

LOCKHART MUNICIPAL AIRPORT
HAZARD ZONING ORDINANCE

91-01

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY IN THE VICINITY OF THE LOCKHART MUNICIPAL AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE LOCKHART MUNICIPAL AIRPORT HAZARD ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; ESTABLISHING A BOARD OF ADJUSTMENT; AND IMPOSING PENALTIES

This ordinance is adopted pursuant to the authority conferred by the Airport Zoning Act, Tex. Local Gov't. Code Ann., #241.001 et seq (Vernon 1988).

It is hereby found that an obstruction has the potential for endangering the lives and property of users of Lockhart Municipal Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of Lockhart Municipal Airport, and that an obstruction may reduce the size of areas available for the landing, take-off, and maneuvering of aircraft, thus tending to destroy or impair the utility of Lockhart Municipal Airport, and the public investment therein. Accordingly it is declared that:

1. Lockhart Municipal Airport fulfills an essential community purpose; and
2. the creation or establishment of an obstruction has the potential of being a nuisance and may injure the region served by Lockhart Municipal Airport; and
3. it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and
4. the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration, or mitigation of hazards to air navigation, or the marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

Be it Ordained by the Joint Airport Zoning Board of the City Council of the City Lockhart, Texas and the Commissioners Court of the County of Caldwell, Texas:

Section 1. Short Title--This ordinance shall be known and may be cited as "Lockhart Municipal Airport Hazard Zoning Ordinance".

Section 2. Definitions--As used in this ordinance, unless the context otherwise requires:

- A. **Airport**--Means Lockhart Municipal Airport.
- B. **Airport Elevation**--Means the established elevation of the highest point on the usable landing area measured in feet from mean sea level.
- C. **Airport Hazard**--Means any structure or 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 airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with, or obstructs such landing, taking off, or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- D. **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 ordinance.

- E. **Airport Reference Point**--Means the point established as the approximate geographic center of the airport land area and so designated.
- F. **Approach Surface**--A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Section 4 of this ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.
- G. **Approach, Transitional, Horizontal, and Conical Zones**--These zones are set forth in Section 3 of this ordinance.
- H. **Board of Adjustment**--The City of Lockhart Board of Adjustment as appointed by the City Council of the City of Lockhart, Texas as provided by the Airport Zoning Act, Tex. Local Gov't. Code Ann., #241.032 (Vernon 1988).
- I. **Conical Surface**--A surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) to one (1) for a horizontal distance of four-thousand (4,000) feet.
- J. **Hazard to Air Navigation**--An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- K. **Height Reference**--For the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall be mean sea level elevation.
- L. **Horizontal Surface**--A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.
- M. **Joint Airport Zoning Board**--Means a board consisting of five (5) members, two (2) members appointed by the City Council of the City of Lockhart, Texas and two (2) members appointed by the Commissioners Court of Caldwell County, Texas. The four (4) members so appointed shall elect a fifth (5th) member who shall serve as chairman of said Lockhart-Caldwell County Joint Airport Zoning Board.
- N. **Landing Area**--Means the surface area of the airport used for the landing, take-off, or taxiing of aircraft.
- O. **Nonconforming Use**--Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this ordinance or an amendment thereto.
- P. **Obstruction**--Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in Section 4 of this ordinance.
- Q. **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.
- R. **Primary Surface**--A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two-hundred (200) feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of the runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
 - (1) The width of the primary surface for other than utility runways is five-hundred (500) feet for nonprecision instrument runways having nonprecision instrument approaches with visibility minimums greater than three-fourths statute mile.
 - (2) The width of the primary surface for a utility runway with only visual approaches is two-hundred-fifty (250) feet.

