City of Granite Shoals
2221 N. Phillips Ranch Road
Granite Shoals, TX 78654
(830) 598-2424 fax (830) 598-6538
www.graniteshoals.org

# AGENDA
## FOR THE INTRODUCTORY / ORIENTATION MEETING OF THE CITY OF GRANITE SHOALS AIPORT ADVISORY COMMITTEE GRANITE SHOALS CITY HALL, 2ND FLOOR COUNCIL CHAMBER 2221 N. PHILLIPS RANCH ROAD, GRANITE SHOALS, TX 78654 THURSDAY, APRIL 14, 2016 6:00 PM

**Council Member Advisor to Committee: Tom Dillard, Place #4.**

1. Call to order/Welcome/Introductions – Mayor
2. Citizens Comments/Items of Interest
3. Review: Ordinance 686 which established the Committee, discuss and consider the charge of the committee and general background of discussion(s) held by Council previously on topic
4. Discuss, consider and possibly take action on open officer positions on the Committee:
   a. Chair
   b. Vice Chair
   c. Secretary
5. Review Airport Ordinance and Zoning Ordinance sections related to the Airport.
6. Review calendar for 2016 and discuss, consider and possibly take action to establish a regular meeting time/night.
7. Future Agenda items.
8. Adjournment.

CERTIFICATION

***I certify that the foregoing agenda has been posted at Granite Shoals City Hall inside bulletin board and outside on the new Parks Information and City Notice Board, 2221 N. Phillips Ranch Road, a place assessable to the public at all times, and on the official city website at www.graniteshoals.org on March 29, 2016 on or before 7:00 PM and shall remain there continuously from such time until after adjournment of the meeting which begins 6:00 PM on Thursday, April 14, 2016. City Hall is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 8 hours prior to this meeting. Please contact the City Secretary at (830) 598-2424 for further information.***

*Elaine Simpson, TRMC/MMC - City Secretary*

**City of Granite Shoals, Texas**
**Airport Advisory Committee**
**Agenda Item Cover Memo**
**Date: April 14, 2016**

**Agenda Item:** **3. Review: Ordinance 686 and general background information related to the Granite Shoals Airport**
**Prepared/Submitted By:** ***Elaine Simpson, City Secretary***
**Department:** ***Administration***

## BACKGROUND

***The Committee will review and discuss this background information.***

***The Committee will discuss zoning issues at the airport.***

***Attachments:***

- ***Ord. 686 – Airport Advisory Committee***
- ***Background Information packet of City Council meeting minutes (16 pgs.) Sections of City Council meeting minutes from meetings held 2/9/16, 2/23/16 and 3/8/16 where discussions were held discussing the airport, the committee, or general background on topics of interest to the Airport Committee.***
- ***Granite Shoals City Code Chapter 6, Aviation***

# ORDINANCE NO. # 686

## "Airport Advisory Committee"

**AN ORDINANCE OF THE CITY OF GRANITE SHOALS, TEXAS, TO REPEAL AND REPLACE ORDINANCE 537, AND TO APPOINT AN AIRPORT ADVISORY COMMITTEE, CONSISTING OF SEVEN (7) MEMBERS, TO GATHER INFORMATION, DEVELOP AND PRESENT PLANS, AND RECOMMENDATIONS FOR MAINTENANCE, IMPROVEMENT, AND FUTURE USE OF THE AIRPORT LOCATED WITHIN THE CITY OF GRANITE SHOALS AND PROVIDING FOR THE FOLLOWING: FINDINGS OF FACT; A SAVINGS CLAUSE; SEVERABILITY; REPEALER; EFFECTIVE DATE; AND PROPER NOTICE AND MEETING.**

**WHEREAS,** the City of Granite Shoals adopted a Comprehensive Master Plan in 2010, and;

**WHEREAS,** the Comprehensive Master Plan recommended that the City Council appoint a committee to study the future of the city's airport, and;

**WHEREAS,** the City Council adopted Ord. #537, in March of 2009, establishing an Airport Advisory Committee of five (5) members, and;

**WHEREAS,** the Airport Advisory Committee unofficially 'disbanded' when they ceased holding regular meetings approximately four years ago, and;

**WHEREAS,** the City Council is currently evaluating the Airport facility to determine if continuing a private airport is the highest and best use for this public city parkland property, and;

**WHEREAS,** the City Council would like to re-establish the Airport Advisory Committee, and add two voting membership positions to the committee, and;

**WHEREAS,** section 8.01 of the City Charter provides the Council with the authority to create, establish, or appoint such boards, commissions and committees as it deems necessary to carry out the functions and obligations of the City; and

**WHEREAS,** the City Charter provides that the Council shall, by ordinance or resolution, prescribe the purpose, composition, function, duties, accountability and tenure of each board, commission and committee where such are not prescribed by law or the Charter; and

**WHEREAS,** the City Council desires that this Committee investigate possibilities for revenue generation at the airport, possible opportunities for grants to expand the airport, possible partnerships with other governmental agencies or aviation groups to promote and improve the airport, and/or recommendations for change of use for the property.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRANITE SHOALS, TEXAS:**

## SECTION I. FINDINGS OF FACT

All of the above premises are hereby found to be true and correct legislative and factual findings of the City of Granite Shoals and are hereby approved and incorporated into the body of this ordinance as if copied in their entirety.

## SECTION II. AIRPORT ADVISORY COMMITTEE

### A. COMMITTEE CREATED:

Pursuant to Article VIII, Section 8.01 of the City Charter, the City Council hereby creates the Airport Advisory Committee. This committee will serve in an advisory capacity only and will have no powers to establish policy, regulations or procedures for the City.

### B. PURPOSE:

The Airport Advisory Committee is established to accomplish the following purposes:

1.) To maintain operational data (i.e. flight logs) and to gather information related to the airport and to develop plans and recommendations for maintenance, repairs, improvements and possible future sources of revenue and use(s) of the airport.

2.) To provide reports to the Planning and Zoning Commission and City Council in order to provide recommendations for updates to and to ensure compatibility with the City's Comprehensive Plan. These recommendations and plans shall be presented to the Planning and Zoning Commission, City Council and the City Manager.

3.) To provide reports from time to time to the City Council and city staff related to budget revenue and expenditures related to the airport.

### C. MEMBERS, ORGANIZATION AND MEETINGS

1) The Committee shall consist of no fewer than 5 and no more than 7 property owners or residents. Additionally, there may be one Council Member serving as a non-voting (advisory) member.

2) The terms of all members shall commence upon appointment. Any and all members will serve for an indefinite period and at the discretion of the City Council.

3) Members of the Advisory Committee shall serve without compensation but may be reimbursed for actual expenses with prior approval by the City Council.

4) The committee will elect from the appointed members a Chair, Vice Chair, and Secretary.

5) All committee meetings will be open to the public and shall be posted and conducted in compliance with the Texas Open Meetings Act.

6) A quorum is four members.

7) All members present including the Chair shall vote on every motion. A member who abstains from a vote, with or without cause or conflict, shall have their vote recorded as "abstained" but no vote will be counted for or against the motion as though that member were not present.

8) The Committee shall keep minutes of its proceedings which shall be filed with the City Secretary within fifteen (15) business days of the meeting.

## SECTION III. SAVINGS CLAUSE.

The repeal of any ordinance or part of ordinances effectuated by the enactment of this ordinance shall not be construed as abandoning any action now pending under or by virtue of such ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the City under any section or provisions of any ordinances at the time of passage of this ordinance.

## SECTION IV. SEVERABILITY CLAUSE.

If any provision, section, sentence, clause or phrase of this ordinance, or the application of the same to any person or set of circumstances is for any reason held to be unconstitutional, void, invalid, or unenforceable, the validity of the remaining portions of this ordinance or its application to other persons or sets of circumstances shall not be affected thereby, it being the intent of the City Council of the City of Granite Shoals in adopting, and of the Mayor in approving this ordinance, that no portion thereof or provision or regulation contained herein shall be come inoperative or fail by reason of any unconstitutionality or invalidity of any portion, provision or regulation.

## SECTION V. REPEALER CLAUSE.

The provisions of this ordinance shall be cumulative of all other ordinances or parts of ordinances governing or regulating the same subject matter as that covered herein, provided,

however, that all prior ordinance or parts of ordinances inconsistent or in conflict with any of the provisions of this ordinance are hereby expressly repealed to the extent that such inconsistency is apparent. This ordinance shall not be construed to require or allow any act which is prohibited by any other ordinance.

**SECTION VI. EFFECTIVE DATE.**

This ordinance shall take effect immediately from and after its passage and publication as may be required by governing law.

SECTION VII. NOTICE AND MEETING CLAUSE.

It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

This ordinance shall become effective upon passage and adoption in accordance with State Law.

Passed and approved this 8th day of March, 2016

Carl Brugger, Mayor

ATTEST:

Elaine Simpson, City Secretary

Approved to Form:

Brad Young, City Attorney

Minutes from City Council Mtg. 2/9/16 (1)

from Phillips Ranch Road regarding right-of-way issues, drainage, and large number (50) of private driveways that attach to Prairie Creek.

