

Exhibit H. South Lafourche Airport North Site Zoning Map & Documents



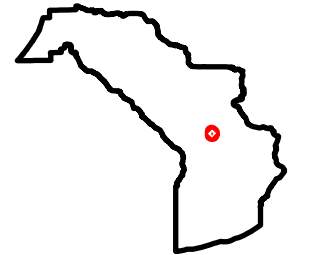
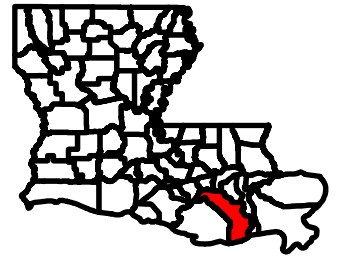
South Lafourche Airport North Site Zoning Map & Documents

Site Exhibit for
South Lafourche
Airport North Site
Lafourche Parish, LA

Key Site Points:

- According to the South Lafourche Leonard Miller, Jr. Airport Airspace Drawing, the site is located in the horizontal surface zone.
- Based on the Lafourche Parish Code of Ordinances Chapter 22 Article 4 Section 22-72, the height restriction for the horizontal surface zone is 150 feet above the elevation of the airport or 154 feet above the mean sea level.
- The general elevation of the site ranges from -6 feet to 0 feet.
- The site is not located within a known zoning district, but the airport has designated portions of the site for aviation or industrial purposes.
- Approximately, 140 acres are available to lease for aviation purposes, and 30 acres are available to lease for industrial purposes.

SLEC



Legend

- Site Boundary (±166.30 ac.)
- Aviation Lease (±138 ac.)
- Industrial Lease (±28 ac.)

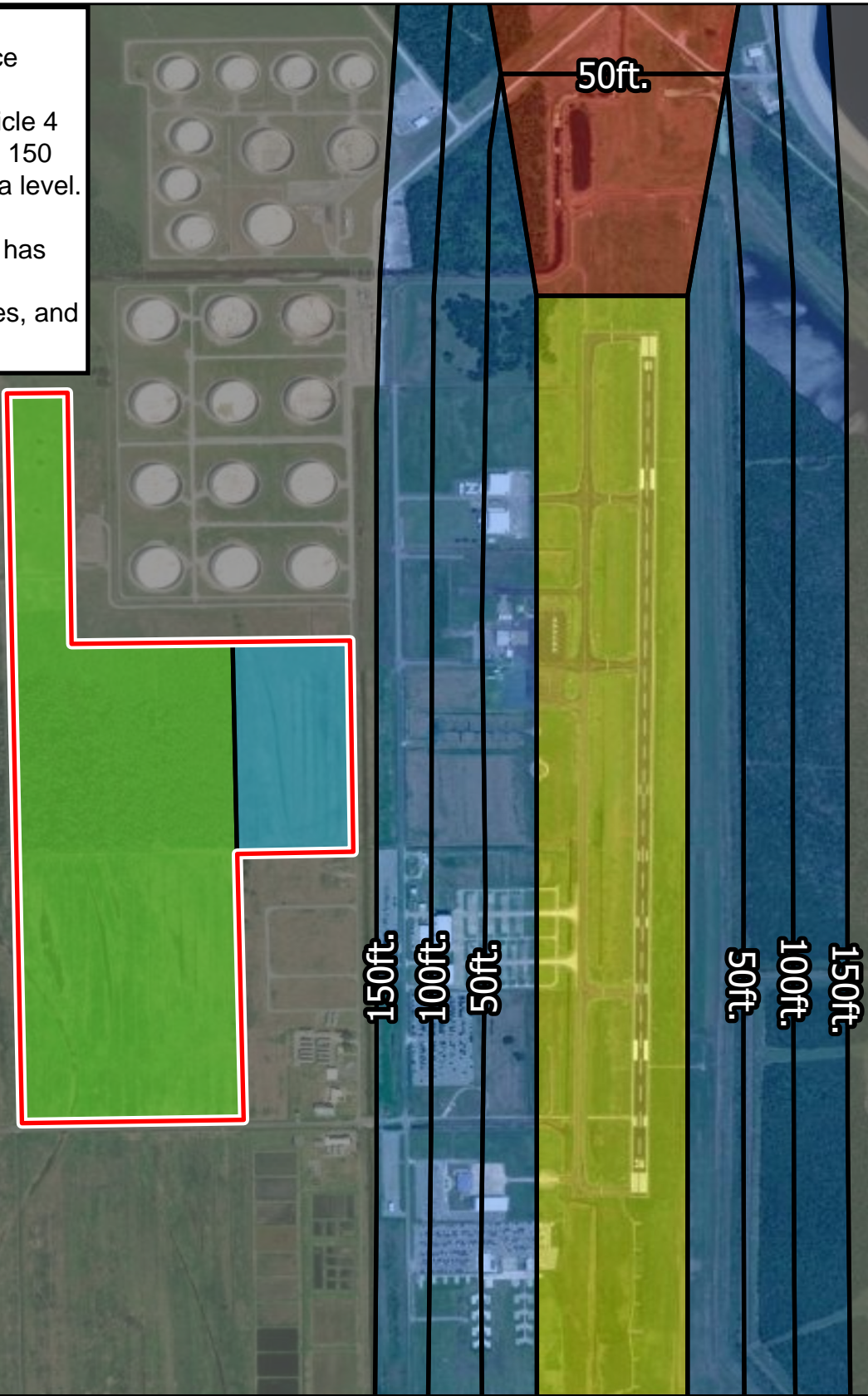
Leonard Miller, Jr. Memorial Airport Hazard Zoning

