. The Town shall issue a written notice specifying the prohibited use, corrective actions required, and a compliance deadline not to exceed 14 calendar days.
- iii. Immediate Cease Order. If the violation poses an immediate threat to public safety, health, or aviation operations, the Town may order an immediate cessation of the prohibited activity.
- iv. Permit and License Suspension. Failure to correct the violation within the stated deadline may result in the suspension or revocation of the applicable building permit, tenant improvement permit, and/or business license associated with the hangar.
- v. Civil Penalties. The Town may impose fines consistent with the Fairfield Town Code penalty provisions for zoning violations, with each day of continued noncompliance constituting a separate offense.
- vi. Legal Action. Continued noncompliance may result in the Town seeking injunctive relief or other remedies in a court of competent jurisdiction.

H. Special Events. All special events must comply with WDAZ operational limitations, including small-aircraft weight limits, VFR-only operations, and approved traffic patterns. Events involving public attendance must include a temporary safety and emergency operations plan approved by Fairfield Town and the Utah County Fire Marshal.

1. Must be aviation related and receive Town approval at least sixty (60) days in advance.

2b. A detailed event management and safety plan, including parking, crowd control, and emergency access, must be provided.

C. Conditional Use Standards.

A. Accessory Structure.

B. Caretaker Dwellings. Only one caretaker dwelling is permitted per airpark or non-residential development, subject to conditional use approval.

C. Cafe.

D. Crew Rest Facilities in a Hangar.

1. A Crew rest Area in a hangar, is not a residential space, but is a designated area within the hangar where the “crew” members (such as pilots and mechanics) can rest and recuperate for no more than twelve (12) hours maximum.

2. Crew Rest Areas are not intended as permanent or semi permanent living spaces. No short-term rentals or sub-leasing of rest areas is allowed

3. Crew rest facilities shall be constructed and fully enclosed within an aircraft storage hangar.

4. No more than one separate room may be utilized as crew rest facilities.

5. Crew rest facilities may not exceed three hundred (300) square feet in size.

6. Crew rest facilities must include a kitchen facility and toilet and washing facilities.

7. Crew rest facilities must have approval of the Fairfield Fire authority and the Utah County Health Department.

8. Crew rest facilities shall not be offered for rent, subleased, or utilized as a short-term rental.

E. Aircraft Museum.

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Circulars.

Exhibit C.

Exhibit C.
Standards for Special and Conditional Uses

Special Uses is a land use that is not permitted by right within a zoning district but may be allowed subject to review and approval by the Town, and only when specific conditions are met to ensure compatibility with surrounding uses and the intent of the zone. Special uses require the applicant to demonstrate that the use:

1. Will not create adverse impacts to public health, safety, or welfare;
2. Can be operated in harmony with the general character of the area;, and
3. Complies with all condition of approval imposed by the Town to mitigate potential impacts

A. Aircraft Construction, Service, and Sales (Special Use).

1. Limited to construction, assembly, service, and sales of small aircraft;
- 2.. Facilities shall comply with FAA Advisory Circular (AC) 150/5300-13B (Airport Design) and AC 150/5320-6G (Pavement Design and Evaluation);
3. All hazardous materials shall be handled in accordance with NFPA 30 and applicable state regulations; and
4. Adequate ventilation, dust collection, and noise mitigation measures shall be installed.

B. Airframe Repair/Painting. (Special Use).

1. Comply with NFPA 33 for spray application and NFPA 409 for hangars
2. Limit operations to small aircraft With a total gross weight limit of twelve thousand five hundred (12,500) pounds.
3. Provide ventilation, hazardous location electrical compliance, and approved fire suppression systems.

C. Engine Repair. (Special Use)

1. Limited to repair and maintenance of small aircraft engines.
2. Comply with FAA AC 43.13-1B and 43.13-2B for acceptable methods, techniques, and practices.
3. Hazardous materials storage in accordance with NFPA 30.
4. Noise mitigation measures required to reduce impact on surrounding areas.

D. Fuel Storage (Fuel Farm) & Dispensing (Fuel Dispensing) Facilities. (Special Use)

1. Purpose. To ensure that any fuel storage or dispensing facility located within the Airpark Zone operates in full compliance with FAA safety guidance, NFPA fire codes, environmental regulations, and Fairfield Town standards, and does not create undue risk to surrounding properties, people, or aviation operations.

2. Fuel Farms Shall comply with FAA Advisory Circular 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports), NFPA 30 (Flammable and Combustible Liquids Code), NFPA 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages), NFPA 407 (Standard for Aircraft Fuel Servicing), and all applicable federal, state, and local environmental regulations, including spill prevention and secondary containment requirements. Fuel storage and dispensing facilities shall be treated as a Conditional Use in the WDAZ and must comply with FAA AC 150/5230-4B, NFPA 30, NFPA 30A, NFPA 407, and all applicable EPA spill prevention regulations. Only fuel servicing of small aircraft meeting the WDAZ total gross weight of twelve thousand five hundred (12,500) lbs. or less, is permitted.