There was an extended discussion of drainage issues/drainage patterns, and a discussion of Mr. Haley's cost estimates being based upon calculations of Prairie Creek to Forest Hills Drive, not the entire length of Prairie Creek.

Mayor Brugger disseminated a page of his notes, noting that if the estimate of charges to do Phillips Ranch Road (from FM 1431 to Live Oak) remains $1,790,400, and the Prairie Creek option chosen is curb and gutter with storm sewer from Prairie Creek to Forest Hills Drive the cost is $2,038,000, then the city could apply for USDA Rural Dev grant for $3,828,400, being grant funds in the amount of $2,105,620 and city bond funds in the amount of $1,722,780.

There was a discussion of investigating possible grant opportunities for water and possibly future wastewater lines from the USDA Rural Development.

Dennis McCoy, 315 E. Sweetbriar Dr., Granite Shoals: expressed concerns about the existing problems with drainage right at Prairie Creek and Forest Hill Drive. There is often standing water in this intersection.

Donna Maier: inquired about wisdom of pursuing research for cost/designs for continuing to rebuild Prairie Creek all the way to the South end.

Since no formal deadline looms regarding the USDA Rural Dev. Grant, the consensus of Council was to continue researching the costs for rebuilding Prairie Creek Dr. to the end, as well as researching conditions/locations of current water lines and to research/estimate long-term options for water/wastewater lines to be included in this project.

There was no formal action. Mr. Haley will return at a future meeting to discuss his findings.

9. SPECIAL WORKSHOP

*Workshop to discuss the Granite Shoals, Texas airstrip, located in the Mystic Castle Section of the Sherwood Shores Subdivision. Property owners near airport have been invited to this workshop discussion.*

- Background: History and legal status of the airstrip, title search / deed information, zoning, comprehensive plan, FAA classification
- Current Situation: airstrip physical dimensions and conditions, airstrip amenities, number of hangers / aircraft 'based' at airport, activity (landing/take-offs) logs, Costs for maintenance/insurance/utilities, revenue issues, status of Airport Advisory Committee.
- Looking Ahead: planning for best use for property in the future



Special Workshop held to discuss Airport issues.

2.

Mayor Brugger disseminated a page of his notes, and requested that the discussion during the workshop be limited to six items:

1. The Airport History.
2. The Airport's legal status, including title and deed information, zoning, comprehensive plan and FAA classification.
3. The Airport's current situation – take-off and landing activity, physical dimensions and runway conditions, number of private hangers adjacent to the airport.
4. The Airport's operating costs.
5. Requirements and costs to upgrade the airport.
6. Alternate uses of the property.

Mayor Brugger led the discussion of these items. There were numerous members of the public who submitted comment cards and/or spoke, most of them were property owners in the area, or pilots, or both:

1. Ashton Brunner, Sunrise Beach Air Field, Sunrise Beach, TX (also: *Fly Texas*)
2. Bonnie Kalodimos, 1404 Mystic, Granite Shoals, TX
3. Doug Scarbrough, 308 Belaire Circle / Scarborough Ranch, Granite Shoals, TX
4. Terry Scott, 809 N. Shorewood, Granite Shoals, TX
5. Roger Scarborough, Granite Shoals, TX
6. James Tenny, 100 Burnett Ranch Rd., Wimberley, TX 78676 (also: *Fly Texas*)
7. Gerald and Joyce Atchley, 1104 North Mystic Drive, Granite Shoals, TX
8. Jimmy Fermin, 1409 Green Forest, Granite Shoals, TX 78654
9. Nancy Sylvester, Granite Shoals, TX
10. Gene Lyng (in person) and son Stephen Lyng (submitted written remarks for the record)
11. Anita and Bill Harris, Mystic Drive, Granite Shoals, TX
12. Sandra Buschorn, 219 Mallard Point, Granite Shoals, TX
13. David Dittmar, Granite Shoals, TX
14. Mike Gardner, 902 Mystic Drive, Granite Shoals, TX 78654

As part of the effort to conduct the city's business with utmost transparency, a Notice was sent to all the property owners listed at the Burnet Central Appraisal District living adjacent to the airstrip, inviting them to come and participate in tonight's workshop discussion of the city airstrip.

Mayor Brugger read some history of the airstrip from a recent article about the 'History of Granite Shoals' which was recently printed in the Highland Lakes Weekly, authored by John Hallowell. The airstrip was probably built in the very early sixties, as the builders of Sherwood Shores subdivision expanded eastward after the purchase of the Ebeling Ranch. The City incorporated in 1966. The City took ownership of the airstrip in 1973.

Mayor Brugger recognized City Attorney Brad Young to discuss items #1 and #2. City Attorney Young had submitted his findings related to the history of the airstrip and the current legal status of the airstrip and this information was included in the agenda packets for tonight's meeting and was posted on the city's website.

3.

At the council's request, staff obtained a title search for the airstrip property and reviewed the documents that the title company obtained from the real property records.
The airstrip was a part of the original Sherwood Shores subdivision. When the City obtained the airstrip in 1973 as part of the Sherwood Shores settlement, it obtained the property free of any relevant restrictions or encumbrances.
When the City accepted the conveyance of the airstrip in 1973 as part of Resolution No. 78 (along with the rest of the Sherwood Shores property), it dedicated the airstrip "for use as a part of the park system." This means that the city can continue use of airstrip as airstrip, or for Park system purposes, but could not use for any other city use (e.g., build a new water plant or Fire Hall). The property also cannot be sold unless the voters approve the sale of the airstrip at a Special Election.
The last update of the 'Airport Ordinance' is dated 2010.

The comprehensive plan for the City of Granite Shoals (circa 2010) recommends that there be an Airport Advisory Committee established to research best options to expand and make optimal use of the airport; and to apply for grants to fund such projects. This Airport Committee was established and the late Robert Sylvester served for many years as the Chair, and often acted as an airstrip manager. Mr. Sylvester donated many hours of time mowing and performing other volunteer service to maintain the airstrip. In the last years, the city has 'taken back' the responsibilities that Mr. Sylvester once held. Also, in the last year, the city has re-located the airstrip lights electric box to a city-owned site and so the Sylvester family is relieved of the bother of hosting this equipment on their property.

According to Mr. Roger Scarborough, a member of the Airport Advisory Committee during the years 2009-2011, the Airport Advisory Committee attempted to make recommendations for the expansion of the airport, but these recommendations did not make it into the final version of the 2010 Comprehensive Plan.

Assistant City Manager Peggy Smith was recognized to discuss FAA classification as well as 3.) Airport current situation.

Currently the FAA classifies the airstrip as a turf/dirt airstrip, publicly owned but 'restricted', meaning it is not open for use by the general public. It is classified as 'private/restricted'. It is 2,000 feet long and 300 feet wide. It is 'land locked' by private property owners on both ends. The FAA lists City Manager Ken Nickel as the contact/airport manager to be contacted by those desiring to use the airstrip. Due to the small size, the airstrip is not eligible for any federal grants for expansion or improvement. The airstrip has no fuel available, and from time-to-time deer are found on the airstrip. The airstrip is zoned ARPT – Airport. There are obstacles (trees) at the approach which are on privately owned land. Due to the small size the airstrip is almost solely used by pilots with 'ultra-light' planes. Although there are some runway lights, most activity at airstrip is conducted in daylight, for safety. The runway lights are available for dawn or twilight landings.

The Granite Shoals airstrip is named 32TE. Mr. James Tinney submitted a page of statistics regarding the airstrip. (see Exhibit A to these meeting minutes). It is generally agreed that the airstrip had approximately 71 days of use in 2015. Of the four hangers at the airstrip, two are involved with 'Fly Texas' business. The Fly Texas hanger(s) house the 'log book'. It is possible

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that more flights landed or took off, when the Fly Texas hanger(s) were not open to provide access to the book. There is no airport operator on site or any representatives of the city.

Mr. Ashton Brunner and Mr. James Tenny spoke related to the current situation of the airport. At this time, their business, Fly Texas, works out of two of the hangers at the airstrip. Their flight school is based in Smithville and Luling.

The city doesn't own the lots adjacent to the airstrip, so the city makes no money from hanger leases, landing fees, or anything else. The estimated cost to operate the airstrip is approximately $10,000 per year. Almost $1,000 of this is for 'Aviation Liability' insurance that the city maintains through Texas Municipal League Intergovernmental Risk Pool. City Manager Nickel explained that there was a 'one-time' cost of $3,000 to move the electric box in 2015, for a total of $13,000 for last year. The city pays costs of maintaining (mowing) the airstrip, as well as costs of replacing the windsock, as needed, and providing police patrol of the area. The airstrip has been a favorite target of vandals riding 'four-wheelers' and doing 'donuts' on the airstrip. When vandalism of this type happens, the city repairs the airstrip. It was noted that the airport has not 'developed' as have other, airstrips with larger area which are capable of growing. It was also noted that the costs listed tonight are actual expenditures/costs. The figures do not incorporate the 'opportunity costs' being lost by not re-purposing this property to another/higher use.