- Runway
- Approach Surface
- Transitional Surface
- Horizontal Surface



Date: 11/4/2024
Project Number: 216270
Drawn By: BMS
Checked By: EEB

Horizontal Surface
150 feet Above Airport Elevation
OR 154 feet Above Mean Sea Level



General Notes:
 1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
 2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
 3. Transportation data from 2023 TIGER datasets via U.S. Census Bureau at <https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.html>.
 4. Aerial imagery is compiled from multiple different sources to create one cohesive image and may not reflect current ground conditions.
 5. The airport hazard zone data was derived from the Lafourche Parish Code of Ordinance. The website is https://library.municode.com/la/lafourche_parish_council/codes/code_of_ordinances?nodeId=PTIC0OR_CH22LADE_ARTIVLEMJRMEDIAHAZO.



P:\216270\South Lafourche Airport Certification_North\CADGIS_templates\GIS\South

South Lafourche Airport North Site Zoning Map & Documents

Sec. 22-68. - Source authority.

The provisions of this article are adopted pursuant to the authority conferred by Act 118 of 1944 and section 29 of article 14 of the Constitution of the state; or R.S. 2:383; or the La. Const., art. VI, § 17; and R.S. 2:381 et seq.

(Ord. No. 5735, 2-29-2016)

Sec. 22-69. - Purpose.

- (a) It is hereby found that an obstruction has the potential for endangering the lives and property of users of the Leonard Miller, Jr. Memorial Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of the Leonard Miller, Jr. Memorial Airport; and that an obstruction may reduce the size of areas available for the landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of the Leonard Miller, Jr. Memorial Airport and the public investment therein. Accordingly, it is declared that:
- (1) The creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by the Leonard Miller, Jr. Memorial Airport;
 - (2) 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
 - (3) The prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.
- (b) 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.

(Ord. No. 5735, 2-29-2016)

Sec. 22-70. - 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 Leonard Miller, Jr. Memorial Airport, Galliano, Louisiana.

Airport elevation means the highest point of the airport's usable landing area measured in feet from sea level.

Approach surface means 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 22-71. In plan of the perimeter of the approach surface coincides with the perimeter of the approach zone.

Approach, transitional, horizontal and conical zones means these zones as set forth in section 22-71.

Aviation board of adjustment means a board consisting of the members of the south parish airport district.

Conical surface means a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to one for a horizontal distance of 4,000 feet.

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. For the purpose of determining the height limitations in all zones set forth in this chapter and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

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

Larger than utility runway means a runway that is constructed for and intended to be used by propeller-driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

Nonconforming use means any preexisting structure, object of natural growth, or use of land which is inconsistent with the provisions of this article, or any amendment thereto.

Nonprecision instrument runway means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type 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.

Obstruction means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in section 22-71.

Person means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

Precision instrument runway means a runway having an existing instrument approach procedure utilizing an instrument landing system (ILS) or a precision approach radar (PAR). The term "precision instrument runway" also means a runway for which a precision approach system is planned and is so indicated on an approved layout plan or any other planning document.