3. Fuel dispensers shall comply with FAA Advisory Circular 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports), NFPA 30 (Flammable and Combustible Liquids Code), NFPA 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages), NFPA 407 (Standard for Aircraft Fuel Servicing), and all applicable federal, state, and local environmental and fire safety regulations. Mobile fuel dispensing vehicles must meet the same safety, inspection, and grounding requirements as fixed dispensing equipment.

4. FAA Compliance-All facilities shall be designed, constructed, and located in compliance with FAA Advisory Circular AC 150/5230-4B – Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports.

5. Fire Code Compliance-All facilities shall comply with NFPA 30 – Flammable and Combustible Liquids Code and NFPA 407 – Standard for Aircraft Fuel Servicing, as adopted by the State of Utah.

6. Environmental Compliance-Facilities shall comply with all applicable state and federal environmental regulations, including EPA spill prevention and control requirements.

7. Fuel farms and tanks shall be located in designated fueling areas away from hangars, dwellings, and other ignition sources, in compliance with FAA AC 150/5230-4B location tables.

8. Minimum one hundred fifty (150) ft. setback from any residential property line or public roadway, unless a greater distance is required by FAA or NFPA standards.

9. Tank Standards:

- a. Only above-ground storage tanks (ASTs) are permitted. Underground tanks are prohibited;
- b. Tanks must be double-walled or installed with approved secondary containment; and

c. Tanks must be equipped with emergency venting, overfill protection, and spill containment per NFPA 30 and NFPA 407.

10. Security:

a. All fuel storage areas must be enclosed within a secured, locked perimeter fence with controlled access; and

b. Adequate lighting and surveillance shall be provided for security and operational safety.

11. Operations & Training:

a. Only trained personnel certified per FAA AC 150/5230-4B may operate fueling Equipment; and

b. Fuel spill response kits must be readily available at all fueling points.

12. Inspections:

a. Annual inspections by the Utah County Fire Marshal and/or the State Fire Marshal are required; and

b. Fairfield Town reserves the right to conduct inspections without prior notice.

13. Bonding Requirement. The operator must post a performance and environmental bonding an amount determined by the Town Council to ensure compliance with removal, cleanup, and remediation obligations in the event of a spill or closure;

14. Easement Requirement. Any fuel facility located within the Runway Protection Zone (RPZ) or other restricted safety area must be owned by the Airpark operator or be located on land with a restrictive easement purchased by the Airpark operator and approved by the Town.

15. Permit Expiration. Special Use approval for fuel storage or dispensing facilities shall expire if construction is not commenced within one (1) year of approval or if operations cease for more than one hundred eighty (180) consecutive days.

16. **Fuel Tax, Fuel tax shall be reported.**

E. Private Air School. (Special Use)

1. Certification & Standards.

a. Private air schools shall operate only under FAA Part 61 or Part 141 certification.

b. Flight training shall be limited to small aircraft meeting the West Desert Airpark Zone (WDAZ) gross weight restriction of 12,500 pounds or less.

c. All training shall be conducted only under Visual Flight Rules (VFR) and in compliance with established Airpark traffic patterns and altitudes.

2. Ownership & Operation.

a. The training program must be owned and operated directly by the Airpark entity.

b. Contracting with, leasing to, or affiliating with any outside or larger flight training organization, commercial operator, or collegiate program is prohibited.

3 Scope of Operations.

a. Flight training shall be incidental and subordinate to the Airpark's primary use as a private general aviation facility.

b. The Town may establish a maximum number of students or training aircraft as a condition of approval.

c. Touch-and-go operations may be limited, restricted to designated training periods, or prohibited if determined necessary by the Town to minimize noise and community impacts. Touch and go's count as daily operations

4. Hours of Operation. Flight training operations shall be limited to daytime hours only, unless otherwise authorized by Special Use approval.

5. Night training may be further restricted or prohibited at the discretion of the Town:

a. Noise & Community Impacts;

b. The operator shall implement noise abatement procedures consistent with FAA guidance and Town policy.

c. Training flights shall be conducted in designated practice areas to minimize overflight of residential neighborhoods.

6. Compliance & Revocation;

a. The program shall comply with all applicable FAA regulations and Town ordinances.

b. Violation of these provisions or conditions of approval shall be grounds for revocation of the Special se Permit.

F. Restaurant. (Special Use)

G. Service and Sales. (Special Use)

1. Aircraft Service and Sales. All service and sales activities shall be limited to small aircraft meeting the WDAZ maximum total gross weight of twelve thousand five hundred (12,500) lbs. and shall comply with FAA AC 43.13-1B (Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair) and any applicable Utah state business licensing requirements.
See Aircraft Construction, Service, and Sales.