Peggy Smith provided a poster board visual aid depicting a diagram/map of the airstrip area with a list of the property owners.

Item #5, expansion of the airport options and costs was not discussed in depth, as it is not known what kind of improvements could be made without grant assistance. This is also not a budgeted item for 2015-2016.

Last, the discussion turned to item #6, options for alternate use of the airport. Mayor Brugger explained that during a Special City Council meeting last summer to discuss a possible park grant opportunity, the City Council was informed that the youth of the community desire playing fields for soccer, baseball, softball and other organized play. The discussion of the need for soccer fields is what prompted the idea of possibly re-purposing the airstrip for use as soccer fields.

The decision as to what to do with the airstrip is not made at this time, it is not going to be made this budget year, as the airstrip is not a budget priority. The Council's top priorities include safety, water system and the improvements of the public road infrastructure.

There was an extended discussion of the pros and cons of possibly changing the use of the airstrip from being an airstrip to being soccer fields.

Some 'pros':

1.) In 2009, the City Annexed the Kingswood area on the East side. This section of the city is underserved regarding off-water parks. This airstrip area would be accessible for those new

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residents. There is no park on the East side which could be easily 'leveled' enough to build a soccer field on.

2.) The city has 19 public parks, and although there are many amenities for boat ramps, picnicking, Hike and Bike trail, etc., there are no playing fields for basketball, baseball, softball or soccer. A 'practice' goal has been set up on the Quarry Park (City Hall campus) for some who wish to practice soccer, but it is an informal, small practice field.

3.) The airstrip has not developed. It is too small to attract interest, it is landlocked by private property and there is no business being generated from the airstrip, no revenue from hanger space or hanger leases.

4.) There has not been an Airport Advisory Committee active in the last four years. There is an active Parks Committee which invests volunteer time on the city's parks.

5.) The airstrip is used by only a small group of hobbyists, mostly flying ultra-light planes, so it is very specialized and would be difficult to 'market' due to lack of amenities such as fuel.

6.) The airstrip is not being 'managed' as the rest of the city facilities are managed, records are kept in a haphazard way, and the City Manager is not consulted by those who wish to use the airstrip.

7.) At least half of the students in soccer leagues in Marble Falls actually live in Granite Shoals.

8.) Having an interior park, not located off the busy highway or up at City Hall, provides more of an opportunity for the youth of the city to be able to ride their bicycles to the site.

9.) Other city parks which have restroom facilities (such as Veterans Park) do not have the space to have a soccer field big enough to use for games, other than young youth leagues, or practice fields.

10.) The airstrip is classified as park property.

'Cons' would include:

1.) Giving up the airport would mean giving up a unique asset. Granite Shoals has an airstrip and Marble Falls does not. Once converted to park with soccer fields, it could never be changed back to an airstrip.

2.) The ultra-light planes and glider type planes, which are popular at the airstrip, are becoming more and more popular in general.

6.

3.) There are opportunities to involve the youth of the city in the airstrip, and provide them with activities such as kite flying, drone flying, etc. This would use the property as both airstrip and youth recreation facility.

4.) The property owners adjacent to the airstrip often purchased their property specifically in order to build a hanger and live near airstrip.

5.) The city converting the airstrip to soccer fields would increase traffic, litter and noise in this area, if the fields had lights; there would be glare.

6.) There are differences of opinion regarding the size of planes which can safely use the airstrip, although ultra-light planes are the majority, planes as large as a *Cessna 175 Skylark* can and has used the airstrip.

7.) The city has not made the best use of the airstrip as an airstrip. The city could advertise this amenity. The city could put up some 'tie-downs', especially 'tie-downs' with simple shade covers at the airport and increase interest/use. Some of the neighboring property owners could be tapped to do some volunteer mowing at the airstrip; as Mr. Sylvester used to do. If the city would invest in building and renting hangers, the airstrip would be able to contribute revenue to the city.

8.) The airstrip is not completely level; there are dips and bumps. These would not be easily leveled to a smooth enough surface for safe soccer play.

9.) The airstrip, if converted to soccer fields, would still present maintenance costs and mowing costs as a park, it would still require police protection and would still require some sort of insurance coverage, as all city facilities do.

10.) The City Hall complex sits on 130 acres of property, many of those acres planned for Quarry Park. This location would be a logical site for soccer fields. The land next to the Highland Lakes Elementary school would also serve well for playing fields, due to proximity to the school.

There was consensus of all present that safety of the citizens and visitors is the priority, no matter what the eventual outcome of this matter.

City Secretary Simpson was asked to read a statement from Mr. Lyng into the record:
*"To the Granite Shoals City Council:*

*My name is Stephen Lyng and I wish to make a statement about the recent proposal to close the Granite Shoals Municipal Airport and repurpose the property for use as public soccer fields. My interest in this proposal derives from my ownership of property adjoining the airstrip, which I purchased about three years ago with the intention of building an airplane hangar and residential quarters on the property. I selected a building contractor and was preparing to break ground on the project this past November when I learned of the proposal to close the*

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*airport. Obviously, this proposal is of great concern to me since I will not be able to use the property as I initially intended if the airport is closed.*

*I will begin by sharing some information about myself. I am a 65 year old college professor who has been a pilot for 50 years. I teach at Carthage College in Kenosha Wisconsin and I have just started a phased retirement from the College. My wife and I were both raised in Texas and we would like to retire there. It has been a long-standing dream of mine to live in a "hangar house" on a small airport, so I conducted a search several years ago of airport property for sale in the Texas hill country and we eventually found and purchased two lots on Granite Shoals Municipal Airport.*

*My opposition to the proposal to close the airport is based on several considerations. First, closing the airport will deprive airport property owners like myself the opportunity to use our property for aviation purposes, which is presumably the main reason why anyone would purchase airport property. Although I have made a significant investment of time, energy, and money in this project so far, I will be forced to abandon my plans to build on the property if the airport is closed. While it is possible that I can find an alternative site at some other airport in the area, the value of my Granite Shoals property will likely decline if it ends up adjoining a public soccer facility instead of an airstrip. Thus, if the proposed change goes forward, property owners like myself may reasonably expect to be compensated for the diminished market value of their property.*

*Second, I would like to make the Council aware of a recent real estate market trend that makes it financially advantageous for the City of Granite Shoals to keep the airport open. During my five year search for airport property in the area, I have spoken with several local real estate agents who have informed me that property of this sort has become very scarce in recent years. Small private-use airports that allow residential living on the field, such as Sunrise Beach, Lago Vista, and Spicewood, are now almost completely filled with few remaining parcels for sale. Consequently, Granite Shoals Airport is one of the only private-use airports in the area where unbuilt lots are still available. The "hangar house" idea is becoming more popular as baby boomer pilots, like myself, approach retirement and wish to incorporate flying into their retirement living arrangements. I believe this trend will produce several results if the airport remains open: land values on the airport will increase, more hangars and residential quarters will be built on this land, and property tax revenue from airport properties will subsequently grow. These developments will definitely NOT occur if the land is repurposed as soccer fields.*

*Finally, I would like to correct some factual errors I have discovered in the Minutes from an earlier City Council meeting at which the airport proposal was discussed. The Meeting Minutes from the October 13th, 2015 City Council Meeting include a reference to the suitability of the airport for different types of aircraft. According to the Minutes, the Assistant City Manager was told by an unnamed pilot that "the airstrip is not safe for a plane bigger than an ultralight airplane; that is the plane type that uses the airstrip" (p. 10). While it may be true that the airport is presently used by ultralight airplanes primarily, it is definitely NOT true that it is unsafe for larger aircraft. In a conversation I had with the previous Airport Manager before his passing, Mr. Robert Sylvester informed me that he operated a Cessna 182 at the airport for many years. This is a four passenger, high performance, single-engine airplane that is very similar to*

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*the airplane I own (a Cessna 180). Mr. Sylvester never indicated that he had any concerns about the safety of the airport for any single-engine airplane. Moreover, I am aware that larger aircraft from other airports in the area often use the Granite Shoals airport to practice takeoffs and landings. As an experienced pilot, I am confident in stating that the airport is completely safe for use by larger single-engine airplanes, the type that future property owners are mostly likely to own and fly.*

*For the reasons I have specified in this statement, I encourage the City Council to allow the Granite Shoals airport to continue operating as an active airport. As I have stated, I believe it is in the best interest of current and future airport property owners and the City of Granite Shoals as a whole to keep the airport open.*

*Thank you for your attention to my concerns.*

*Respectfully yours,*

*Stephen Lyng, Ph.D*
*Professor of Sociology and Criminal Justice*
*Carthage College"*

Mayor Brugger stressed that this workshop was held due to the mission of City Council to be transparent. He re-iterated that this item is NOT on the list of City Council budget priorities for this year. The top priorities of City Council for this budget year include safety, water and roads. The on-going discussion and planning for road improvements will be given the attention of City Council at this time. There are no decisions made related to the future of the airstrip. This was an information exchange workshop. Mayor Brugger thanked all those who participated and provided input related to this issue.

