

Fairfield Town

Utah County, Utah

PUBLIC NOTICE IS HEREBY GIVEN THAT THE

Planning Commission of Fairfield, Utah, shall hold a Session on September 22, 2025, @ 7:30 P.M., At the Fairfield Town Office, 121 West Main Street, Fairfield, Utah.

Agenda

Call to Order

- 1) Roll Call

Business Items

The Commission will discuss (without public comment) and may either make a recommendation to the Town Council or approve the following items as needed:

- 1) Review the Airpark Mix Use Zone and Special Uses Ordinance.
- 2) Review Exhibit A, Airpark Mixed Use Zone.
- 3) Review Exhibit B, Standards for Special and Conditional Uses

Adjournment

Join Zoom Meeting

<https://us06web.zoom.us/j/88152188151?pwd=9l0kndxNIAYYshli9UlrGT9VWLwnAS.1>

Meeting ID: 881 5218 8151

Passcode: 687505

Certificate Of Posting

The above agenda notice was posted on or before the 20th 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.

September 20, 2025

Stephanie Shelley

Date

Stephanie Shelley Town Recorder/Clerk

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, assembly or substantial modification of an aircraft or aircraft components, including airframes, avionics, and structural elements. The term includes testing and inspection activities incidental to 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 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 that 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.

A-I	B-I <i>less than 12,500 lbs.</i>
	
<ul style="list-style-type: none">• Beech Baron 55• Beech Bonanza• Cessna 150• Cessna 172• Cessna Citation Mustang• Eclipse 500• Piper Archer• Piper Seneca	<ul style="list-style-type: none">• Beech Baron 58• Beech King Air 100• Cessna 402• Cessna 421• Piper Navajo• Piper Cheyenne• Swearingen Metroliner• Cessna Citation I

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.

Aviation Facility

Means any land area, building, structure, or improvement used or intended to be used for the landing, takeoff, movement, storage, servicing, maintenance, fueling, or operation of aircraft. An aviation facility includes runways, taxiways, aprons, hangars, tie-down areas, terminal buildings, fuel farms, navigation aids, lighting systems, and any accessory uses necessary for the conduct of aviation activities.

Aviation Operator

Means any person, entity, partnership, corporation, or association that owns, leases, manages, or otherwise conducts aviation-related operations at an aviation facility, including but not limited to aircraft owners, flight schools, maintenance providers, charter services, and fixed-base operators (FBOs). An aviation operator is responsible for compliance with applicable federal, state, and local regulations governing aviation activity.

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.

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

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.

Section 10.11.260.5. Uses Allowed in the Airpark mixed use 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.

Table 1

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	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 10.11.260.6. 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 and it shall be approved by the Town council.
- 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 10.11.260.7. 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 in the airpark may be developed for industrial, commercial with 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 14 C.F.R. Part 77;
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 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.

6. Airport operations must comply with this Chapter. Any proposed changes to status or development within the airport zone must be in compliance with this ordinance and shall have prior approval of the town council.

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 airport'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 airport operator shall control the entire RPZ through fee-simple ownership, if ownership is not feasible, by obtaining recorded restrictive 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

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 airpark. This zone must be outside the Limited Safety 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. Shall not exceed twenty seven (27), one (1) acre lots plus one (1) lot for a clubhouse; and

5. 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 10.11.260.8. 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 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 airport traffic pattern.

Section 10.11.260.9. Easements and Property Control Requirements.

A. Any public use airport or public airport located within Fairfield Town limits shall conform to the requirements of this chapter and 14 C.F.R. Part 77; and Utah Code 72-10- 40,. (Airport Zoning Act) and FAA AC 150/5300-13B:

2. 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
3. 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.

Section 10.11.260.10. Hazard Notifications.

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

1. The municipal landfill location, distance from the end of runway, and height allowances of up to 200 feet
2. The C&D/North Pointe landfill location, distance from runway centerline, and permitted heights (up to 75 feet near the center and an allowance of 100' to the South/East end of landfill.
3. Acknowledgment that seagulls and other birds travel between the landfills, creating a documented wildlife hazard;
4. A satellite view map with locations of :
 - a. landfills depicting heights and locations in proximity of the runway.

b. Where the airpark is located within Fairfield Town.

5. 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. Publicly available airpark or 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 airpark permits.

10.11.260.12 . 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 C. misdemeanor.

B. Civil Remedy. 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..

Exhibit B.