2. All sales and service operations shall be limited to small aircraft meeting WDAZ weight limits and shall comply with FAA AC 43.13-1B and any applicable state licensing or dealer requirements

H. Shell Hangars. (Special Use)

1. S1 Classification.
2. Hangars in the WDAZ shall only accommodate small aircraft meeting the maximum total gross weight of twelve thousand five hundred (12,500) lbs.
3. Any non-aviation use or occupancy requires special or conditional use approval and the appropriate building or tenant improvement permit.
4. Shall be a fully enclosed structure intended solely for the storage and protection of aircraft, without interior build out for occupancy, offices, or non aviation activities. Shell hangars are not equipped for uses beyond basic aircraft accommodation and may not be converted to other uses without obtaining the appropriate building permit or tenant improvement permit which may also require receiving special or conditional use approval.
5. Only small aircraft as defined in this ordinance may be stored in a shell hangar.
6. The maximum number of aircraft based in a small airport is twenty (20). The maximum number of hangars allowed is also twenty (20).
7. Uses.
 - a. Storage of active aircraft.
 - b. Non commercial construction of amateur built or kit built aircraft provided that activities are conducted safely;
 - c. Storage of aircraft handling equipment, e.g., tow bar, glider tow equipment, work benches, and tools and materials used to service, maintain, repair or outfit aircraft; items related to ancillary or incidental uses that do not affect the hangars' primary use;
 - d. Storage of materials related to an aeronautical activity, e.g., balloon and skydiving equipment, office equipment, teaching tools, and materials related to ancillary or incidental uses that do not affect the hangars' primary use;

e. Storage of non aeronautical items that do not interfere with the primary aeronautical purpose of the hangar (example: televisions, furniture);

f. Maintenance, repair, or refurbishment of aircraft but not the indefinite storage of non operational aircraft;

g. Provided the hangar is used primarily for aeronautical purposes, an airport sponsor may permit non aeronautical items to be stored in hangars provided the items do not interfere with the aeronautical use of the hangar;

h. No items may be stored in a hangar that:

i. Impede the movement of the aircraft in and out of the hangar or impede access to aircraft or other aeronautical contents of the hangar; or

ii. Displace the aeronautical contents of the hangar. A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft.

i. Prohibited Hangar Uses. Any activity, occupancy, or improvement within a hangar that is not directly related to the storage, shelter, maintenance, or operation of aircraft is prohibited unless expressly approved as a special or conditional use.

j. Prohibited uses include, but are not limited to:

i. Residential occupancy or overnight lodging;

ii. Commercial or industrial operations unrelated to aviation;

iii. Storage of vehicles, boats, or equipment unrelated to aircraft operations;

iv. Retail, restaurant, or entertainment uses not directly supporting aviation activities;

v. Assembly uses, events, or gatherings unrelated to aviation; or

vi. Storage of hazardous materials not associated with permitted aircraft maintenance or Operations.

8. Hangar Use Enforcement:

a. Any violation of permitted use restrictions for hangars, including the provisions under Prohibited Hangar Uses, shall constitute a zoning violation subject to enforcement under Fairfield Town Code. Upon verification of a violation;

b. Notice of Violation. The Town shall issue a written notice specifying the prohibited use, corrective actions required, and a compliance deadline not to exceed 14 calendar days;

c. Immediate Cease Order. If the violation poses an immediate threat to public safety, health, or aviation operations, the Town may order an immediate cessation of the prohibited activity;

d. Permit and License Suspension. Failure to correct the violation within the stated deadline may result in the suspension or revocation of the applicable building permit, tenant improvement permit, and/or business license associated with the hangar;

e. Civil Penalties. The Town may impose fines consistent with the Fairfield Town Code penalty provisions for zoning violations, with each day of continued noncompliance constituting a separate offense; and

f. Legal Action. Continued noncompliance may result in the Town seeking injunctive relief or other remedies in a court of competent jurisdiction.

I. Special Events. (Special Use)

All special events must comply with WDAZ operational limitations, including small-aircraft weight limits, VFR-only operations, and approved traffic patterns. Events involving public attendance must include a temporary safety and emergency operations plan approved by Fairfield Town and the Utah County Fire Marshal;

1. Must be aviation related and receive Town approval at least sixty (60) days in advance; and
2. A detailed event management and safety plan, including parking, crowd control, and emergency access, must be provided.

J. Caretaker Dwellings.

Only one caretaker dwelling is permitted per airpark or non-residential development, subject to conditional use approval.

K. Cafe. (Conditional Use)

L. Crew Rest Facilities in a Hangar. (Conditional Use)

1. A Crew rest Area in a hangar, is not a residential space, but is a designated area within the hangar where the “crew” members (such as pilots and mechanics) can rest and recuperate for no more than twelve (12) hours maximum.
2. Crew Rest Areas are not intended as permanent or semi permanent living spaces. No short-term rentals or sub-leasing of rest areas is allowed;
3. Crew rest facilities shall be constructed and fully enclosed within an aircraft storage hangar;
4. No more than one separate room may be utilized as crew rest facilities;
5. Crew rest facilities may not exceed three hundred (300) square feet in size;
6. Crew rest facilities must include a kitchen facility and toilet and washing facilities;

7. Crew rest facilities must have approval of the Fairfield Fire authority and the Utah County Health Department; and

8. Crew rest facilities shall not be offered for rent, subleased, or utilized as a short-term rental.

M. **Aircraft Museum.** (Conditional Use).

Exhibit C.

Circulars.

Rough Draft Airport Zone 25-08-03