As this was a workshop, no formal action took place.

< End of Workshop. >

10. REGULAR AGENDA ITEMS

a. Discuss, consider and possibly take action related to the appointment of members to Boards and Committees. *(City Secretary Simpson)*

City Secretary Simpson disseminated copies of the application received 2-8-2016 from Rick Mills, for consideration of appointment to the Beautification Advisory Group (BAG) Committee.

Council was reminded that they were also now able to re-classify Jackie English as an 'advisory member' for the 50th Anniversary Committee, due to the approval of proposed Ord. 683 under the Consent Agenda items.

Mayor Brugger made a motion, and Council Member Holland seconded, to appoint Rick Mills to the Beautification Advisory Group (BAG), motion carried by a unanimous vote of 6-0.

(9.)

Exhibit 'A' to City Council Minutes 2/9/16

Granite Shoals Municipal Airport 32TE
Activation Date: August 1963
Direction: 02/20
Dimensions:2000' x 50'
Wind Sock: Yes
Edge Lighting: Yes Low Intensity
122.850 Act Rwy Lts 3 clicks
Traffic Pattern: Rwy 02 Left Rwy 20 Left
CTAF 122.800
(Common Traffic Advisory Frequency)

Aircraft Based at Airport:
Hangers on Runway: 4
General Aviation Aircraft: 1
Light Sport Aircraft: 4
Ultralight: 5
Hang Gliders: 8
Boat Towing Rig Hang Glider on Floats: 1

Yearly Airport Operations:
2011: 259
2012: 145
2013: 266
2014: 88
2015: 150
Total: 908
Estimate 20-25% transit operations not logged.

Nearby Airports:

| | |
|---|---|
| Sunrise Beach | 3 mi |
| Horseshoe Bay | 4 mi |
| Shirley Williams | 7 mi |
| Kingsland Estates | 8 mi |
| Burnett | 12 mi |
| Llano | 21 mi |

Minutes from City Council Mtg. 2/23/16 Discussion of Airport Advisory Committee. (10)

Mr. Young also noted that he updated 'Exhibit A', to stress that the volunteer participants in the pilot program are donating their service and are not paid. The new verbiage is:
***Hunters shall serve on a volunteer basis only and without financial compensation. The hunter will be responsible for lawful recovery and disposal of the harvested animal in the manner provided by state law.***

There was a discussion related to the upcoming 'Information Meeting', for potential volunteer hunters. The information about this meeting and applications for those who are interested in volunteering will be posted on the city website.

Council complemented the WAC, Chair Brady and Council Members Holland and Morren for a job well done.

Council Member Tanner made a motion, and Council Member Dillard seconded, to approve and adopt, with updates to Exhibit 'A' as read tonight, Ord. 685 to authorize a Pilot Program for Deer Management in Granite Shoals. Council Member Tanner read the Ordinance Caption:

**Ordinance No. 685**

**"Deer Management Pilot Program"**

**AN ORDINANCE OF THE CITY OF GRANITE SHOALS, TEXAS, ADOPTING A PILOT PROGRAM FOR WILDLIFE MANAGEMENT HARVESTING; AMENDING SECTION 24-19 OF THE CITY OF GRANITE SHOALS CODE OF ORDINANCES TO PERMIT BOW HUNTING BY AUTHORIZED PARTICIPANTS IN THE PILOT PROGRAM; AND PROVIDING FOR THE FOLLOWING: FINDINGS OF FACT, SAVINGS, SEVERABILITY, REPEALER, EFFECTIVE DATE, AND PROPER NOTICE AND MEETING.**

Motion carried by a unanimous vote of 7-0.

d. Discuss, consider and possibly take action related to the appointment of members to Boards and Committees. *(City Secretary Simpson)*

There are no applications from citizens for any Boards or Committees tonight except for those interested in the Airport Advisory Committee. Since the February 9, 2016 City Council workshop on Airport Issues the following individuals have submitted an application:

1.Sandra Buschhorn
2.Barry Lee Sylvester
3.James Tenny
4.Joseph Swift
5.Nancy Sylvester
6.Jimmy Fermin
7.Tanya Fermin
8. Sheryl Garner, 902 Mystic Drive 2/22/2016
9. Stephen Lyng, currently Wisconsin 2/22/2016

11.

On evening of 2-23-2016, the following applications were received:
10. George Forester
11. David Dittmar

Mayor Brugger recommended that the City Council not appoint any more members of the Airport Advisory Committee until city staff conducted a thorough review of when and how the previous Airport Committee might have been 'dissolved'. Council Members have no memory of dissolving the Airport Committee, as was established about seven years ago. Because there is no Ordinance in the City Code related to the committee, our 'new' staff believed the Committee had been dissolved.

Mayor Brugger directs City staff to research the Airport Advisory Committee which was established and held meetings in 2009 and 2010, and had input regarding the Comprehensive Plan section on the Airport.

If it is found that the Committee was dissolved by Council, Mayor Brugger requests that a new Ordinance be drafted to re-establish the committee with updated 'charges' / objectives.

At the next Council meeting, there will be a workshop item to discuss:
a.) if Airport Advisory Committee was officially/legally dissolved by City Council
b.) if not, the best way to update the Ordinance that created the Committee, in order that it will be relevant to the discussions that the Council is having now related to maintenance and use of the airstrip.
c.) prospect of adding 'non-voting' advisory members to the Airport Committee, as are allowed to serve on the 50th Anniversary Committee.

Since Mr. Jim Tenny had requested to make a presentation regarding the airstrip at the March 8th meeting, Council determined to resume discussion on this topic on the 8th, as well.

No formal action was taken. End of Discussion

9. **Workshop**
Discuss non-conforming structures regulations, follow up on January 12, 2016 Workshop. *(Mayor Brugger / City Manager Ken Nickel)*

The City Council members reviewed the Non-Conforming Ordinance. (Exhibit 'C' to these meeting minutes)

The City Council Members had previously submitted their questions, concerns and suggestions at the City Council meeting January 26, 2016. Tonight the Council reviewed the City Staff recommendations to the Non-conforming Ordinance. (Exhibit 'D' to these meeting minutes)

There was an extended discussion of encroachment of eaves, and of structures (foundations) into easements and setbacks. There was an extended discussion of standard practice related to how measurements are taken to determine if a structure encroaches, or eaves encroach.

Minutes from City Council Mtg. 3/8/16 (12.)
Presentation of Mr. Jim Tenny re: Airport

The informational banners will soon be hung to advertise the Big Bash, and there is a special page on the city website dedicated to it. This page has links to vendor booth applications and fun run applications.

Mr. Jim Tenny: presentation on the Granite Shoals Airstrip related to future options for commercial or general aviation, potential for grants and possible long-range goals for council consideration.

Mr. Tenny discussed many issues related to the airport: There was an extended discussion of Mr. Tenny's proposal that a 'Bob Sylvester Flight Club' be organized, and that the members of said flight club negotiate a five year exclusive lease with the city, to assume operations of the airport and to put safety improvements into the facility and control costs.

Mr. Steve Zbranek, 2602 Belaire East, spoke about his experience as an aviator. He complemented the Granite Shoals airport as being a valuable asset. He suggested that improvements to be considered at the airport include fuel.

There was a discussion related to the fact that Granite Shoals airport is too small to qualify for grants. The gentlemen discussed however, that other cities, such as Luling, Texas, have made investments in their municipal airports which have paid off handsomely. In Luling, a parachuting group has started a business out of the newly enhanced airport, and brings in revenue for the city. Mr. Larry Lewis, a hang-gliding and paragliding instructor, spoke about the improvements to the Luling airport, and agreed that the City of Luling received a wonderful return on their investment in their city airport.

The gentlemen discussed their ideas for the 'Flight Club'. They agreed to work up an organized budget, and prepare a business plan for the City Manager and the City Attorney.

There were short discussions related to the value of the airport for the local residents, and the need to balance the needs of all citizens regarding getting value out of the airport, which is technically parkland. There was also a discussion regarding getting benefit for city residents from the airport, instead of only out-of-towners. There was a discussion of increase in noise and traffic level if this airport becomes much more active.

End of Presentation.

6. Management reports
   a.) City manager
   - Meeting with MFISD representatives meeting 2/26/2016: There is a possibility that a soccer field may be located near Highland Lakes Elementary School. This is still in early stages of discussions.
   - LCRA meeting 2-24-2016 – update – nuisance vegetation: The information flyers disseminated from this meeting are posted on the city bulletin boards and city website.
   - City wide Clean Up Day for spring 2016: April 30, 2016 8 am to 12 noon.

Meeting minutes 3/8/16
Appointment of members to serve on Airport Advisory Committee.

(13.)

City Secretary Simpson read the corrections made to the meeting minutes into the record.

Council Member Dillard made a motion, and Council Member Tanner seconded, to approve Consent Agenda item a.) as corrected, and items b.) and c.), as presented. Motion carried unanimously by 7-0 vote.