Primary surface means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in section 22-71. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Runway means a defined area on an airport prepared for landing and takeoff of aircraft along its length.

Structure means an object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

Transitional surfaces means these surfaces extend outward at 90-degree angles to the runway centerline extended at a slope of seven feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90-degree angles to the extended runway centerline.

Tree means any object of natural growth.

Utility runway means a runway that is constructed for and extended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight and less.

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

(Ord. No. 5735, 2-29-2016)

Sec. 22-71. - Airport zones established.

In order to carry out the provisions of this article, there are hereby created and established certain zones which include all the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to the Leonard Miller, Jr. Memorial Airport. Such zones are shown on the approach and clear zone map prepared by VTN Louisiana, Inc., which is attached to the source ordinance for this article (Ordinance No. 1733) and was made a part thereof. 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) *Utility runway visual approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 50 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (2) *Utility runway nonprecision instrument approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (3) *Runway larger than utility visual approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (4) *Runway larger than utility with a visibility minimum greater than three-quarter-mile nonprecision instrument approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (5) *Runway larger than utility with a visibility minimum as low as three-quarter-mile nonprecision instrument approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (6) *Precision instrument runway approach zone.* The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- (7) *Transitional zones.* The transitional zones are the areas beneath the transitional surfaces.
- (8) *Horizontal zone.* The horizontal zone is established by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
- (9) *Conical zone.* The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet.

(Ord. No. 5735, 2-29-2016)

Sec. 22-72. - Airport zone height limitations.

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 herein established for such zone. Such applicable height limitations are hereby established for each of the zones in questions as follows:

- (1) *Utility runway visual approach zone.* Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway surface.
- (2) *Utility runway nonprecision instrument approach zone.* Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
- (3) *Runway larger than utility visual approach zone.* Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distances of 5,000 feet along the extended runway centerline.
- (4) *Runway larger than utility with a visibility minimum greater than three-quarter-mile nonprecision instrument approach zone.* Slopes 34 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- (5) *Runway larger than utility with a visibility minimum as low as three-quarter mile nonprecision instrument approach zone.* Slopes 34 feet for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.
- (6) *Precision instrument runway approach zone.* Slopes 50 feet outward for each foot upward beginning at the end of and at the same elevation as the end of and at the same elevations as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward 40 feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.
- (7) *Transitional zones.* Slopes seven feet outward of each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface and extending to a height of 150 feet above the airport elevation which is 154 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angle to the extended runway centerline.
- (8) *Horizontal zone.* Established at 150 feet above the airport elevation or at a height of 154 feet above mean sea level.
- (9) *Conical zone.* Slopes 20 feet outward for each foot upward beginning at the periphery of the horizontal zone at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.
- (10) *Excepted height limitations.* Nothing in this article shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to 50 feet above the surface of the land.

(Ord. No. 5735, 2-29-2016)

Sec. 22-73. - 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 a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, making it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

(Ord. No. 5735, 2-29-2016)

Sec. 22-74. - Nonconforming uses.

- (a) *Regulations nonretroactive.* The regulations prescribed by the parish 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 to the effective date of the ordinance from which this article is derived, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein 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 subsection (a) of this section, the owner of any existing 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 south parish airport district to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated and maintained at the expense of south parish airport district.

(Ord. No. 5735, 2-29-2016)

Sec. 22-75. - Permits.

- (a) *Future uses.* Except as specifically provided in this subsection, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no trees shall be planted in any zone hereby created unless a permit thereof 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 article shall be granted unless a variance has been approved in accordance with subsection (e) of this section.
 - (1) In the area lying with the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than 75 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 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than 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.

- (3) In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.
- (b) *Exceptions not permission.* Nothing contained in any of the exceptions set forth in subsection (a) 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 height limits established by this article except as set forth in section 22-72(10).
- (c) *Existing use.* No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to 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 a permit is made. Except as indicated, all applications for such a permit shall be granted.
- (d) *Nonconforming uses abandoned or destroyed.* Whenever the south parish airport district determines that a nonconforming tree or structure 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.
- (e) *Variances.* Any person desiring to erect or increase the height of any structure, or permit the growth of any tree or use property not in accordance with the regulations prescribed in this article may apply to the aviation board of adjustment for a variance from such regulations. The application for a 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 navigation 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, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this article. Additionally, no application for variance to the requirements of this parish may be considered by the aviation board of adjustment unless a copy of the application has been furnished to the president of south parish airport district for advice as to the aeronautical effects of the variance. If the president of south parish airport district does not respond to the application within 15 days after receipt, the board of adjustment may act on its own to grant or deny said application.
- (f) *Obstruction marking and lighting.* Any permit or variance granted may, if such action is deemed advisable 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 install, operate and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the aviation board of adjustment, this condition may be modified to require the owner to permit the south parish airport district at its own expense, to install, operate, and maintain the necessary markings and lights.

