
ZONE STANDARDS – AIRPARK OVERLAY ZONE

Chapter 6.9 Airpark Overlay

6.9.1 Purpose and Intent

The Airpark Overlay Zone (APO) is created to promote the public health and safety in the vicinity of the Airpark Zone and the Town of Fairfield by minimizing exposure to crash hazards and high noise levels generated by Airpark operations by encouraging future development which is compatible with the continued operation of the Airpark and to protect operating aircraft and thereby town residents from the hazards of obstructions in the flight path and runway approach zones.

The use of land and buildings must be in compliance with the base zoning area in addition to the regulations set forth in the APO.

Note: The provisions of the APO, setback standards, or other provisions of the ordinance may result in a lesser height than those listed in the base zoning area.

6.9.2 Vicinity

Area – The APO area is a horizontal plane the perimeter of which is constructed by swinging arcs of 5,000 feet from the center of each end of the primary surface of the northern and the southern ends of the existing paved runway and connecting the adjacent arcs by lines tangent to those arcs. (Map 1)

6.9.3 Traffic Pattern Procedures and Altitudes

While adhering to Federal Aviation Regulations as pertaining to traffic patterns and to safety, aircraft will approach the airpark from the East with a traffic pattern altitude of 800 feet above the existing Airpark elevation. Aircraft will avoid overflight, whenever feasible, of the residential areas of the Town of Fairfield and of the firework storage facility to the West. (Map 2)

6.9.4 Protection of Airspace

In an effort to protect persons and property located within the APO, no use may be made of land or water within the APO in such a manner as to create electrical interference with navigational signals or radio communication between the Airpark and aircraft, make it difficult for pilots to use the Airpark, impair visibility in the vicinity of the Airpark, create bird strike hazards, or otherwise materially endanger or interfere with the landing, take off, or maneuvering of aircraft intending to use the Airpark; such as buildings with reflective glass or any type of reflective/glare producing exterior, high intensity recreation type lights, smoke, antennas, microwave towers, or high tension transmission lines.

No objects including, structures, outcroppings, poles, towers or buildings shall be permitted to penetrate the airspace within the APO as described below: (Map 3)

1. Runway Protection Zone – A trapezoidal area beginning at a setback of fifteen (15') from West Desert Airpark's property line and centered longitudinally and extending from the runways' centerlines outward 1,000 feet at a slope of 3 feet horizontally for each foot vertically (3:1) with a beginning width of 50' from the centerline of each runway out to 500 feet wide on each side.

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The existing mounds Runway Protection Zone should maintain or decrease current altitudes with no future increase in elevation. The landfill's current buildup at the end of the southern end of the runway currently restricts approximately 300 feet of runway to be usable only for departing traffic (displaced threshold).

2. Transitional Surface – A surface extending outward and upward at right angles to the runway centerline at a slope of three to 1 (3:1) from the sides of the runway beginning on each side and elevation of the runway surface thence extending upward to a height of 150 feet above the airport elevation.
3. Horizontal Surface – A horizontal plane 150 feet above the established Airpark elevation, the perimeter of which, in plan, coincides with the perimeter of the APO.

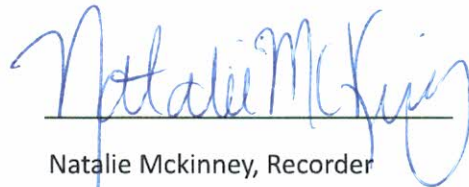
(Note) Airpark Overlay Zone was revised, passed and approved May 10, 2018.



Brad Gurney, Mayor



Date



Natalie McKinney, Recorder



Date