*Council will individually consider and may take action on any or all of the following items:*

8. REGULAR AGENDA ITEMS

   a. Discuss, consider and possibly take action related to Airstrip Advisory Committee (Ordinance #537 passed March 24, 2009) structure, membership, function and mission. *(City Manager Ken Nickel/City Attorney Brad Young).*

In March 2009, The City Council established the Airstrip Advisory Committee, with Ord. 537. It authorized the appointment of 5 members. In 2011, for reasons unknown, the Airstrip Committee ceased holding meetings. After a few years, city staff assumed the committee had disbanded or had been disbanded. Of the original members who were appointed to the Committee, Mr. John Rinehart and Mr. Robert Sylvester have died. Remaining from the original members are: Roger Scarborough (appointed 4/28/09), George Forester (appointed 4/28/09) and Al Buschhorn (appointed 6-9-09).

The Committee has not had regular meetings for about five years.

On February 9, 2016, the City Council held a Special Workshop to discuss airport related issues with property owners who own land specifically adjacent to the city's airstrip.

City Council has, in the last 2.5 years, appointed 2 gentlemen to serve on the currently 'dormant' Airport Advisory Committee. There has been little interest. Council has approved Jeff Hunt and Neil Haverlah to serve, but since they represent half of the quorum required of all the other Committees, city staff has not recommended the re-start of the Airport Committee and City Council has not addressed it.

At the February 23, 2016 City Council meeting, the Council was asked to pass a new Ordinance to re-start the committee and in several cases, were requested to allow some members to serve in advisory roles, as non-voting members.

City Manager Nickel has suggested that the size of the Committee be increased to seven (7) members.

City staff has drafted a 'starting off place' Ordinance to repeal and replace Ord. 537, to increase the size of the Committee to 7 members, and to allow for one Council member to serve as advisory member.

At the February 23, 2016 meeting, there was a discussion regarding the differences in the 50th Anniversary Committee (an ad hoc, time-specific, special purposed committee) and the Airstrip Advisory Committee (a standing committee for advising Council related to a city facility). Allowing 'non-property owners and non-residents' to serve as non-voting advisory members makes sense for the ad hoc committee for 50th Anniversary Committee. It was not determined by Council if it was indicated to allow such non-property owners/non-residents to serve on the Airstrip Committee.

City staff requested that if City Council does adopt a new Ordinance for the Airstrip Advisory Committee, that this Ordinance be codified in the City Code at the time of the next supplementation.

Council Member Tanner made a motion, and Mayor Pro Tem Shirley King seconded, to approve proposed Ordinance, given the number #686, to repeal the existing Airstrip Advisory Committee and to adopt a new Airport Advisory Committee with seven members and one non-voting Council Advisor. In the ordinance, all instances of the word 'Airstrip' shall be changed to 'Airport'.

Mayor Brugger read the Ordinance caption:

**ORDINANCE NO. # 686**

**"Airport Advisory Committee"**

**AN ORDINANCE OF THE CITY OF GRANITE SHOALS, TEXAS, TO REPEAL AND REPLACE ORDINANCE 537, AND TO APPOINT AN AIRPORT ADVISORY COMMITTEE, CONSISTING OF SEVEN (7) MEMBERS, TO GATHER INFORMATION, DEVELOP AND PRESENT PLANS, AND RECOMMENDATIONS FOR MAINTENANCE, IMPROVEMENT, AND FUTURE USE OF THE AIRPORT LOCATED WITHIN THE CITY OF GRANITE SHOALS AND PROVIDING FOR THE FOLLOWING: FINDINGS OF FACT; A SAVINGS CLAUSE; SEVERABILITY; REPEALER; EFFECTIVE DATE; AND PROPER NOTICE AND MEETING.**

Motion carried unanimously by a vote of 7-0.

b. Discuss, consider and possibly take action related to the appointment of members to Boards and Committees. *(City Secretary Simpson)*

There are no applications received for any Board or Committee vacancy, except for applications for the Airport Advisory Committee.

| | | |
|---|---|---|
| Airport Advisory Committee Council approved members | consult with Peggy Smith – ACM Staff support | |
| | | |
| Neil Haverlah | 612 E. Briarway DR | Jun-15 |

15.

| | | |
|---|---|---|
| Jeffrey Hunt | 1401 Green Forest | Jun-14 |

On February 9, 2016, the City Council held a Special Workshop to discuss airport related issues with property owners who own land specifically adjacent to the city's airstrip.

As of February 19, 2016, the City Secretary had received applications for consideration of appointment to the Airport Advisory Committee (and 'Friends of the Granite Shoals Airport') from the following 7 individuals: Sandra Buschhorn (who also spoke at the workshop 2-9-16), Barry Sylvester, James Tenny (who also spoke 2-9-16), Joseph Swift, Nancy Sylvester (who spoke at workshop on 2-9), Tanya Fermin and Jimmy Fermin (who spoke 2-9-16). Nancy Sylvester and Barry Sylvester are siblings, and are both residents of Granite Shoals. James Tenny recently purchased property in the City of Granite Shoals. Joseph Swift is a coworker of Mr. Tenny's and resides in Wimberley. The Fermins are married and are residents of Granite Shoals.

Mr. Jeff Hunt has submitted a letter to affirm his interest in remaining with the Committee. Mr. Haverlah attended the February 23, 2016 City Council meeting and spoke.

Ms. Sheryl Gardner submitted her application on 2-22-2016.
Mr. Stephen Lyng submitted his application on 2-22-2016.
Mr. George Forster was appointed to the Airstrip Committee in 2009. He has applied again, and submitted his application 2-23-2016.
Mr. David Dittmar submitted his application for the Airport Advisory Committee 2-23-2016.
Mr. Jim Kalodimos and his wife Bonnie Kalodimos submitted their applications on 2-26-2016.
There are currently 13 applications for consideration of appointment to the Airport Committee, and one letter reaffirming interest (Mr. Hunt).

In March, Mr. Jim Tenny withdrew his application for consideration of appointment to the committee.

There was a continuing discussion related to the role of the Airport Committee and the 'Flight Club', if the latter is chartered. Consensus of Council was that the Airport Committee would focus, at least initially, on zoning issues at the airport, and make recommendations to the Planning and Zoning Commission and City Council related to zoning changes which might be needed in order to enhance the airport with hangers.

Mayor Brugger suggested that Mr. Hunt and Mr. Haverlah be 're-appointed' to this new committee, and then named five applicants that he thought would bring aviation experience, or other relevant expertise to the committee.

Mayor Brugger made a motion, and Council Member Tanner seconded, to appoint the following applicants as a slate:
Re-appoint: Jeff Hunt & Neil Haverlah

16.

Appoint: Sandra Buschhorn, Barry Sylvester, George Forester, David Dittmar and Sheryl Gardner.
Motion carried unanimously by a 7-0 vote.
Council Member Tom Dillard volunteered to serve as the Council Advisor for this committee.

End.

c. Discuss, consider and possibly take action related to proposed Resolution #506 to authorize estimate of Public Infrastructure Road improvement project for repair/rebuild of portions of Prairie Creek Road and Phillips Ranch Road in the amount of $5 million including road improvements, right of way purchases, relocation of utilities and water line utility upgrades as discussed in previous City Council meetings December 15, 2015, January 12, 2016, January 26, 2016, February 9, 2016 and February 23, 2016. *(City Manager Ken Nickel)*

Mayor Brugger disseminated a page of his notes. He explained that at the last meeting, Council directed staff to bring back a proposed Resolution that incorporated the projected costs of water lines to the Road Infrastructure project for Phillips Ranch and Prairie Creek. Tonight, the staff has added approximately $653,600 for the utility upgrades. This makes the total of the requested grant $5,000,000. This would require a match from the city, so bonds at $2,250,000.
(See Mayor's worksheet, Exhibit 'A' to these meeting minutes.)

The Council discussed, at length, whether the estimate(s) allowed a sufficient amount for utility relocation, fuel, contingencies and inflation.

City Manager Nickel stressed that he is working in close cooperation with Mr. Rick Flores at the USDA – Rural Development, to assure that the city is credited toward the match grant for all the money being spent at the front end of this project. He also noted that this is a preliminary request. This Resolution will serve to 'notify' the USDA-Rural Development department that the City is interested in participating in this program, and will be submitted immediately, whereas the application for the grant will be much more precise.