(Ord. No. 5735, 2-29-2016)

Sec. 22-76. - Enforcement.

It shall be the duty of the president of the south parish airport district to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the president of the south parish airport district upon a form published for that purpose. Applications required by this article to be submitted to the president of the south parish airport district shall be promptly considered and granted or denied.

(Ord. No. 5735, 2-29-2016)

Sec. 22-77. - Aviation board of adjustment.

- (a) There are hereby created a board of adjustment to have and exercise the following powers:
 - (1) To hear and decide final action on all appeals from any order, requirement, decision or determination made by the president of the south parish airport district in the enforcement of this article;
 - (2) To hear and decide special exceptions to the terms of this article upon which such aviation board of adjustment under such regulations may be required to pass;
 - (3) To hear and decide specific variances.
- (b) The aviation board of adjustment shall consist of the members of south parish airport district.
- (c) The aviation board of adjustment shall adopt rules for its governance and in harmony with the provisions of this article. Meetings of the aviation board of adjustment shall be held at the call of the chairperson and at such other times as the aviation board of adjustment may determine. The chairperson or, in the absence of the chairperson, the acting chairperson may administer oaths and compel the attendance of witnesses. All hearings of the aviation board of adjustment shall be public. The aviation board of adjustment shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed with the president of the south parish airport district and on due cause shown.
- (d) The aviation board of adjustment shall make written findings of acts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this article.
- (e) The concurring vote of a majority of the members of the aviation board of adjustment shall be sufficient to reverse any order, requirement, decision, or of the applicant on any matter upon which it is required to pass under this article, or to effect variation to this article.

(Ord. No. 5735, 2-29-2016)

Sec. 22-78. - Appeals.

- (a) Any person aggrieved, or any person affected by any decision of the president of south parish airport district and the aviation board of adjustment made in the administration of this article, may appeal and request appearance before the aviation board of adjustment.
- (b) All appeals hereunder must be taken within a reasonable time as provided by the rules of the aviation board of adjustment, by filing with the president of south parish airport district a notice of appeal specifying the grounds thereof. The president of south parish airport district shall forthwith transmit to the aviation 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 president of south parish airport district certifies to the aviation board of adjustment, after the notice of appeal has been filed, that by reason of the facts stated in the certificate a stay would, in the opinion of the president of south parish airport district, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the aviation board of adjustment on notice to the president of south parish airport district and on due cause shown.

- (d) The aviation 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 or by agent or by attorney.
- (e) The aviation board of adjustment may, in conformity with the provisions of this article, 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.

(Ord. No. 5735, 2-29-2016)

Sec. 22-79. - Judicial review.

Any person aggrieved, or any taxpayer affected by any decision of the aviation board of adjustment may appeal to the 17th judicial district court, as provided for by law.

(Ord. No. 5735, 2-29-2016)

Sec. 22-80. - Penalties.

Each violation of this article or any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punished by a fine of not more than \$100.00 or imprisonment for not more than 30 days or both; and each day a violation continues to exist shall constitute a separate offense.

(Ord. No. 5735, 2-29-2016)

