

Exhibit G. Acadiana Regional Airport P4 Site Property Deed Report

Acadiana Regional Airport P4 Site Property Deed Report



Dates Researched: 12/05/1958 to 8/28/2019

Current Owner	Iberia Parish Police Jury
Parcel Number	91073680008
Acreage	328.34 +/- acres
Location	Sections 32, 33, 34, 35 & 36, T11S-R6E Sections 4, 5, 54, 55, 56, 57, 58, 59 & 65, T12S-R6E (Formerly part of the Naval Auxiliary Air Station)
Date Acquired	5/6/1968
Instrument Number	46092
Book/Page	539/119
Date Acquired	12/3/1969
Instrument Number	148386
Book/Page	548/95
Date Acquired	2/9/70
Instrument Number	148535
Book/Page	548/592
Date Acquired	4/5/1977
Instrument Number	77-2678
Book/Page	666/427

Sell Offs After Purchase

None	None
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THE UNITED STATES OF AMERICA

TO NO. 146092 WUITCLAIM

IBERIA PARISH POLICE JURY

*< For Correction see COB548 folio 95, #148386 >*RECORDED IN CONVEYANCE BOOK 539 AT FOLIO 119 ENTRY NO. 146092 ✓QUITCLAIM DEED

1. THIS INDENTURE, made this 6th day of May, 1968, between the UNITED STATES OF AMERICA, hereinafter sometimes called "Government", acting by and through the Administrator of General Services, under and pursuant to the powers and authority of Article 4, Section 3, Clause 2 of the Constitution of the United States, and the provisions of the Federal Property and Administrative Services Act of 1949, approved June 30, 1949 (63 Stat. 377), as amended, and the Surplus Property Act of 1944 (58 Stat. 765), as amended, and regulations and orders promulgated thereunder, Grantor, and IBERIA PARISH, LOUISIANA, a body politic under the laws of the State of Louisiana, acting by and through the POLICE JURY OF IBERIA PARISH, LOUISIANA, Grantee.

2. WITNESSETH, that the said Grantor, for and in consideration of the assumption by the Grantee of all the obligations and its taking subject to certain reservations, restrictions and conditions and its covenants to abide by, and its agreement to, certain other reservations, restrictions and conditions, all as set out hereinafter, does hereby grant, bargain, sell, convey, assign, and deliver without warranty, recourse, or liability whatsoever even as to the restitution of the purchase price but with full substitution and subrogation of all rights and use of warranty against all preceding owners and vendors unto the said Grantee, its successors and assigns, under and subject to the reservations, restrictions, conditions and exceptions, all as hereinafter expressed and set out, all right, title, interest, claim and demand which the Grantor has in and to that certain property situate, lying and being in the Parish of Iberia, State of Louisiana, and described as follows:

3. Land Area:

A. Tract I:

The point of beginning, at survey point No. 1, as shown on map titled "Property to be acquired by the Iberia Parish, Louisiana, Police Jury from the United States of America," and dated November, 1956-January, 1957, is located on the North line of Section 52, Township 11 South, Range 6 East, Iberia Parish, Louisiana, these said North line intersects the West right-of-way line of the Texas and New Orleans Railroad (Southern Pacific Lines). This point is in the center of State Highway No. 88 (formerly State Highway No. 448); 95 feet from the center line of the Texas and New Orleans Railroad.

No. 1

Thence; following said West right-of-way line of the TNO Railroad as follows;

South 40° 14' East 184.3 feet to a point
75 feet from the center line of the TNO
Railroad and survey point

No. 2

Thence; continuing along said West right-of-way line and 75 feet distant from the center line of the TNO Railroad as follows;

South 35° 14' East 2,146.7 feet, to survey point

No. 3

South $33^{\circ} 44'$ East 500.0 feet, to survey point

No. 4

South $39^{\circ} 44'$ East 500.0 feet, to survey point

No. 5

South $37^{\circ} 17'$ East 16.3' to fence corner;

Thence; leaving said right-of-way of T&O Railroad, and following said fence

South $55^{\circ} 55'$ West 1,000.0 feet;

Thence; continuing along said fence

South $19^{\circ} 53'$ West 882.0 feet to a point in the center of the old tannery;

Thence; \times along the center of the old tannery

North $79^{\circ} 05'$ West 970.3 feet to a point;