Mayor Brugger made a motion, and Council Member Morren seconded, to approve Resolution #506, to direct the City Manager to proceed with filing an application for assistance from the United States Department of Agriculture, Rural Development Department, for public infrastructure improvements to city roads, in an amount not exceed five million dollars. The motion carried unanimously by a vote of 7-0.

d. Discuss, consider and possibly take action related to establishing procedures for processing Open Records Requests for footage from body-worn cameras in the Police Department. *(City Manager Ken Nickel)*

City Manager Nickel introduced the item and presented the staff report. The police department has been utilizing Body Worn Cameras (BWC) for some months now. Recent state law governs

Granite Shoals, City Code
Section # 6 - Aviation

# Chapter 6 - AVIATION[1]

*Footnotes:*
*--- (1) ---*
*Federal law reference—Federal law impliedly preempts local regulations concerning aircraft safety, navigable airspace, flight operations and noise control, Federal Aviation Act of 1958, 49 USC 40101 et seq.; local government expressly preempted from regulations concerning prices, routes or services of air carriers, 49 USC 41713(b).*

***State Law reference***— *County and municipal airports, V.T.C.A., Transportation Code § 22.001 et seq.*

## ARTICLE I. - IN GENERAL

### Sec. 6-1. - Penalty.

(a) Any person operating or handling an aircraft in violation of any of these rules or refusing to comply therewith may be ejected from the airstrip, and/or may be denied use of the airstrip, up to ten days by the airstrip manager, and, upon a public hearing by the city council, may be deprived of further use of the airstrip and its facilities for a period of time as may be determined by the city council.

(b) Any person found to be violating this chapter is guilty of a misdemeanor and, upon conviction, is subject to a fine as provided by section 1-10 of this Code.

(Ord. No. 231, § 11, 10-10-1988; Ord. No. 231-B, § 11, 9-29-2010; Ord. No. 619, § II(B), 9-10-2013)

### Secs. 6-2—6-19. - Reserved.

## ARTICLE II. - AIRSTRIPS

### Sec. 6-20. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Access roads* means the 20-foot-wide areas through the property adjacent to the airport used for vehicle access to the airport, runway, hangars, tie-down areas, and taxiways.

*Airport manager* means a citizen of the City of Granite Shoals, appointed by the city council and designated as supervisor of the airport and its operation and answerable to the city manager.

*Fixed base operations (FBO)* means a commercial business associated with the sale, service or repair of aircraft.

*Granite Shoals Airport* means a designated portion of land approximately 305 feet wide by 2,173 feet long and as platted on the Mystic Castle Section and Forest Hills Section plat and map. This airport and surrounding airspace to 1,200 feet AGL is in Class G uncontrolled airspace.

*Runway* means the maintained land area approximately 50 feet wide by 2,000 feet long used for aircraft takeoff and landing. The runways are identified as 2, 20 degrees and 20, 200 degrees. The maximum elevation is approximately 860 feet above mean seal level (MSL).

*Taxiway* means the land area reserved for aircraft movement from hangars and tie-down area to and from the runway.

*Tie-down area* means two strips of land between the runway and the adjacent side property lines, as shown on the airport layout plan in the office of the city.

(Ord. No. 231, § 1, 10-10-1988; Ord. No. 231-B, § 1, 9-29-2010)

Sec. 6-21. - Use of airport restricted.

(a) The airport is a public facility owned and operated by the city for the specific use of aviation activities. At no time shall the airport and its adjacent area be used for walking, jogging, or bicycling, or radio-controlled aircraft activities.

(b) The airport is available for use at all times (24 hours a day, seven days a week).

(c) The runway lights may be turned on and off manually by a switch located on the east wall of the hangar located on the southwest corner of the airport.

(d) The runway lights may be pilot operated from the airplane radio set for 122.85 KHz with three clicks on the microphone switch. The lights will stay on for 15 minutes.

(e) Touch and go landings are discouraged, and are only permitted by owners/residents of the city in their aircraft.

(Ord. No. 231, § 2, 10-10-1988; Ord. No. 231-B, § 2, 9-29-2010)

Sec. 6-22. - General rules and regulations.

The following rules and regulations shall be observed in the use, operation and conduct of the Granite Shoals Airstrip:

(1) Federal air traffic rules of the Federal Aviation Administration (FAA) for aircraft operated within the United States are hereby referred to, adopted and made a part hereof as though fully set forth and incorporated herein.

(2) All pilots operating out of the Granite Shoals Airport (38TE airport identifier) must remain diligent at all times to FAR parts listed in 14 CFR and 49 CFR and the Airports/Facility Directory and Aeronautical Information Manual (AIM).

(3) City property owners whose property is adjacent to the airport, and whose aircraft is home based at this airport shall have unobstructed, but not necessarily, direct taxi rights to the runway.

(4) These particular property and aircraft owners shall have their taxiway plan approved in writing by the airport manager. After that approval, the owners shall be responsible for building and maintaining their taxiways across the tie-down area to the runway.

(5) Unauthorized structures. No signs, equipment, portable buildings, house trailers, poles or towers of any kind may be erected, moved in or installed on the airport property except as specifically authorized by the airport manager.

(6) Surreptitious activities. Any person observing suspicious, unauthorized or criminal activities is encouraged to report such activities immediately to the airport manager and/or to a city, county or state law enforcement officer.

(7) Wrecked aircraft. Every aircraft owner, pilot or his agent shall be responsible for notifying the FAA of any disabled or wrecked aircraft and for prompt removal of the aircraft from the operational areas of the airport.

(8) Repairs to aircraft. Aircraft owners may repair their aircraft at their tie-down or in their hangar, as specified in the Federal Aviation Regulations.

(9)

Damage to airport. Any person, corporation or the owner of any aircraft causing damage of any kind to the Granite Shoals Airport, whether through violation of any of these rules or through vandalism or any act of negligence, shall be liable to the city for the damage.

(10) Liability.

a. Any person entering the airport property does so at their own risk and shall indemnify and save the city harmless from all claims, demands, damages, costs and expenses including reasonable attorney's fees for the defense thereof.

b. The pilot and/or aircraft owner assumes all liability associated with his aircraft when operating at the Granite Shoals Airport.

c. Deer and other wildlife may be on the runway. The airport is not fenced. Aircraft operators assume responsibility for avoiding wildlife on the runway.

(11) Licensed pilots.

a. Only properly registered aircraft and persons holding current airman and medical certificates issued by the FAA shall be authorized to operate aircraft upon the Granite Shoals Airport except as provided in this chapter. This limitation shall not apply to aircraft licensed by a foreign government with which the United States has a reciprocal agreement covering the operation of such aircraft.

b. Persons operating ultralight aircraft shall conform to FAR parts 13, 103 (14 CFR 13, 103). Permission to use the airport, if granted by the city, shall be contingent on operating procedures coordinated with and acceptable to the regular users of the airport operating licensed aircraft and any other traffic pattern rules set by the airport manager.

(12) Registration. Every person or corporation owning an aircraft based at Granite Shoals Airport shall register at the office of the airport manager by giving his name, address, telephone number, and aircraft identification information and the name, address, and telephone number of their next of kin or person to be notified in case of an accident or emergency.

(13) Intoxicants and narcotics prohibited. No person under the influence of an intoxicant or narcotic shall operate or fly in any aircraft upon or over the Granite Shoals Airport; provided, however, such prohibition shall not apply to a passenger under the care of a medical doctor and accompanied by a doctor, nurse or caretaker.

(14) All pilots will operate their aircraft at the Granite Shoals Airport in accordance with the visual flight rules of the FAA.

(Ord. No. 231, § 3, 10-10-1988; Ord. No. 231-A, 12-10-1990; Ord. No. 231-B, § 3, 9-29-2010)

Sec. 6-23. - Ground operations.

(a) *Vehicular traffic.* All vehicular traffic shall be confined to avenues of passage designated and provided for that purpose by the city, and shall not be operated at a speed in excess of ten miles per hour. Public vehicles are permitted on the tie-down area only for the purpose of meeting aircraft, or providing maintenance assistance. Aircraft owners may drive their vehicles to their aircraft. The driver and vehicle owner assumes all risk and damage liability on this area.

(b) *Right-of-way aircraft.* Taxiing aircraft have the right-of-way over vehicular traffic.

(c) *Tie down of aircraft.*

(1) All aircraft owners or their agents are responsible for the tie-down or security of their aircraft at all times and particularly during inclement weather.

(2) A transient aircraft parking area, having ground anchors, but no ropes, is provided for visitors to Granite Shoals.

(3) Granite Shoals aircraft owners may park their aircraft on the tie-down area. The aircraft owner will provide his own anchors and ropes. The airport manager shall approve this location of the tie-down area. There are no tie-down/parking fees.

(4) Unoccupied aircraft shall not be tied down or parked within 55 feet of the centerline of the runway.

(5) Aircraft shall not be parked in such a manner as to hinder the normal movement of other aircraft and vehicles.

(6) It is the responsibility of the pilot when leaving a parked aircraft unattended to determine that the brakes are set and/or that the aircraft is properly chocked and/or tied down.

(d) *Fueling of aircraft.*

(1) Aircraft shall not be fueled while the engine is running or while in a hangar.

(2) Aviation or auto fuels shall not be stored in a fuel storage container exceeding 20 gallons within a hangar. The fuel in aircraft fuel cells does not apply.

(e) *Running of aircraft engines.*

(1) If not equipped with adequate brakes, an aircraft's engine shall not be started until the wheels have been set with chocks that are attached to ropes or other suitable means of removing the chocks.

(2) No aircraft will be propped, started or left running without qualified personnel at the controls.