- S. **Runway**--A defined area on an airport prepared for landing and take-off of aircraft along its length.
- T. **Structure**--An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, towers, cranes, smokestacks, earth formations, and overhead transmission lines.
- U. **Transitional Surfaces**--These surfaces extend outward at ninety (90) degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal surface.
- V. **Tree**--Any object of natural growth.
- W. **Visual Runway**--A runway intended solely for the operation of aircraft using visual approach procedures.
- X. **Utility Runway**--A runway that is constructed for and intended to be used by propeller driven aircraft twelve-thousand-five-hundred (12,500) pounds maximum gross weight and less.
- Y. **Other Than Utility Runway**--A runway that is constructed for and intended to be used by propeller driven single engine and multi-engine aircraft and some turbine engine and jet engine aircraft with a maximum gross weight in excess of twelve-thousand-five-hundred (12,500) pounds.
- Z. **Nonprecision Instrument Runway**--A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned.

Section 3. Zones--In order to carry out the provisions of this ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transition surfaces, horizontal surface, and conical surface as they apply to Lockhart Municipal Airport, Lockhart, Texas. Such zones are shown on the Lockhart Municipal Airport Zoning Map consisting of one (1) sheet, prepared by the City of Lockhart, Texas, and dated December 18, 1991, which is attached to this ordinance and made a part hereof. An area located in more than one of the following zones is considered to be only in the zone with more restrictive height limitation. The various zones are hereby established and defined as follows:

A. Approach Zone

- (1) **Runway 18-36**--Approach zone is established beneath the approach surfaces at the ends of Runway 18-36 on Lockhart Municipal Airport for nonprecision instrument landings and take-offs with visibility minimums greater than three-fourths statute mile. The inner edge of the approach zones shall have a width of five-hundred (500) feet which coincides with the width of the primary surface at a distance of two-hundred (200) feet beyond each end of the runway, widening thereafter uniformly to a width of three-thousand-five-hundred (3,500) feet at a horizontal distance of ten-thousand (10,000) feet beyond the ends of the primary surface, its centerline being the continuation of the centerline of the runway.
- (2) **Runway 4-22**--Approach zone is established beneath the approach surfaces at the ends of Runway 4-22 on Lockhart Municipal Airport for visual landings and take-offs. The inner edge of the approach zones shall have a width of two-hundred-fifty (250) feet which coincides with the width of the primary surface at a distance of two-hundred (200) feet beyond each end of the runway, widening thereafter uniformly to a width of one-thousand-two-hundred-fifty (1,250) feet at horizontal distance of five-thousand (5,000) feet beyond the ends of the primary surface, its centerline being the continuation of the centerline of the runway.

- B. **Transition Zones**--Transition zones are hereby established beneath the transition surfaces adjacent to the runways and approach surfaces as indicated on the zoning map. Transition surfaces, symmetrically located on either side of the runways, have variable widths as shown on the zoning map. Transitional surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of seven (7) to one (1) from the sides of the primary surfaces and from the sides of the approach surfaces.

- C. **Horizontal Zone**--The area beneath a horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of ten-thousand (10,000) feet radii from the center of each end of the primary surface of Runway 18-36 and connecting the adjacent arcs by lines tangent to those arcs.
- D. **Conical Zone**--The area beneath the conical surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) to one (1) for a horizontal distance of four-thousand (4,000) feet.

Section 4. Height Limitations--Except as otherwise provided in this ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

A. Approach Zones

- (1) **Runway 18-36**--One (1) foot in height for each thirty-four (34) feet in horizontal distance beginning at the ends of and at the elevation of the primary surface and extending to a point ten-thousand (10,000) feet from the ends of the primary surface.
- (2) **Runway 4-22**--One (1) foot in height for each twenty (20) feet in horizontal distance beginning at the ends of and at the elevation of the primary surface and extending to a point five-thousand (5,000) feet from the ends of the primary surface.

