

CHAPTER 7-21  
AIRPORT OVERLAY ZONE

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- 7-21-101. PURPOSE.

The Airport Overlay Zone is established to notify property owners within the flight path of the Salt Lake City International Airport of the impacts associated with aircraft operation and to institute general safety requirements. The Salt Lake City International Airport provides a regional transportation link for the entire United States that is vital to the economic welfare of the region. Therefore, it has been determined that an Airport Overlay Zone should be established, which recognizes the impacts present outside of the airport boundaries. Obstructions that affect the size available for landing, take off, and maneuvering of aircraft impair the utility of airports and the public investment therein. Therefore, it is necessary in the interests of the health, safety, and general welfare of the public that an Airport Overlay Zone be established to prevent hazards, to the extent possible, by the exercise of police powers without compensation.

(Ord. No. 94-72 Enacted 08/15/1994)

- 7-21-102. AIRPORT OVERLAY ZONE  
BOUNDARIES AND NAVIGATION  
EASEMENT.

There are defined flight paths to and from the Salt Lake City International Airport that traverse through West Valley City. This flight corridor shall constitute the Airport Overlay Zone, and shall be defined as the areas bounded by I-215 on the east, to 5600 West between 2100 South and 3100 South on the west, and by I-215 on the east, to 3600 West between 3100 South and the southern boundary of the City on the west. Prior to obtaining a building permit, any new construction (except remodeling) shall provide an navigation easement that notifies current and subsequent property owners that their property is located within the flight corridor and may be subject to impacts generated by aircraft. The navigation easement grants perpetual rights to the Salt Lake City Airport Authority for the airspace above the land, for the free and unrestricted passage of all aircraft, to the extent that aircraft using Salt Lake City Airport Authority facilities do not exceed current federal guidelines, including any amendments, for airport noise.

(Ord. No. 94-72 Enacted 08/15/1994)

- 7-21-103. HEIGHT LIMITATIONS.

No structure shall be erected, altered, or maintained within the Airport Overlay Zone to a height in excess of the height limitations specified in Federal Aviation Administration (FAA) Part 77, "Objects Affecting Navigable Airspace." Those structures exceeding 350 feet in height may be affected.

(Ord. No. 94-72 Enacted 08/15/1994)

7-21-104. USE RESTRICTIONS.

Within the Airport Overlay Zone, no use shall create any electrical interference with navigational signals for radio communications between the airport and the aircraft, making it difficult for pilots to distinguish airport lights and signals, causing glare in the eyes of pilots using the airport, impairing visibility in the vicinity of the airport, or otherwise in any way creating a hazard or endangering the landing, take off, or maneuvering of aircraft intending to use the airport.

(Ord. No. 94-72 Enacted 08/15/1994)