(3) No aircraft engine shall be started, run or warmed up until and unless the aircraft is positioned so that the propeller stream will not cause damage or injury to persons or property.

(f) *Taxiing aircraft.*

(1) Persons taxiing aircraft shall ensure that there will be no danger or collision with any person or object.

(2) Aircraft will be taxied at a safe and prudent speed and in such a manner as to be under the control of the pilot at all times.

(3) Aircraft not equipped with adequate brakes will not be taxied near hangars or parked aircraft unless an attendant is at a wing of the aircraft to assist the pilot.

(4) Aircraft shall not taxi onto the runway if there is an aircraft approaching to land, or on the runway in takeoff position.

(g) *Loading or unloading aircraft.* Pilots are prohibited from loading or unloading aircraft with the engine running.

(Ord. No. 231, § 4, 10-10-1988; Ord. No. 231-B, § 4, 9-29-2010)

Sec. 6-24. - Landings and takeoff rules.

(a) *Authority to suspend operations.* The airport manager may suspend or restrict any or all operations at Granite Shoals Airport without regard to weather conditions, whenever such action is deemed necessary in the interest of safety.

(b) *Active runway.* If the winds are calm, or at 90-degree crosswind, takeoffs should be made using runway 20 and landings should be made on runway 2 due to the topography of the land. Pilot discretion is advised.

(c) *Takeoffs on tie-down areas, etc.* No takeoffs or landings shall be made on the tie-down areas.

(d) *Entry and traffic flow.* At ten nautical miles out, announce intentions on Unicom/CTAF frequency 122.8. Enter pattern in level flight abeam of the runway at pattern altitude of 1,660 feet mean sea level. Maintain pattern altitude until abeam of the approach end of the landing runway on downwind leg. Complete turn to final at least one quarter mile from the approach end. Make straight in approaches with caution, listen and announce intentions for takeoff or full stop. All landing at this airport shall fly a standard left hand traffic pattern of 1,660 feet mean sea level.

(e) *Takeoff climb.* A standard takeoff pattern is used at Granite Shoals Airport. On takeoff, departing aircraft shall climb straight ahead until beyond the departure end of the runway climbing to 1,360 feet mean sea level, then execute a 45-degree turn or continuing straight out. If remaining in the traffic pattern, commence turn to crosswind leg beyond to departure end of the runway, within 300 feet (1,360 feet mean sea level) below the traffic pattern altitude of 1,660 feet mean sea level.

(f) *Altitude and engine noise.* Except on landing and takeoff, aircraft should be operated over the city at an altitude of at least 1,660 feet mean sea level. Aircraft engines should not be accelerated or decelerated while over the city in such manner as to disturb persons on the ground. Such operations shall be consistent with safe operating procedures.

(g) *Special procedures.* The airport manager may, in the interest of safety, designate special traffic procedures for certain operations, such as air shows, lighter than air operations, and ultralights.

(Ord. No. 231, § 5, 10-10-1988; Ord. No. 231-B, § 5, 9-29-2010)

Sec. 6-25. - Fire regulations.

(a) Every person going upon or using the airport or its facilities in any manner shall exercise care and caution to prevent fires.

(b) Smoking or open flame within 50 feet of any aircraft is prohibited.

(c) Compressed inflammable gas shall not be kept or stored at the airport, except in places designated by the airport manager.

(d) No flammable substance shall be used in cleaning engines or other parts of an aircraft inside a hangar without adequate ventilation and the approval of the airport manager.

(e) Hangar entrances shall be kept clear at all times.

(f) The floors in all hangars shall be kept clean and free from oil. Volatile, flammable substances shall not be used for cleaning floors.

(g) Fire extinguishers approved by the city fire department shall be available in all hangars.

(Ord. No. 231, § 6, 10-10-1988; Ord. No. 231-B, § 6, 9-29-2010)

Sec. 6-26. - Mutual agreements between airstrip adjacent property owners and the city.

(a) The private driveway on lot 937 may be used by city, emergency medical services and fire department vehicles as required in the performance of their duties. Aircraft owners may use this driveway as approved by the airport manager.

(b) Care shall be taken to prevent blocking of the culvert under the runway.

(c) Property owners along the southeast corner of the airstrip are protected from excessive rainwater runoff by a small revetment located on the airport. The city shall maintain this revetment, or its intent. The owner(s) of lots 928, 929 930 shall not allow their buildings, trees or bushes to obstruct the aircraft approach surface. The maximum rear property line obstruction height is seven feet. The maximum front property line obstruction height is 12 feet.

(d)

The city has displaced the threshold on runway 2 a distance of 140 feet to accommodate property usage described in subsection (c) of this section.

(e) Drainage ditches were installed to carry rainwater runoff from the Mystic Drive culverts to the runway culvert. These drainage ditches, or their intent, shall be maintained by the city. The drainage ditches do not change the property owners' flooding risk, and the city assumes no flooding liability in this area.

(Ord. No. 231, § 7, 10-10-1988; Ord. No. 231-B, § 7, 9-29-2010)

Sec. 6-27. - City responsibilities.

(a) The city shall maintain the runway and wind sock as needed to provide safe conditions for aircraft operation. The airport manager shall inform the city manager when such action is needed to maintain safety.

(b) The city and airport manager assume no liability, written, expressed or implied, concerning aircraft or vehicle operation on the airport.

(c) City and other official vehicles, such as emergency response vehicles, may be driven on the runway to perform official duties. No other vehicles are permitted on the runway.

(Ord. No. 231, § 8, 10-10-1988; Ord. No. 231-B, § 8, 9-29-2010)

Sec. 6-28. - Knowledge of rules implied.

By publication of this article as required by law, all persons having aircraft based at Granite Shoals Airport will be deemed to have knowledge of its contents. The airport manager is directed to have copies of this article printed and posted. Copies will be available at all times in the airport manager's office, and copies will be furnished by mail to owners and operators of all aircraft based on the airport.

(Ord. No. 231, § 9, 10-10-1988; Ord. No. 231-B, § 9, 9-29-2010)

Sec. 6-29. - Conflict in rules.

If and where there is conflict between this article and the Federal Aviation Regulations (FARs), the latter shall prevail.

(Ord. No. 231, § 10, 10-10-1988; Ord. No. 231-B, § 10, 9-29-2010)

Secs. 6-30—6-48. - Reserved.

ARTICLE III. - AIRPORT OPERATING PROCEDURES

Sec. 6-49. - Short title.

This article shall be known and may be cited as "The Granite Shoals Airport Operating Procedures."

(Ord. No. 231, § 12(1), 10-10-1988; Ord. No. 231-B, § 12(1), 9-29-2010)

Sec. 6-50. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Airport* means the Granite Shoals Airport.

*Airport elevation* means the established elevation of the highest point on the usable landing area measured in feet above sea level. The elevation of the airport is 860 feet MSL.

*Airport hazard* means any structure, tree or use of land which obstructs the air space required for the flight of aircraft or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight at an airstrip, or at any installation or facility relating to flight, or tracking and/or data acquisition of the flight aircraft; hazardous, interfering with or obstructing such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight of aircraft.

*Airport hazard area* means any area of land or water upon which an airport hazard might be established if not prevented as provided in this article.

*Airport reference point* means the point established as the approximate geographic center of the airport landing area and so designated.

*Approach surface* means a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the runway primary surface and at the same slope as the approach zone height limitation slope set forth in section 6-52. In plan, the perimeter of the approach surface coincides with the perimeter of the approach zone.

*Approach, transition and horizontal zones* are set forth in section 6-51.

*Displaced threshold* means a changed runway boundary, altered because of technical or approach obstructions.

*Hazard to air navigation* means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

*Height* means, for the purpose of determining the height limits in all zones set forth in this article and shown on the airspace boundaries map, the datum of mean sea level elevation unless otherwise specified.

*Horizontal surface* means a horizontal plane of 150 feet above the established runway elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

*Nonconforming use* means any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this article or an amendment thereto.

*Obstruction* means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in section 6-52.

*Person* means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian or other representative.

*Runway* means the surface area of the airport used for the landing, takeoff or taxiing of aircraft.

*Structure* means an object, including a mobile object, constructed or installed by man, including but not limited to buildings, towers, cranes, smokestacks, earth formation and overhead transmission lines.

*Transitional surfaces* means those surfaces extending outward at 90-degree angles to the runway edges and the runway edges extended at a slope of seven feet horizontally for each one foot vertically from the sides of the approach surfaces to where they intersect the horizontal surface.

*Tree* means any plant having a woody stem or trunk.

*Visual runway* means a runway intended solely for the operation of aircraft using visual approach procedures.

(Ord. No. 231, § 12(2), 10-10-1988; Ord. No. 231-B, § 12(2), 9-29-2010)

Sec. 6-51. - Zones.