Thence; South $55^{\circ} 55'$ West 26.4 feet to a point;

Thence; South $12^{\circ} 30'$ East 7,830.6 feet to a point;

Thence; North $77^{\circ} 30'$ East 745.5 feet to a point;

Thence; South $12^{\circ} 30'$ East 36.9 feet to a point;

Thence; South $77^{\circ} 30'$ West 745.5 feet to a point;

Thence; South $12^{\circ} 30'$ East 532.9 feet to a point;

Thence; North $00^{\circ} 11'$ East 231.2 feet to a point;

Thence; South $00^{\circ} 03'$ West 123.3 feet to a point;

Thence; North $09^{\circ} 52'$ West 200.0 feet to a point;

Thence; South $12^{\circ} 30'$ East 190.6 feet to a point;

Thence; South $35^{\circ} 50'$ East 59.6 feet to a point;

Thence; South $69^{\circ} 30'$ East 412.8 feet to a point;

Thence; South $53^{\circ} 31'$ East 300.4 feet to a point;

Thence; South $47^{\circ} 24'$ East 242.0 feet to a point;

Thence; South $36^{\circ} 10'$ East 341.3 feet to a point;

Thence; South $69^{\circ} 23'$ East 2,019.6 feet to a point;

Thence; across the New Iberia & Northern Railroad and to the South right-of-way line of said Railroad, and at a point 37.5' distant from the center line of said Railroad

South $49^{\circ} 46'$ East 144.5 feet to a point;

Thence; along said South right-of-way line and following a curve to the left 37.5 feet distant from the center line of said Railroad

South $85^{\circ} 02'$ West 77.3 feet to survey point

No. 27 Thence; South $87^{\circ} 43'$ West 97.4 feet to survey point

No. 28 Thence; South $85^{\circ} 43'$ West 97.4 feet to survey point

No. 29 Thence; South $79^{\circ} 43'$ West 97.4 feet to survey point

No. 30 Thence; South $75^{\circ} 43'$ West 97.4 feet to survey point

No. 31 Thence; South $71^{\circ} 43'$ West 97.4 feet to survey point

No. 32 Thence; South $67^{\circ} 43'$ West 97.4 feet to survey point

No. 33 Thence; South $63^{\circ} 43'$ West 97.4 feet to survey point

No. 34 Thence; South $59^{\circ} 43'$ West 97.4 feet to survey point

No. 35 Thence; South $55^{\circ} 43'$ West 97.4 feet to survey point

No. 36 Thence; South $53^{\circ} 20'$ West 22.3 feet to the point of tangency of said curve, and to survey point

No. 37 Thence; North $37^{\circ} 07'$ West 7.5 feet along the solid of said curve and to a point 35 feet distant from the center line of said Railroad, and to survey point

No. 38

Thence; continuing along the South right-of-way line of said New Iberia and Northern Railroad and 30 feet distant from its center line;

South 52°51' West 2,221.2 feet to the center line of a public road, and to survey point

No. 39

Thence; leaving the right-of-way line of said Railroad and following the center line of a public road

South 43°26' East 555.5 feet to survey point

No. 40

Thence; South 52°22' West 213.9 feet to survey point

No. 41

Thence; South 19°36' East 303.3 feet to survey point

No. 42

Thence; South 77°31' West 678.6 feet to survey point

No. 43

Thence; South 52°22' West 537.7 feet to survey point

No. 44

Thence; South 19°36' East 1,331.9 feet to survey point

No. 45

Thence; South 77°31' West 2,553.1 feet to survey point

No. 46

Thence; North 05°22' West 1,696.8 feet to survey point

No. 47

Thence; North 22°16' West 1,400.0 feet to a point

Thence; North 77°28' East 1,484.7 feet to a point on the west side of a fence paralleling a crash road;

Thence; following the West side of said fence as follows:

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North 12° 29' West 2,025.5 feet to a point;

North 12° 25' West 2,604.7 feet to a point;

North 12° 44' West 1,253.4 feet to a point;

North 49° 29' West 307.4 feet to a point;

North 33° 34' West 809.3 feet to a point;

North 30° 26' West 47.0 feet to a point;

North 27° 03' West 1,555.3 feet to a point;

North 26° 43' West 1,592.7 feet to a point;

North 15° 34' West 1,659.3 feet to a point;