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
4. Complies with the currently adopted International Building Code (IBC), International Fire Code (IFC), International Mechanical code (IMC) and all other applicable state and federal regulations, as adopted and amended by the State of Utah and Fairfield Town.

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

1. Spray finishing operations shall comply with IFC Chapter 24 (Flammable Finishes) and IBC Group S-1 construction requirements, including provisions for spray booths, ventilation, explosion protection, electrical classification, and fire suppression systems.
2. Operations limited to small aircraft with a maximum gross weight of 12,500 lbs.
3. Electrical systems and wiring within spray areas shall comply with hazardous-location requirements of the IFC and National Electrical code.
4. Adequate ventilation, dust collection, and noise mitigation measures shall be installed.

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. hazardous location electrical compliance, and approved fire suppression systems.
4. Adequate ventilation, dust collection, and noise mitigation measures shall be installed.

Engine Repair. (Special Use)

1. Limited to repair and maintenance of small aircraft engines.
2. Hazardous materials storage in accordance with IFC.
3. Noise mitigation measures required to reduce impact on surrounding areas.

Fuel Storage (Fuel Farm) & Dispensing Facilities (Special/Conditional Use)

1. Purpose: To ensure that any fuel storage or dispensing facility within the WDAZ operates in compliance with FAA guidance, adopted fire codes, and environmental regulations without creating undue risk to surrounding properties, people, or aviation operations.
2. Code Compliance: Facilities shall comply with:
 - a. IFC Chapter 23 (Motor Fuel-Dispensing Facilities), Chapter 57 (Flammable and Combustible Liquids), and related chapters, as adopted by the State of Utah.
 - b. FAA AC 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports)
 - c. All applicable federal and state environmental regulations, including spill prevention and secondary containment requirements.
3. Fuel Dispensers: Both fixed and mobile dispensers must meet IFC Chapter 23 requirements, grounding/bonding standards, and inspection/maintenance provisions.
4. Location & Separation:
 - a. Fuel farms and tanks must be sited in accordance with IFC separation tables and FAA AC 150/5230-4B.
 - b. Minimum 150 ft setback from residential property lines or public roads, or greater if required by IFC/FAA standards.
5. Tank Standards:
 - a. Only aboveground storage tanks (ASTs) are permitted.
 - b. Tanks must be double-walled or provided with approved secondary containment.
 - c. Emergency venting, overfill protection, and spill containment shall meet IFC and EPA requirements.
6. Security:
 - a. Fuel areas must be fenced with controlled access.

- b. Adequate lighting and surveillance must be provided for operational safety.
- 7. Operations & Training:
 - a. Fueling personnel must be trained and certified per FAA AC 150/5230-4B.
 - b. Spill response kits must be present at all fueling points.
- 8. Inspections:
 - a. Annual inspections required by Utah County Fire Marshal or State Fire Marshal.
 - b. Fairfield Town reserves the right to conduct inspections without prior notice.
- 9. Bonding: Operators must post performance/environmental bonds in an amount determined by the Town Council.
- 10. Permit Expiration: Special Use approval expires if construction does not commence within 1 year or if operations cease for more than 180 days.
- 11. Fuel Tax Reporting: All fuel sales subject to Town fuel tax must be reported as required by ordinance.

Private Air School. (Special Use)

- 1. Certification & Standards:
 - a. The flight training program must operate under FAA Part 61 or Part 141 certification.
 - b. Training shall be limited to small aircraft with a maximum certificated takeoff weight of 12,500 lbs. or less.
 - c. Training flights must be conducted under Visual Flight Rules (VFR) and in compliance with approved Airpark traffic patterns and altitudes.
- 1. Ownership & Operation:
 - a. The flight school shall be operated by the Airpark owner, or a designated operator under written authorization from the Airpark entity.
 - b. Operation of the flight school shall remain under the direct control and supervision of the Airpark entity.
 - c. Contracting with, leasing to, or otherwise allowing independent outside flight training organizations, commercial operators, or collegiate flight programs to conduct training at the facility is prohibited unless specifically approved as a separate Special Use by the Town.
- 2. Scope of Operations:
 - a. Flight training shall remain incidental and subordinate to the Airpark's primary use as a private general aviation facility.
 - c. Touch-and-go operations may be limited, restricted to designated training periods, or prohibited by the Town to minimize noise and community impacts. Touch-and-go operations count

toward daily operations limits.

