

**FACT SHEET****CITY OF SHREVEPORT, LOUISIANA**

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<u>TITLE</u>	<u>DATE</u>	<u>ORIGINATING DEPARTMENT</u>
<b>AN ORDINANCE TO AMEND SECTIONS 18-201 AND 18-202 OF THE CITY OF SHREVEPORT CODE OF ORDINANCES RELATIVE TO AIRPORT ZONES AND REGULATIONS FOR SHREVEPORT REGIONAL AIRPORT AND TO OTHERWISE PROVIDE WITH RESPECT THERETO</b>	January 24, 2023	Shreveport Airport Authority
		<u><b>COUNCIL DISTRICT</b></u>
		F
		<u><b>SPONSOR</b></u>

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**PURPOSE**

This ordinance amends Sections 18-201 and 18-202 the City of Shreveport Code of Ordinances, relative to airport zoning regulations at the Shreveport Regional Airport (SHV).

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**BACKGROUND INFORMATION**

The Shreveport Airport Authority (SAA) requests an amendment to Section 18-201 and Section 18-202 of the City of Shreveport Code of Ordinances, relative to runway zoning regulations at SHV. Section 18-172 of the City of Shreveport Code of Ordinances provides that, relative to zoning regulations affecting SHV, "It shall be the duty of the airport authority to administer and enforce the regulations prescribed in this article." Due to the recent extension of Runway #6 at SHV and in order for the SAA to remain in compliance with federal runway surface regulations, as prescribed in 14 Code of Federal Regulations (CFR) Part 77:19, the SAA is seeking to amend and update Section 18-201 and Section 18-202.

In addition, the SAA wishes to update the zoning map which is currently referenced in Section 18-201(a) relative to SHV from February 14, 1978. Section 18-201(a) currently provides in part that "In order to carry out the provisions of this article, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal zones and conical zones as they apply to a particular airport. Such zones are shown on the Shreveport Regional Airport hazard zoning map consisting of one sheet, prepared by Aillet, Fenner, Jolly and McClelland, Inc., and dated February 14, 1978, which is attached to the ordinance from which this article derives and made a part of this article by reference." The SAA has procured an updated zoning map (See attached Exhibit A) from its current Engineer-of-Record, KSA Engineers, Inc., which it seeks to include as the map referenced within this provision of the Code of Ordinances.

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**TIMETABLE**

Introduction: January 24, 2023

Final Passage: February 14, 2023

**ATTACHMENT(S)**

Exhibit A - SHV Zoning Map (KSA Engineers, Inc.) (January 2023)

Exhibit B - SHV Zoning Map (Aillet, Fenner, Jolly and McClelland, Inc.) (February 14, 1978)

Exhibit C – Copy of 14 C.F.R. Part 77:19

Exhibit D – Copy of current City of Shreveport Code of Ordinances Sections 18-201 and 18-202

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**SPECIAL PROCEDURAL REQUIREMENTS**

None

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**FINANCES**

NONE

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**SOURCE OF FUNDS**

NONE

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**ALTERNATIVES**

(1) Adopt the ordinance as submitted, or (2) Amend the ordinance, or (3) Reject the ordinance.

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**RECOMMENDATION**

The Shreveport Airport Authority recommends adoption of this Resolution.

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**FACT SHEET PREPARED BY:** David Kaplovitz,  
Assistant City Attorney

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**ORDINANCE NO. \_\_\_\_\_ OF 2023**

**AN ORDINANCE TO AMEND SECTIONS 18-201 AND 18-202 OF THE CITY OF SHREVEPORT CODE OF ORDINANCES RELATIVE TO AIRPORT ZONES AND REGULATIONS FOR SHREVEPORT REGIONAL AIRPORT AND TO OTHERWISE PROVIDE WITH RESPECT THERETO**

BY:

**WHEREAS**, the Shreveport Airport Authority (SAA) requests an amendment to Section 18-201 and Section 18-202 of the City of Shreveport Code of Ordinances, relative to runway zoning regulations at the Shreveport Regional Airport (SHV).

**WHEREAS**, Section 18-172 of the City of Shreveport Code of Ordinances currently provides that, relative to zoning regulations affecting SHV, “It shall be the duty of the airport authority to administer and enforce the regulations prescribed in this article.”

**WHEREAS**, due to the recent extension of Runway #6 at SHV and in order for the SAA to remain in compliance with federal runway surface regulations, as prescribed in 14 Code of Federal Regulations (CFR) Part 77:19, the SAA is seeking to amend and update Section 18-201 and Section 18-202.