North 24° 44' West 1,404.7 feet to a point
in the center line of State Highway No. 88
(formerly Highway No. 448) along the South
line of Section 54, Township 11 South, Range
6 East

Thence; North 58° 31' East 5,166.6 feet along the
center line of State Highway No. 88 (formerly
Highway No. 448), and along the North line
of Section 53, Township 11 South, Range 6
East, and to the point of beginning and survey
point No. 1 and containing 1,435.79 Acres, as
fully shown on survey map attached hereto and
made a part hereof, and survey point No. 1

Tract II:

From Survey Point No. 38 go South 74° 23' West 443.2
feet to a point, being the Southeast corner of the transformer
site;

Thence; South 53° 03' West 29.9 feet to the southwest
corner of said site;

Thence; North 36° 57' West 25.9 feet to the northwest
corner of said site;

Thence; North 53° 03' East 29.9 feet to the northeast
corner of said site;

Thence; South 36° 57' East 25.9 feet to the southeast
corner of said site, containing 0.013 Acres.

B. Easements and Use Rights:

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1. An easement and servitude for the passage of aircraft in the air-space above the surface of the following described land which is not within the land conveyed above, together with the right to cause in said space such noise as may be inherent in the operation of aircraft now known or hereinafter used for navigation of or flight in the air, using said airspace for land at, taking off from, or operating on the land conveyed above, the land conveyed above being the dominant estate and the land hereinafter described being the servient estate, to-wit:

The point of beginning is located on the North line of Section 53, Township 11 South, Range 6 East, where said North line intersects the West right-of-way line of the Texas and New Orleans Railroad (Southern Pacific Lines). This point is in the center of State Highway No. 448; 95 feet from the center line of the Texas and New Orleans Railroad. This point of beginning has a geodetic position of

30° 03' 40.312" North Latitude
91° 52' 55.185" West Longitude

All azimuths or directions in the following description are referred to a meridian of True North passing through this survey point

No. 1

Thence; following said West right-of-way line of the T&NO Railroad as follows;

South 49°14' East 104.3 feet to a point 75 feet from the center line of the T&NO Railroad and survey point

No. 2

Thence; continuing along said West right-of-way line and 75 feet distance from the center line of the T&NO Railroad as follows;

South 38°14' East 2,194.7 feet, to survey point

No. 3

South 30°44' East 500.0 feet, to survey point

No. 4

South 39°44' East 500.0 feet, to survey point

No. 5

South 40°44' East 500.0 feet, to survey point

No. 6

South 41°43' East 500.0 feet, to survey point

No. 7

South 42°43' East 500.0 feet, to survey point

No. 8

South 43°43' East 500.0 feet, to survey point

No. 9

South 44°20' East 244.9 feet, to survey point

No. 10

South 44°39' East 3,814.3 feet to the center line of a public road, and to survey point

No. 11

Thence; leaving the right-of-way line of the T&NO Railroad and with the center line of said public road as follows;

South 42°35' West 99.2 feet, to survey point

- No. 12 South 51°50' West 1,863.1 feet, to survey point
- No. 13 Thence; South 00°19' West 2,352.5 feet and leaving the center line of said public road and to the center line of a drainage ditch, and to survey point
- No. 14 Thence; with the center line of said drainage ditch as follows; South 53°01' West 280.0 feet, to survey point
- No. 15 South 25°27' West 166.4 feet, to survey point
- No. 16 Thence; leaving the center line of said drainage ditch; North 82°34' West 916.7 feet to survey point
- No. 17 Thence; South 38°27' West 749.9 feet to the East right-of-way line of the New Iberia and Northern Railroad, at a point 37.5 feet from the center line of said railroad, and survey point
- No. 18 Thence; North 62°12' West 1,176.9 feet along said right-of-way line and 37.5 feet from the center line of said railroad, to a point of curve to the left, and survey point
- No. 19 Thence; following said curve to the left and along the said right-of-way line 37.5 feet distance from the center line of said railroad as follows; North 64°12' West 102.6 feet, to survey point
- No. 20 North 68°12' West 102.6 feet, to survey point
- No. 21 North 72°12' West 102.6 feet, to survey point
- No. 22 North 76°12' West 102.6 feet, to survey point
- No. 23 North 80°12' West 102.6 feet, to survey point
- No. 24 Thence; South 52°41' West 109.7 feet across said New Iberia and Northern Railroad and to the South right-of-way line of said railroad, and at a point 37.5 feet distance from the center line of said railroad, and to survey point
- No. 25 Thence; along said South right-of-way line and following a curve to the left 37.5 feet distance from the center line of said railroad as follows; North 34°12' West 19.8 feet, to survey point
- No. 26 North 38°12' West 97.4 feet, to survey point
- No. 27 South 07°48' West 97.4 feet, to survey point
- No. 28 South 03°48' West 97.4 feet, to survey point