- B. **Transition Zone**--Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surfaces and the approach surfaces, and extending to a height of one-hundred-fifty (150) feet above the airport elevation which is five-hundred-thirty-one (531) feet above mean sea level.
- C. **Horizontal Zone**--Established at one-hundred-fifty (150) feet above the airport elevation, or a height of six-hundred-eighty-one (681) feet above mean sea level.
- D. **Conical Zone**--Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at one-hundred-fifty (150) feet above the airport elevation and extending to a height of three-hundred-fifty (350) feet above the airport elevation which is eight-hundred-eighty-one (881) feet above mean sea level.
- E. **Excepted Height Limitations**--Nothing in this ordinance shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to fifty (50) feet above the surface of the land.

Section 5. Use Restrictions

- A. No use shall be made of any facility, machinery, or device within the airport hazard boundary which will emit any electromagnetic radiation that causes interference with navigational signals or radio communications between the airport and aircraft using or intending to use the Lockhart Municipal Airport.
- B. No use shall be made of any facility, machinery, or device within the airport hazard boundary which will result in difficulty distinguishing between airport lights, result in glare or otherwise impair visibility, create the potential for bird strikes, or vent emissions which will result in the instability of aircraft using or intending to use Lockhart Municipal Airport.

Section 6. Nonconforming Uses

- A. **Regulations not Retroactive**--The regulations prescribed by this ordinance 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 this ordinance, 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 this ordinance, and is diligently prosecuted.

- B. Marking and Lighting**--Notwithstanding the preceding provision of this section, the owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markings, markers, and lights as shall be deemed necessary by the City Manager of the City of Lockhart, Texas, or his designated representative to indicate to the operators of aircraft in the vicinity of Lockhart Municipal Airport, the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Lockhart, Texas.

Section 7. Permits

- A. Future Uses**--Except as specifically provided in (1) and (2), hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be allowed to grow which will exceed a height of fifty (50) feet above the ground in any zone hereby created unless a permit therefore shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit 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 ordinance shall be granted unless a variance has been approved in accordance with Section 7, paragraph D.

- (1) In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than seventy-five (75) feet of vertical height above the ground, except when, because of terrain, land contour, of 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 four-thousand-two-hundred (4,200) feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five (75) 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 foregoing exceptions 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 ordinance except as set forth in Section 4, paragraph E.

B. Permit Procedures

- (1) When a structure, whether fixed, mobile, or temporary, is to be erected or when a tree is grown within any area of the airport hazard boundary and the highest point of such structure or tree will exceed fifty (50) feet above the ground, the provisions of Section 28-5-1, Article 28, Zoning, City of Lockhart Code of Ordinances shall apply, with the additional provision that a certificate, signed by an appropriate professional, stating the highest ground elevation of the site, structure height, or mature tree height, elevation of the highest point of the structure or the tree, and the hazard boundary elevation for that site shall be included. All elevations shall be determined from the Lockhart Municipal Airport Hazard Zoning Map, prepared by the City of Lockhart, dated December 18, 1991, and shall not require field surveys.
- (2) Any permit request which indicates, in the opinion of the Zoning Administrator, that such structure, tree, or use may cause a hazard to aircraft using or intending to use the Lockhart Municipal Airport shall be reviewed by the Joint Airport Zoning Board.
 - (a) The five (5) day approval requirement prescribed in the City of Lockhart Code of Ordinances is hereby extended to thirty (30) days when such action is to be taken and the applicant is so notified by ordinary mail.
 - (b) A posted meeting of the Joint Airport Zoning Board shall be scheduled from between ten (10) to twenty (20) days of the application date.