**WHEREAS**, the SAA also wishes to update the zoning map which is currently referenced in Section 18-201(a), relative to SHV from February 14, 1978.

**WHEREAS**, Section 18-201(a) currently provides in part that “In order to carry out the provisions of this article, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal zones and conical zones as they apply to a particular airport. Such zones are shown on the Shreveport Regional Airport hazard zoning map consisting of one sheet, prepared by Aillet, Fenner, Jolly and McClelland, Inc., and dated February 14, 1978, which is attached to the ordinance from which this article derives and made a part of this article by reference.”

**AND WHEREAS,** The SAA has procured an updated zoning map from its current Engineer-of-Record, KSA Engineers, Inc., which it seeks to include as the map referenced within this provision of the Code of Ordinances.

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Shreveport, acting in due, legal, and regular session convened, that Section 18-201 and Section 18-202 of the City of Shreveport Code of Ordinances are hereby amended to read as follows:

**Sec. 18-201. - Created and established.**

- (a) In order to carry out the provisions of this article, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal zones and conical zones as they apply to a particular airport. Such zones are shown on the Shreveport Regional Airport hazard zoning map consisting of one sheet, prepared by KSA Engineers, Inc. and dated January 2023, which is attached to the ordinance from which this article derives and made a part of this article by reference. 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, pursuant to Code of Federal Regulations Part 77 – Safe, Efficient Use, and Preservation of Navigable Airspace:
- (1) *Horizontal surface.* A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
    - (i) 5,000 feet for all runways designated as utility or visual;
    - (ii) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.
  - (2) *Conical surface.* A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
  - (3) *Primary surface.* 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; but when the runway has no specially prepared hard surface, the primary surface ends at each 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. The width of the primary surface is:

- (i) 250 feet for utility runways having only visual approaches.
  - (ii) 500 feet for utility runways having non-precision instrument approaches.
  - (iii) For other than utility runways, the width is:
    - (1) 500 feet for visual runways having only visual approaches.
    - (2) 500 feet for non-precision instrument runways having visibility minimums greater than three fourths statute mile.
    - (3) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.
    - (4) The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.
- (4) *Approach surface.* A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
- (i) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
    - (1) 1,250 feet for that end of a utility runway with only visual approaches;
    - (2) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
    - (3) 2,000 feet for that end of a utility runway with a non-precision instrument approach;
    - (4) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

- (5) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and
    - (6) 16,000 feet for precision instrument runways.
  - (ii) The approach surface extends for a horizontal distance of:
    - (1) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;
    - (2) 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and
    - (3) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.
  - (iii) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
- (5) *Transitional surface.* These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface 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 right angles to the runway centerline.
- (b) For the purposes of this zoning article, Runway 6/24 will be considered as a nonprecision instrument runway, other than utility, having visibility minimums greater than three-fourths statute miles. Runway 14/32 will be considered as a precision instrument runway.

**Sec. 18-202. - Height limitations.**

- (a) Except as otherwise provided in this article, no structure or tree shall be erected, altered, allowed to grow or be maintained in any zone created by this article to a height in excess of the applicable height limit established in this article for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:
  - (1) *Runway other than utility with a visibility minimum greater than three-fourths statute miles nonprecision instrument approach zone (runway 6/24).* Slopes upward 34 feet horizontally for each foot vertically 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.

- (2) *Precision instrument runway approach zone (runway 14/32).* Slopes upward 50 feet horizontally for each foot vertically 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; thence slopes upward 40 feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.
  - (3) *Transitional zones.* Slopes upward and outward seven feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the primary surface and the approach zones, and extending to a height of 150 feet above the airport elevation which is 258 feet above mean sea level. In addition to the foregoing height limitations, there are established height limits sloping upward and outward seven feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the approach zones, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, height limits sloping upward and outward seven feet horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as the precision instrument runway approach surface, and extending to a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.
  - (4) *Horizontal zones.* One hundred fifty feet above airport elevation or a height of 408 feet above mean sea level.
  - (5) *Conical zone.* Slopes upward and outward 20 feet horizontally for each foot vertically beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.
- (b) Where an area is covered by more than one height limitation, the more restrictive limitation shall prevail.

**BE IT FURTHER ORDAINED** that if any provisions or items of this ordinance or the are held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items, or applications, and to this end, the provisions of this resolution are hereby declared severable.

**BE IT FURTHER ORDAINED** that all ordinances or parts thereof in conflict hereby  
are repealed.

**THUS DONE AND ORDAINED** by the City Council of the City of Shreveport,  
Louisiana.

APPROVED AS TO LEGAL FORM:

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City Attorney's Office