

Exhibit B

Standards for Special and Conditional Uses within the AMUZ

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.

A. 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. Electrical systems and wiring within spray areas shall comply with hazardous-location requirements of the IFC and National Electrical code.
3. 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. Hazardous location electrical compliance, and approved fire suppression systems.
4. Adequate ventilation, dust collection, and noise mitigation measures shall be installed.

C. Engine Repair. (Special Use)

Limited to repair and maintenance of small aircraft engines.

1. Hazardous materials storage in accordance with IFC.
2. Noise mitigation measures required to reduce impact on surrounding areas

D. 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; and

b. FAA AC 150/5230-4B (Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports). 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; and

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; and

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; and

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; and

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; and

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

9. Bonding Requirement. 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.

E. 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; and

c. Training flights must be conducted under Visual Flight Rules (VFR) and in compliance with approved Airpark traffic patterns and altitudes.

2. 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; and

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.

3. Scope of Operations:

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

b. 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.

4. Hours of Operation:

a. Night training shall be limited to daytime hours unless otherwise authorized by Special Use approval; and

b. Night training is strictly prohibited.

5. Noise & Community Impact Mitigation:

a. The operator shall implement noise-abatement procedures consistent with FAA guidance and Town policy; and

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

6. Compliance & Enforcement:

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

b. Violation of these provisions or conditions of approval shall constitute grounds for modification, suspension, or revocation of the Special Use Permit.

F. 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.; and

3. Subject to state and local business licensing requirements.

H. 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.

Structure Requirements:

4. 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:

a. Aircraft Storage. Storage of active, airworthy aircraft. The maximum number of allowed aircraft based in a small airport is twenty nine (29) and the maximum number of hangars allowed is twenty nine(29). The airpark currently has twenty nine (29) hangars.

b. 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.

c. Aircraft Equipment Storage: Storage of tools, work benches, tow bars, glider equipment, and other materials used to service, maintain, or outfit aircraft.

d. Aeronautical Equipment: Storage of gear directly supporting aeronautical activity, including balloon or skydiving equipment, office equipment, and training materials.

e. 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.

f. Aircraft Refurbishment: Maintenance, repair, or refurbishment of aircraft is permitted, but indefinite storage of non-operational aircraft is prohibited.

6. Shell hanger Prohibited Uses. The following are prohibited unless specifically approved as a Special or Conditional Use:

a. Residential Occupancy: Sleeping quarters, overnight lodging, or residential use.

b. Unrelated Commercial Activity: Industrial, retail, restaurant, entertainment, or assembly uses not directly supporting aviation.

c. 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.

d. Hazardous Storage: Hazardous materials not directly related to aircraft maintenance or operation.

e. Interference: Any use or storage that impedes aircraft movement, blocks access, or displaces aircraft from the hangar's primary aeronautical purpose.

I. Special Events. (Special Use)

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

J. Caretaker Dwellings. (Conditional use)

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

K. Cafe. (Conditional Use)

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

L. 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.

M. Aircraft Museum. (Conditional Use)

N. Public Use. (Conditional Use Permit required). See standards in 10.11.260.10.

Working Draft 2025 SS