- (c) The Joint Airport Zoning Board shall determine, with advice from the Lockhart Municipal Airport Advisory Board, if such structure, tree, or use will constitute a hazard to aircraft using or intending to use the Lockhart Municipal Airport.
- (d) If it is determined that such structure, tree, or use is not a hazard and all other requirements of said Section 28-5-1 have been met, the permit request shall be approved.
- (e) If it is determined that the addition of appropriate markings, markers, lights, beacons, and/or shields will eliminate such hazard and the permit application is modified to include the installation, operation, and maintenance of such devices or markings at the expense of the owner of such structure or tree, and all other requirements of said Section 28-5-1 have been met, the permit request shall be approved.
- (f) If it is determined that the use can be safely permitted by engineering and/or design modifications, the building permit application modified to include such changes, and all other requirements of said Section 28-5-1 have been met, the permit request shall be approved.
- (g) If it is determined that such structure, tree, or use will constitute a hazard which can not be mitigated, the permit request shall be denied.
- (h) Upon denial of a permit request, the owner may appeal to the Board of Adjustment as provided in Section 28-4-5, Article 28, Zoning, City of Lockhart Code of Ordinances. Additionally, those aggrieved by the approval of such permit request may appeal such approval to the Board of Adjustment.

C. Existing Uses--No permit shall be granted that would allow the establishment or creation of any airport hazard or permit 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 this ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such permit shall be granted.

D. Nonconforming Uses Abandoned Or Destroyed--Whenever the City Manager of the City of Lockhart, Texas or his designated representative determines that a nonconforming structure or tree has been abandoned or more than eighty (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.

E. Variances

- (1) Any person desiring to erect or increase the height of a structure or permit the growth of a tree such that its height will exceed the elevation of the hazard boundary elevation for that location or to use their property in violation of this ordinance shall apply to the Board of Adjustment for a variance as prescribed in said Section 28-4-5, as modified below.
- (2) Such application shall be accompanied by a determination of the Federal Aviation Administration concerning the effect of the proposal on the operation of air navigation facilities and to the safe and efficient use of navigable airspace.
- (3) There shall be a posting of a meeting of the Joint Airport Zoning Board. The meeting shall be held at least seven (7) days prior to the meeting of the Board of Adjustment. The Joint Airport Zoning Board shall determine, with advice from the Lockhart Municipal Airport Advisory Board, if a grant of the variance will constitute a hazard to aircraft using or intending to use Lockhart Municipal Airport.

- (4) The Joint Airport Zoning Board, not less than three (3) days prior to the meeting of the Board of Adjustment, shall provide a written recommendation for approval, approval with modification, or for denial of the requested variance and shall include the reason(s) for such recommendation.
- (5) Failure of the Joint Airport Zoning Board to provide such recommendation shall not preclude nor delay action by the Board of Adjustment.
- (6) Such recommendations of the Joint Airport Zoning Board shall not be separately appealed, but may be argued by the applicant or any other person appearing at the Board of Adjustment hearing.

F. **Obstruction Marking and Lighting**--Any permit or variance granted may, if such action is deemed advisable by the City Manager of the City of Lockhart, Texas or his designated representative or the Board of Adjustment to effectuate the purpose of this ordinance 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 Manager of the City of Lockhart, Texas or his designated representative to install, operate, and maintain, at the expense of the owner, such markings and lights as may be necessary.

Section 8. Enforcement--It shall be the duty of the City Manager of the City of Lockhart, Texas or his designated representative to administer and enforce the regulations prescribed herein. Applications for permits shall be made to the City Manager of the City of Lockhart, Texas or his designated representative upon a form published for that purpose. The permit procedures established by the City of Lockhart, Texas shall be used. Applications required by this ordinance to be submitted to the City Manager of the City of Lockhart, Texas or his designated representative shall be promptly considered and granted or denied. Applications for variances shall be made to the Board of Adjustment by first filing said application for variance with the City Manager of the City of Lockhart, Texas or his designated representative who shall forthwith transmit said application to the Board of Adjustment for determination.