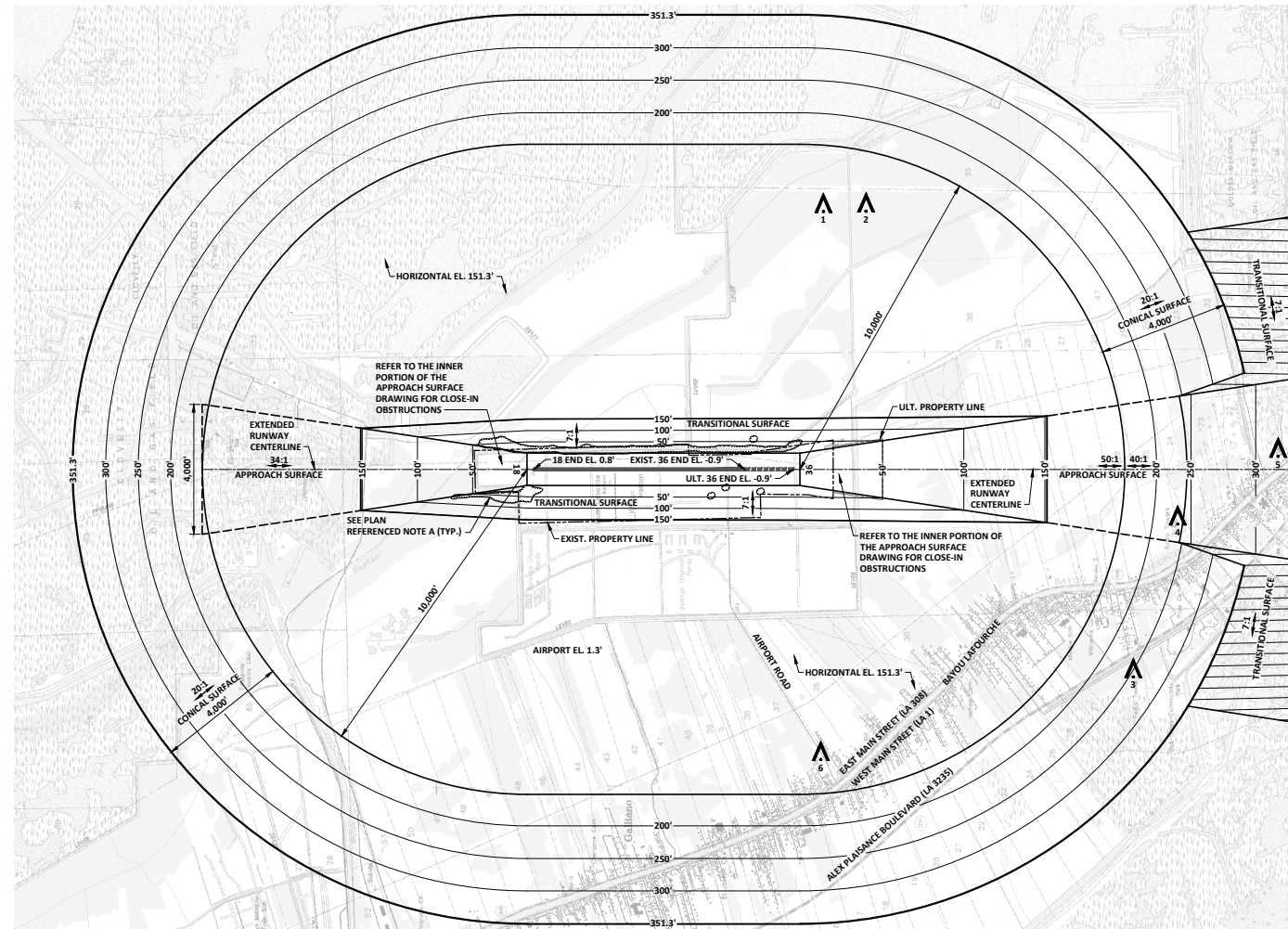
Sec. 22-81. - Conflicting regulations.

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, and the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