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- No. 29 South 79°48' West 97.4 feet, to survey point
- No. 30 South 75°48' West 97.4 feet, to survey point
- No. 31 South 71°48' West 97.4 feet, to survey point
- No. 32 South 67°48' West 97.4 feet, to survey point
- No. 33 South 63°48' West 97.4 feet, to survey point
- No. 34 South 59°48' West 97.4 feet, to survey point
- No. 35 South 55°48' West 97.4 feet, to survey point
- No. 36 South 53°20' West 22.3 feet to the point of tangent of said curve, and to survey point
- No. 37 Thence; North 37°07' West 7.5 feet along the radii of said curve and to a point 30 feet distance from the center line of said railroad, and to survey point
- No. 38 Thence; continuing along the South right-of-way line of said New Iberia and Northern Railroad and 30 feet distance from its center line;
South 52°51' West 2,221.2 feet to the center line of a public road, and to survey point
- No. 39 Thence; leaving the right-of-way line of said railroad and following the center line of a public road
South 43°26' East 555.5 feet to survey point
- No. 40 Thence; South 52°22' West 213.9 feet to survey point
- No. 41 Thence; South 19°36' East 303.3 feet, to survey point
- No. 42 Thence; South 77°31' West 678.6 feet to survey point
- No. 43 Thence; South 52° 22' West 537.7 feet to survey point
- No. 44 Thence; South 19°36' East 1,331.9 feet, to survey point
- No. 45 Thence; South 77°31' West 2,553.1 feet, to survey point
- No. 46 Thence; North 05°22' West 1,696.8 feet, to survey point
- No. 47 North 22°16' West 1,603.1 feet, to survey point
- No. 48 Thence; West 1521.8 feet to the center line of a public road, and to survey point

No. 49

Thence; North $00^{\circ}34'$ West 1,330.3 feet along the center line of a public road, and to survey point

No. 50

Thence; continuing along the center line of said public road
North $55^{\circ}44'$ West 353.9 feet to the center line of the public road along the South line of Section 65, Township 12 South, Range 6 East, and to survey point

No. 51

Thence; South $54^{\circ}41'$ West 317.9 feet along the center line of said public road on the South line of Section 65, to survey point

No. 52

Thence; along the center line of a public road
South $84^{\circ}23'$ West 435.5 feet, to survey point

No. 53

Thence; continuing along the center line of said public road
South $89^{\circ}22'$ West 373.7 feet to point on the South line of Section 6 of Township 12 South, Range 6 East, and to survey point

No. 54

Thence; South $89^{\circ}45'$ West 2,776.8 feet along the center line of said public road on the South line of said Section 6, and to its Southwest corner, and to survey point

No. 55

Thence; North $05^{\circ}25'$ West 2,604.6 feet along the West line of said Section 6, and the center line of a public road, to survey point

No. 56

Thence; continuing along the center line of the said public road and the West line of said Section 6;
North $05^{\circ}47'$ West 2,417.2 feet to the Northwest corner of said Section 6, and to survey point

No. 57

Thence; continuing North $05^{\circ}47'$ West 295.8 feet and along the center line of the public road, and to survey point

No. 58

Thence; continuing along the center line of public road
North $25^{\circ}16'$ East 49.4 feet, to survey point

No. 59

Thence; continuing along the center line of said public road
South $89^{\circ}55'$ East 110.5 feet to survey point

No. 60

Thence; North $00^{\circ}15'$ West 4,485.2 feet to the center line of State Highway No. 448 along the South line of Section 54, Township 11 South, Range 6 East, and to survey point

No. 61

Thence; North $58^{\circ}43'$ East 3,647.5 feet along the center line of said State Highway No. 448 and to the corner common to Sections 30, 54, 29 and 53 of Township 11 South, Range 6 East, and to survey point

Thence; North 58°51' East 5,139.6 feet along the center line of State Highway No. 448 and along the North line of Section 53 of Township 11 South, Range 6 East, and to the point of beginning and containing 4,337.07 acres