3. Hours of Operation:
 - a. Flight training shall be limited to daytime hours unless otherwise authorized by Special Use approval.
 - b. Night training is strictly prohibited.
4. Noise & Community Impact Mitigation:
 - a. The operator shall implement noise-abatement procedures consistent with FAA guidance and Town policy.
 - b. Training flights shall be conducted in designated practice areas to minimize overflight of residential neighborhoods.
5. Compliance & Enforcement:
 - a. The program shall comply with all applicable FAA regulations and Town ordinances.
 - b. Violation of these provisions or conditions of approval shall constitute grounds for modification, suspension, or revocation of the Special Use Permit.

Restaurant. (Special Use)

Subject to IBC/IFC compliance, building permit, parking, and health department approvals.

G. Service and Sales. (Special Use)

1. Limited to small aircraft ≤ 12,500 lbs.
2. Must comply with FAA AC 43.13-1B for inspection/repair standards.
3. Subject to state and local business licensing requirements.

Shell Hangars (Special Use)

1. Occupancy Classification:

Hangars shall be classified as IBC Group S-1 (Moderate-Hazard Storage) and must meet all IBC/IFC requirements for fire protection, ventilation, and construction standards.
2. Aircraft Type:

Hangars are limited to the storage and protection of small aircraft with a maximum certificated takeoff weight of 12,500 lbs. or less.
3. Non-Aviation Use:

Any non-aviation use or occupancy requires Special or Conditional Use approval and the appropriate

building or tenant improvement permit.

4. Structure Requirements:

Hangars must remain fully enclosed structures intended solely for aircraft storage and protection. Residential occupancy and unrelated commercial uses are prohibited.

5. Permitted Uses Hangars shall be used primarily for aeronautical purposes. Permitted uses include:

1. Aircraft Storage: Storage of active, airworthy aircraft.
2. Aircraft Construction & Maintenance: Non-commercial construction, maintenance, repair, or refurbishment of amateur-built or kit-built aircraft, provided activities are conducted safely and in compliance with IBC/IFC requirements.
3. Aircraft Equipment Storage: Storage of tools, work benches, tow bars, glider equipment, and other materials used to service, maintain, or outfit aircraft.
4. Aeronautical Equipment: Storage of gear directly supporting aeronautical activity, including balloon or skydiving equipment, office equipment, and training materials.
5. Incidental Storage: Limited storage of personal or non-aeronautical items (e.g., furniture, televisions) provided such items do not interfere with aircraft movement, access, or the hangar's primary aeronautical use.
6. Aircraft Refurbishment: Maintenance, repair, or refurbishment of aircraft is permitted, but indefinite storage of non-operational aircraft is prohibited.

Shell hanger Prohibited Uses

The following are prohibited unless specifically approved as a Special or Conditional Use:

1. Residential Occupancy: Sleeping quarters, overnight lodging, or residential use.
2. Unrelated Commercial Activity: Industrial, retail, restaurant, entertainment, or assembly uses not directly supporting aviation.
3. Non-Aircraft Storage: Vehicles, boats, trailers, or equipment unrelated to aircraft operations, except for a vehicle temporarily parked while the owner is using the aircraft.
4. Hazardous Storage: Hazardous materials not directly related to aircraft maintenance or operation.
5. Interference: Any use or storage that impedes aircraft movement, blocks access, or displaces aircraft from the hangar's primary aeronautical purpose.

Special Events. (Special Use)

Must comply with AMUZ operational limitations, have Town approval 60+ days in advance, and submit a temporary safety/emergency operations plan for approval by the Town and Utah County Fire Marshal.

Caretaker Dwellings. (Conditional use)

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

Cafe. (Conditional Use)

Subject to IBC/IFC compliance, health department approvals, and site plan review.

Crew Rest Facilities in a Hangar (Conditional Use)

1. Purpose: A crew rest facility is a small, enclosed area within a hangar where pilots, mechanics, or other crew members may rest for short periods. It is not a residential unit.
2. Time Limits: Use is limited to a maximum of 12 hours per rest period with a minimum of 24 hours between uses.
3. Prohibited Uses: Crew rest facilities may not be used for permanent, semi-permanent, or temporary living quarters. Short-term rentals, subleasing, or other residential use is prohibited.
4. Design Standards:
 - a. Must be fully enclosed within the hangar.
 - b. Only one room may be designated for crew rest use.
 - c. The maximum size is 300 square feet.
5. Required Amenities: Must include basic kitchen, toilet, and washing facilities.
6. Approvals: Installation requires a TI Permit, approval from the Fairfield Fire Authority and Utah County Health Department prior to use.

Aircraft Museum. (Conditional Use)

Rough Draft Airport Zone 25-08-03