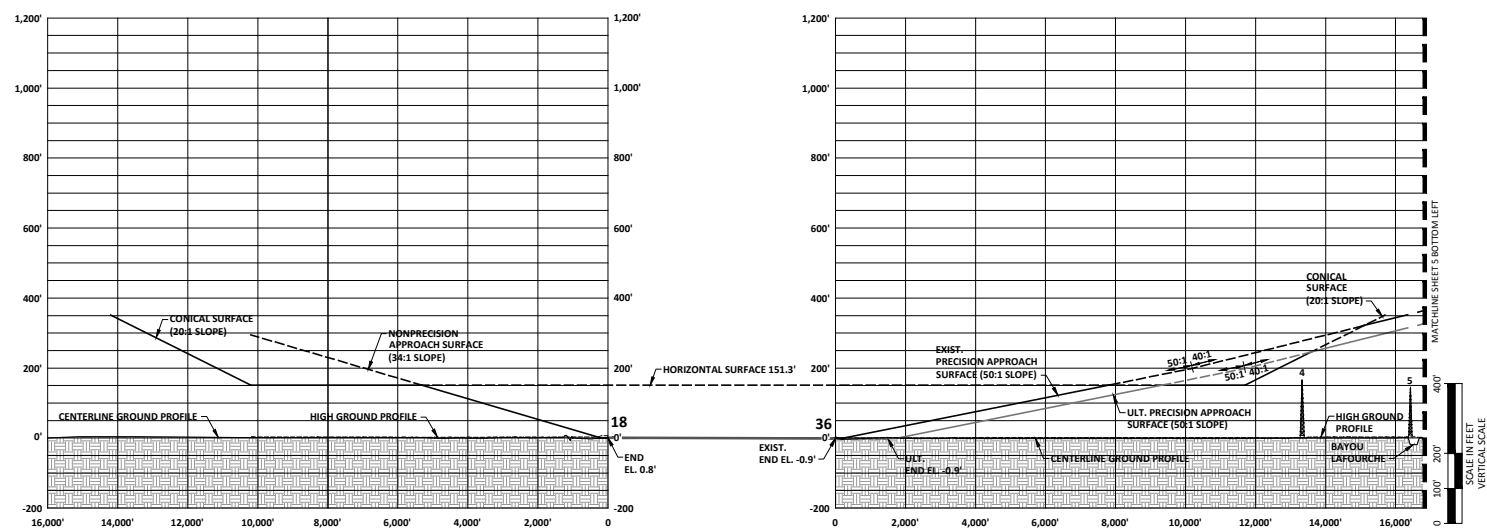
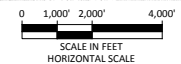
(Ord. No. 5735, 2-29-2016)

Secs. 22-82—22-103. - Reserved.

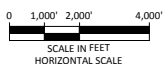
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PLAN VIEW RUNWAY 18-36

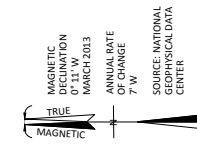


PROFILE VIEW RUNWAY 18-36



OBSTRUCTION DATA TABLE									
#	CITY	TYPE	AGL	MSL	SURFACE	PENETRATION	LIGHTING	MARKING	FAA STUDY #
1	GOLDEN MEADOW	TOWER	196.0'	196.0'	HORIZONTAL	44.7'	UNKNOWN	UNKNOWN	0066 HU004850E
2	GOLDEN MEADOW	TOWER	196.0'	196.0'	HORIZONTAL	44.7'	UNKNOWN	UNKNOWN	0066 HU004850E
3	GOLDEN MEADOW	TOWER	165.0'	165.0'	CONICAL	35.1'	RED	MARKED	1988 HU004850E
4	GOLDEN MEADOW	TOWER	160.0'	167.0'	APPROACH	-72.9'	NONE	NONE	1987ASW005900E
5	GOLDEN MEADOW	TOWER	143.0'	145.5'	APPROACH	-171.7'	UNKNOWN	UNKNOWN	UNKNOWN
6	GOLDEN MEADOW	TOWER	145.8'	148.4'	HORIZONTAL	-2.9'	UNKNOWN	UNKNOWN	UNKNOWN

NOTES:
 1. OBSTRUCTION DATA SOURCE: FAA DIGITAL OBSTACLE FILE (DOF), JANUARY 5, 2012.
 2. OBSTRUCTION 5 & 6 SOURCE: PHOTO SCIENCE, MAY 2012.



SOUTH LAFOURCHE
LEONARD MILLER,
JR. AIRPORT
Galliano, Lafourche
Parish, Louisiana



Project: **APN** Checked by: **RWO**
 Technician: **APN** Project Number: **126798**

- NOTES:**
- GENERAL NOTES:**
- ALL ELEVATIONS SHOWN ARE RELATIVE TO MEAN SEA LEVEL (MSL).
 - FAA CLEARANCE REQUIREMENTS NOTE:**
SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:
 A) 17 FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.
 B) 15 FEET FOR ANY OTHER PUBLIC ROADWAY.
 C) 10 FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD.
 D) 23 FEET FOR A RAILROAD, AND,
 E) FOR A WATERWAY OR ANY OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.
 - THE CODE OF ORDINANCES OF LAFOURCHE PARISH, LOUISIANA DEFINES AIRPORT HAZARD ZONING AROUND GAD THAT IS DESIGNED TO PREVENT HAZARDS TO AIR NAVIGATION.