Section 9. Board of Adjustment

- A. There is hereby created a Board of Adjustment to have and exercise the following powers:
 - (1) to hear and decide appeals from any order, requirement, decision, or determination made by the City Manager of the City of Lockhart, Texas or his designated representative in the enforcement of this ordinance;
 - (2) to hear and decide requests for variance to the terms of this ordinance upon which such Board of Adjustment under such regulations may be required to pass;
 - (3) to hear and decide requests for special exception to the terms of this ordinance upon which such Board of Adjustment under such regulations may be required to pass;
- B. The City of Lockhart Board of Adjustment is hereby declared to be the Airport Board of Adjustment under this ordinance and shall be governed by policies, rules, and procedures in effect under the city ordinance creating the City of Lockhart Board of Adjustment.

Section 10. Appeals

- A. Any person aggrieved, or any taxpayer affected, by any decision of the City Manager of the City of Lockhart, Texas or his designated representative made in his administration of this ordinance, if of the opinion that a decision of the City Manager of the City of Lockhart, Texas or his designated representative is an improper application of these regulations, may appeal to the Board of Adjustment.
- B. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the City Manager of the City of Lockhart, Texas or his designated representative a notice of appeal specifying the grounds thereof. The City Manager of the City of Lockhart, Texas or his designated representative shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

- C. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the City Manager of the City of Lockhart, Texas or his designated representative certifies to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate, a stay would, in the opinion of the City Manager of the City of Lockhart, Texas or his designated representative cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment on notice to the City Manager of the City of Lockhart, Texas or his designated representative and on due cause shown.
- D. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing any party may appear in person, by agent, or by attorney.
- E. The Board of Adjustment may in conformity with the provisions of this ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination, as may be appropriate under the circumstances.

Section 11. Judicial Review--Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to a court of competent jurisdiction, as provided by the Airport Zoning Act, Tex. Local Gov't. Code Ann. #241.041 (Vernon 1988).

Section 12. Enforcement and Remedies--The City Council of the City of Lockhart, Texas and the Lockhart-Caldwell County Joint Airport Zoning Board may institute in any court of competent jurisdiction, an action to prevent, restrain, correct, or abate any violation of this ordinance or of any order or ruling 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, Tex. Local Gov't. Code Ann. #241.044 (Vernon 1988).

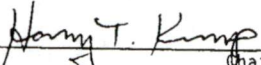
Section 13. Penalties--Each violation of this ordinance or of any regulation order, or ruling promulgated hereunder shall constitute a misdemeanor and upon conviction shall be punishable by a fine of not more than one-thousand-dollars (\$1,000.00) and each day a violation continues to exist shall constitute a separate offense.

Section 14. Conflicting regulations--Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulations applicable to the same area, whether the conflict be 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 as provided by the Airport Zoning Act, Tex. Local Gov't. Code Ann. #241.044 (Vernon 1988).

Section 15. Severability--If any of the provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

Section 16. Repeal of Previous Airport Zoning Ordinance--This ordinance supersedes all previous airport zoning ordinances.


Section 17. Effective Date--Whereas, the immediate operation of the provisions of this ordinance is necessary for the preservation of the public health, public safety, and general welfare an **Emergency** is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the Joint Airport Zoning Board and publication and posting as required by law. Adopted by the Lockhart-Caldwell County Joint Airport Zoning Board this 18th day of December, 1991.