In order to carry out the provisions of this article, there are hereby created and established certain zones which include all of the land and water lying beneath the approach surfaces, transition surfaces and horizontal surface as they apply to the Granite Shoals Airport; provided, however, that the term "zones," as used in this chapter, should not be construed to mean "zoning districts" as provided by the city comprehensive zoning ordinance. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

(1) *Approach zones.*

a. Runway 20. The approach zone is established beneath the approach surface at the end of runway 20 on Granite Shoals Airport for visual landings and takeoffs. The inner edge of the approach zone shall have a width of 50 feet which coincides with the runway, widening thereafter uniformly to a width of 2,150 feet at a horizontal distance of 3,000 feet beyond the runway, its centerline being the continuation of the centerline of the runway.

b. Runway 2. The approach zone is established beneath the approach surface at the end of runway 2 on Granite Shoals Airport for visual landings and takeoffs. The inner edge of the approach zone shall have a width of 50 feet which coincides with the width of the runway, at its displaced threshold which is 140 feet north of the south airstrip boundary, widening thereafter uniformly to a width of 2,150 feet at a horizontal distance of 3,000 feet beyond the displaced threshold, its centerline being the continuation of the centerline of the runway.

(2) *Transition zones.* Transition zones are hereby established beneath the transition surfaces adjacent to the runway as indicated on the zoning map. Transition surfaces extend outward and upward at right angles to the runway edges and the runway edges extended at a slope of seven to one from the runway edge and from the sides of the approach surfaces.

(3) *Horizontal zone.* A horizontal zone is the area beneath a horizontal plane 150 feet above the established airstrip elevation. The east and west boundaries are located 8,000 feet from the airport reference point and parallel to the runway. The north and south boundaries are located 8,000 feet from the airstrip reference point and at 90 degrees to the extended runway centerline.

(Ord. No. 231, § 12(3), 10-10-1988; Ord. No. 231-B, § 12(3), 9-29-2010)

Sec. 6-52. - Height limitations.

(a) *Applicable height limits.* Except as otherwise provided in this article, no structure shall be erected, altered or maintained and no tree shall be allowed to grow in any zone created by this article to a height in excess of the applicable height limit therein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

(1) *Approach zones.*

a.

Runway 20: One foot in height for each 20 feet in horizontal distance beginning at the end of and at the elevation of the runway and extending to a point 3,000 feet from the end of the runway.

b. Runway 2: One foot in height for each 20 feet in horizontal distance beginning at the displaced threshold and at the elevation of the runway and extending to a point 3,000 feet from the displaced threshold.

(2) *Transition zones.* Slope seven feet outward for each one foot upward beginning at the runway edge and at the same elevation as the runway and the approach surfaces, and extending to a height of 150 feet above the airstrip elevation which is 860 feet above mean sea level.

(3) *Horizontal zone.* Established at 150 feet above the airstrip elevation, or a height of 1,010 feet above mean sea level.

(b) *Accepted height limitations.* Nothing in this article shall be construed as prohibiting the growth, construction or maintenance of any tree or structure to a height up to 75 feet above the surface of the land, except as indicated.

(Ord. No. 231, § 12(4), 10-10-1988; Ord. No. 231-B, § 12(4), 9-29-2010)

Sec. 6-53. - Use restrictions.

Notwithstanding any other provisions of this article, no use may be made of land or water within any zone established by this article in such manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airstrip lights and others, result in glare in the eyes of pilots using the airstrip, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landings, takeoffs, or maneuvering of aircraft intending to use the airport.

(Ord. No. 231, § 12(5), 10-10-1988; Ord. No. 231-B, § 12(5), 9-29-2010)

Sec. 6-54. - Nonconforming use.

(a) *Regulations not retroactive.* The regulations prescribed by this article shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of the ordinance from which this article is derived, except as otherwise indicated, or otherwise interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of the ordinance from which this article is derived, and is diligently prosecuted.

(b) *Marking and lighting.* Notwithstanding the provision of subsection (a) of this section, the owner of any nonconforming structure or tree is hereby required to permit the installation, operation and maintenance thereon of such markers and lights as shall be deemed necessary by the city to indicate to operators of aircraft in the vicinity of the airstrip, the presence of such airport hazards. Such markers and lights shall be installed, operated and maintained at the expense of the city.

(Ord. No. 231, § 12(6), 10-10-1988; Ord. No. 231-B, § 12(6), 9-29-2010)

Sec. 6-55. - Permits.

(a) *Future uses.* Except as specifically provided in subsections (a)(1) and (2) of this section, no material change shall be made in the use of land or water; no structure shall be erected or otherwise established; and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted by the city. Each application for a permit shall indicate the purpose

for which the permit is desired, with sufficient particularity to allow it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this article shall be granted unless a variance has been approved in accordance with subsection (d) of this section. All construction must comply with the adopted codes and ordinances of the city.

(1) In the area lying within the limits of the horizontal zone, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.

(2) In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 1,000 feet from the end of the runway or displaced threshold, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.

Nothing contained in any of the exceptions of subsections (a)(1) and (2) of this section shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this article except as set forth in section 6-52, height limitations.

(b) *Existing uses.* No permit shall be granted that would allow the establishment or creation of any airport hazard or allow a nonconforming use, structure, or tree to be made or become higher, or become a greater hazard to air navigation, than it was on the effective date of the ordinance from which this article is derived, or any amendments thereto, or than it is when the application for permit is made. Except as indicated, all applications for such a permit shall be granted.

(c) *Nonconforming uses abandoned or destroyed.* Whenever the city determines that a nonconforming structure or tree has been abandoned or more than 80 percent torn down, physically deteriorated or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

(d) *Variances.* Any person desiring to erect or increase the height of any structure, or allow the growth of any tree, or use his property in violation of the regulations prescribed in this article, may apply to the board of adjustment for a variance from such regulations in question. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted would not be contrary to the public interest, but do substantial justice, and be in accordance with the spirit of this article.

(e) *Obstruction marking and lighting.* Any permit or variance granted may, if such action is deemed advisable by the city to effectuate the purpose of this article and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to allow the city to install, operate and maintain, at the expense of the city, such markings and lights as may be necessary.

(Ord. No. 231, § 12(7), 10-10-1988; Ord. No. 231-B, § 12(7), 9-29-2010)

Sec. 6-56. - Enforcement.

It shall be the duty of the city manager to administer and enforce the regulations prescribed herein. Applications for permits shall be made to the city upon a form published for that purpose. Applications required by this article to be submitted to the city shall be promptly considered or denied.

(Ord. No. 231, § 13, 10-10-1988; Ord. No. 231-B, § 13, 9-29-2010)

Sec. 6-57. - Appeals and judicial review.

Any person aggrieved, or any taxpayer affected, by any decision of the city council and/or the board of adjustment, may appeal to a court of competent jurisdiction, as provided by the Airport Zoning Act (V.T.C.A., Local Government Code ch. 241), as amended.

(Ord. No. 231, § 14, 10-10-1988; Ord. No. 231-B, § 14, 9-29-2010)

Sec. 6-58. - Administrative remedies; injunctive relief.

The city council may institute, in any court of competent jurisdiction, an action to prevent, restrain, correct, or abate any violation of this article or of any order or filing made in connection with its administration or enforcement including, but not limited to, an action for injunctive relief as provided by the Airport Zoning Act (V.T.C.A., Local Government Code ch. 241), as amended.

(Ord. No. 231, § 15, 10-10-1988; Ord. No. 231-B, § 15, 9-29-2010)

Sec. 6-59. - Stronger conflicting regulation prevails.

Where there exists a conflict between any of the regulations or limitations prescribed in this article and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

(Ord. No. 231, § 17, 10-10-1988; Ord. No. 231-B, § 17, 9-29-2010)

Sec. 6-60. - Extraterritorial jurisdiction.

For purposes of enforcing this article, the city shall have the authority of extraterritorial jurisdiction for those zones created by this article that are outside the city limits and are contiguous with the zones within the city.

(Ord. No. 231, § 18, 10-10-1988; Ord. No. 231-B, § 18, 9-29-2010)

**City of Granite Shoals, Texas**
**Airport Advisory Committee**
**Agenda Item Cover Memo**
**Date: April 14, 2016**

**Agenda Item:** **6. Review: Calendar for 2016**
**Prepared/Submitted By:** ***Elaine Simpson, City Secretary***
**Department:** ***Administration***

## BACKGROUND

***The Committee is meeting this month on the second Thursday because customarily this is a date that is 'available' for the City Council Chamber.***

***The following Committees and Boards have 'standing' reservations:***
***City Council: 2nd and 4th Tuesday night.***
***P&Z: 3rd Thursday night***
***Wildlife Advisory Committee: 4th Thursday night.***
***Parks: 1st Thursday night.***
***SWAG: 1st Monday afternoon***

***The BAG (Beautification Advisory Group) meets formally only twice a year and the Board of Zoning Adjustments meets on an 'as needed' basis.***

***Attached:***
***Calendar sheets for April – Dec. 2016***

# April 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14<br>Orientation Meeting | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | | | | | | |

# May 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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| 29 | 30 | 31 | | | | |
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# June 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
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# July 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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# August 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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# September 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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# October 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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# November 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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# December 2016

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
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