PLAN REFERENCED NOTES:

A. AREA CONTAINS TREE PENETRATIONS TO THE TRANSITIONAL SURFACE.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

Project Name:
AIRPORT MASTER PLAN UPDATE

Drawing Name:
AIRPORT AIRSPACE DRAWING (1 OF 2)

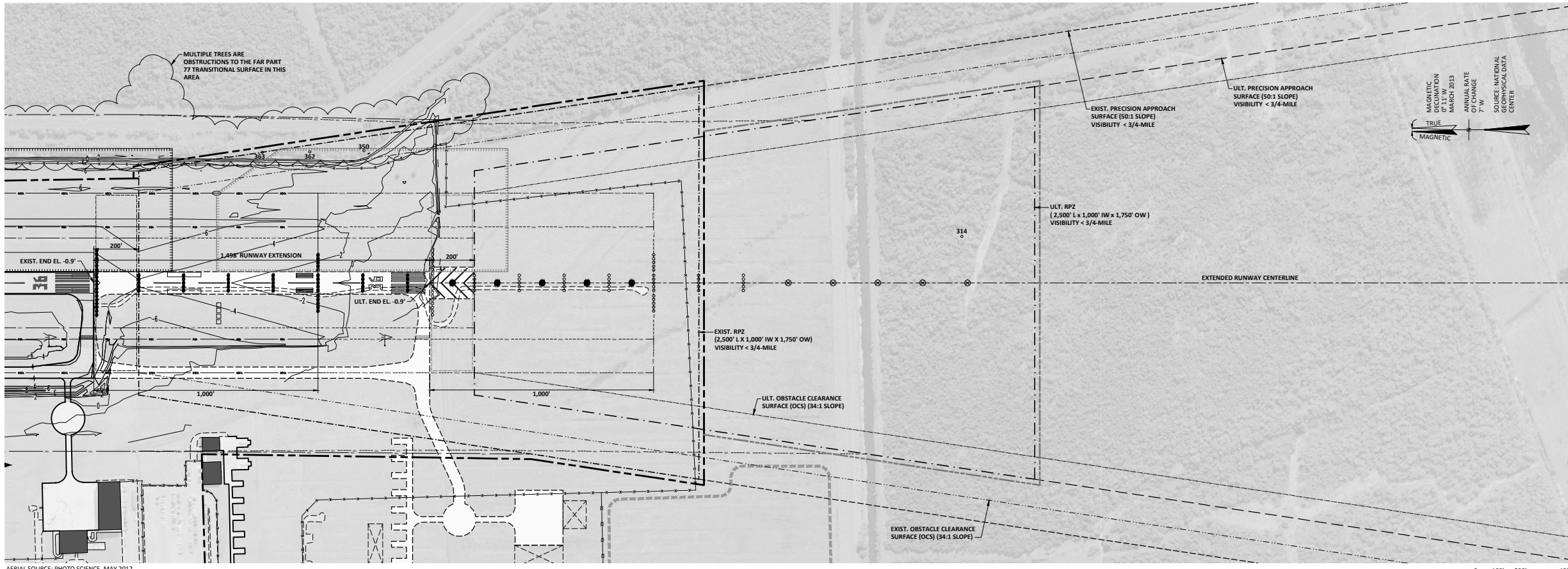
State Project Number:
H#009473

Date: **MARCH 2013** Division: **PLANNING**

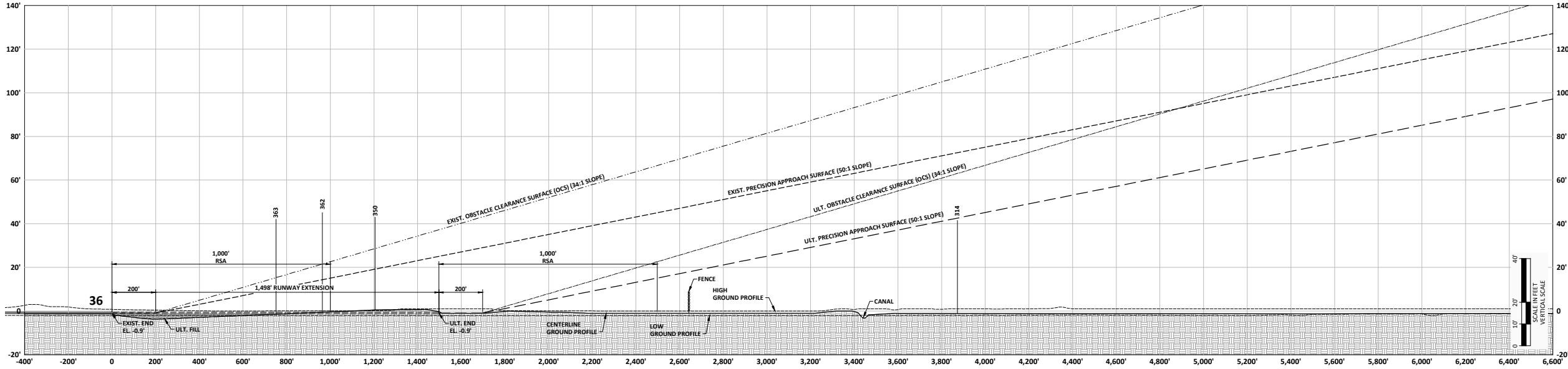
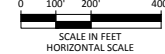
Scale: (30X42) Drawing Number:

AS SHOWN **4**

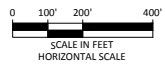
- NOTES:**
- GENERAL NOTES:**
- ALL ELEVATIONS SHOWN ARE RELATIVE TO MEAN SEA LEVEL (MSL).
 - OBSTRUCTION DATA SOURCE: PHOTO SCIENCE, MAY 2012.
 - FAA CLEARANCE REQUIREMENTS NOTE:**
SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:
A) 17 FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.
B) 15 FEET FOR ANY OTHER PUBLIC ROADWAY.
C) 10 FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD.
D) 23 FEET FOR A RAILROAD, AND,
E) FOR A WATERWAY OR ANY OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.



PLAN VIEW RUNWAY 36



PROFILE VIEW RUNWAY 36



DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDINGS	■	■
PAVEMENT	▨	▨
RUNWAY MARKINGS	—	—
DRAINAGE FEATURE	~	N/A
RSA	▨	▨
ROFA	▨	▨
OFZ	▨	▨
BRL	▨	▨