 Chairman



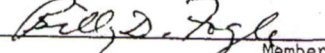
 Secretary



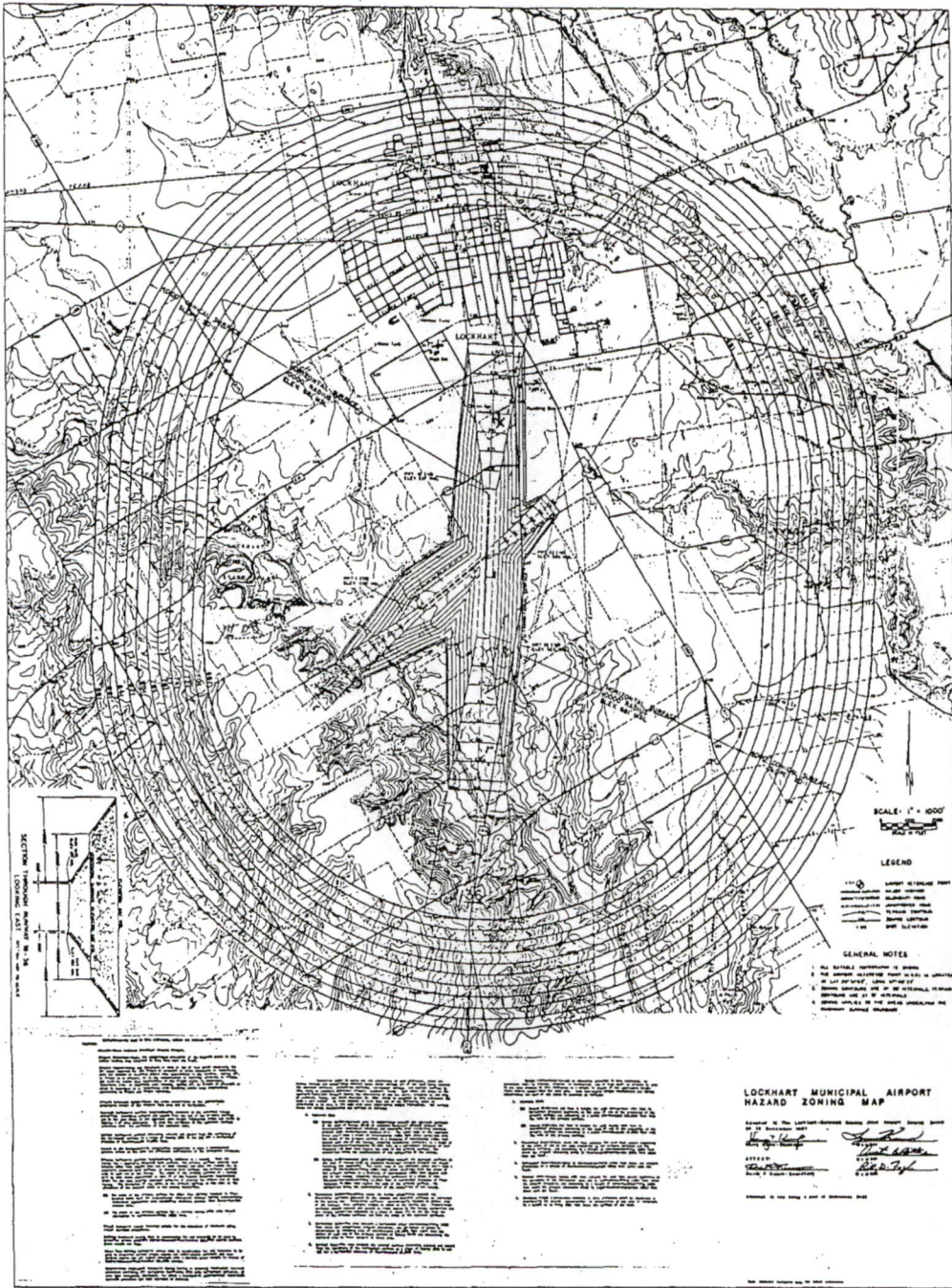
 Vice-Chairman



 Member



 Member



PROCEATE

STATE OF TEXAS COUNTY OF CALDWELL
 I hereby certify that this instrument was filed on the
 date and time stamped hereon by me and was duly
 recorded in the volume and page of the named records
 of Caldwell County, Texas as stamped hereon by me.

MAR 3 92

FILED this 10th day of *Mar* 19*92*
 at 3:00 P. M.
Nina S. Sells
 NINA S. SELLS
 CLERK COUNTY COURT, CALDWELL CO., TEX



Nina S. Sells
 NINA S. SELLS
 COUNTY CLERK, CALDWELL COUNTY, TEXAS