NAVAIDS / LIGHTING	■	■
FENCE	—	—
EASEMENT	N/A	*
ROAD POINT	R1	N/A
SURVEYED POINT (PLAN VIEW)	243	N/A
SURVEYED POINT (PROFILE VIEW)	165	N/A

ID	TYPE	OBSTRUCTION ELEVATION	EXISTING APPROACH SURFACE PENETRATION	ULTIMATE APPROACH SURFACE PENETRATION	PROPOSED ACTION
314	TREE	41.5'	-3.1'	-3.1'	TRIM / REMOVE
350	TREE	42.9'	23.8'	23.8'	TRIM / REMOVE
362	TREE	45.1'	30.7'	30.7'	TRIM / REMOVE
363	TREE	42.0'	31.9'	31.9'	TRIM / REMOVE

ID	TYPE	OBSTRUCTION ELEVATION	EXISTING OBSTACLE CLEARANCE SURFACE PENETRATION	ULTIMATE OBSTACLE CLEARANCE SURFACE PENETRATION	PROPOSED ACTION
314	TREE	41.5'	-3.1'	-3.1'	TRIM / REMOVE

ID	ROADWAY ELEVATION	ROADWAY ELEVATION + PART 77.23 STANDARDS	EXISTING / ULTIMATE APPROACH SURFACE PENETRATION	PROPOSED ACTION

NOTES:
1. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW SURFACE.
2. ULTIMATE TRANSITIONAL SURFACE PENETRATIONS.

NO.	DESCRIPTION	DATE	BY

**AIRPORT
MASTER PLAN
UPDATE**

**INNER PORTION OF THE
APPROACH SURFACE
DRAWING - RUNWAY 36**

State Project Number: **H009473**

Date: MARCH 2013	Division: PLANNING
Scale: (30X42)	Drawing Number: AS SHOWN 7

Y:\Planning\GDO_South Lafourche Airport Master Plan Update_06-07-09-GDO-Inner Approach.dwg Modified: May 28, 2013 - 1:12:11pm Plotter: May 30, 2013 - 10:18am epcarsawewsh