The preceding boundary description:

Between survey point No. 1 and survey point No. 11 follows the Southwest right-of-way line of the Texas and New Orleans Railroad,

Between survey points No. 11 and No. 13 the boundary description follows along the center line of a public road, and that portion of the 40 foot width right-of-way included within this perimeter is hereby recognized,

Between survey point No. 14 and survey point No. 16 the boundary description follows the center line of an existing drainage ditch, and such right-of-way as is necessary for the proper maintenance and improvement of that drainage ditch is hereby recognized,

Between survey point No. 18 and survey point No. 24 the boundary description follows along the Northeastern right-of-way line of the New Iberia and Northern Railroad (Missouri Pacific Lines),

Between survey point No. 25 and survey point No. 39 the boundary description follows along the Southern right-of-way line of the New Iberia and Northern Railroad,

Between survey point No. 39 and survey point No. 40 the boundary description follows along the center line of a public road and that part of the 40 foot width right-of-way within this perimeter for that public road is hereby recognized,

Between survey point No. 49 and survey point No. 60 the boundary description follows along the center lines of public roads, and those portions of the 40 foot width right-of-ways of those roads included within this perimeter are hereby recognized,

Between survey point No. 61 and survey point No. 1 the boundary description follows along the center line of State Highway No. 448, and that part of the 60 foot width right-of-way within this perimeter is hereby recognized.

2. An easement for ingress and egress along Admiral Doyle Drive from the Main Entrance (State Highway 674 Entrance) of the Former United States Naval Auxiliary Air Station, New Iberia, Louisiana; thence Northwesterly to its intersection with the Southernmost branch of Avenue C; thence along Avenue C in a Southwesterly direction to the property conveyed above in numbered paragraph 1.
3. The right to flow surface drainage water across that portion of said Former Navy Auxiliary Air Station which is not conveyed by this instrument along natural courses and channels and along and through existing man-made facilities, together with the right to enter upon such portions of the said Former Navy Auxiliary Air Station for the purpose of keeping such drainage courses, channels and facilities clear of obstructions.

C. Improvements:

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landing facilities, marking and lighting facilities, drainage facilities and structures, except those specifically reserved, and all fencing, utility systems, structures and buildings located on the above described land are included in this conveyance. The principal landing facilities, marking and lighting facilities and buildings are as follows:

(1) Landing Facilities:

<u>Type</u>	<u>Description and Condition</u>
Runway	One N/S (16-34) concrete, 8000' by 200' in excellent condition.
Taxiways	One concrete parallel to N/S runway 8000' by 75' with inner-connecting taxiways, in excellent condition.
Apron	One concrete apron 900' by 630' with aircraft tiedowns. Apron in excellent condition.

(2) Marking and Lighting Facilities:

Field Marking & Lighting	Runway 16-34 and parallel taxiway are lighted and in use. All components in good condition.
Airfield Beacon Structure 93	Double ended 24" lens, back to back, supported by metal superstructure on concrete foundation, in good operating condition.
Tetrahedron Structure 120	Lighted, on concrete foundation with metal superstructure.

(3) Buildings:

<u>Type</u>	<u>Bldg. No.</u>	<u>Dimensions</u>	<u>Type of Construction</u>	<u>Condition</u>
Hangar	53	162 x 140 x 28	Metal on Metal	Good
Line Shack	86	25 x 12	Wood on Wood	Good
Terminal Bldg. Old Airport	55	145' x 28'	Brick & Glass	Poor
Airfield Lighting Vault	97	31 x 22	Concrete	Excellent

D. The following personal property is also transferred and conveyed by this instrument:

(1) Mowing Equipment:

One tractor wheel, moline, 1959 USN No. 48-10108, good condition.	One mower, self-propelled, Milbradt Mfg. Co., 1959, USN No. 56-08275, good condition.
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(2) Fire Fighting Equipment:

All hand operated fire fighting equipment installed in buildings included in the airport property.

(3) Maintenance Equipment:

- | | |
|---|---|
| 1 Arc Welding Machine, good condition. | 1 Bucket Mop, W/wringer, good condition. |
| 1 Truck-5 ton | 1 Semi-trailer |
| 1 Crane-Northwest | 1 Crane truck |
| 1 Buffer, good condition. | 1 Buffer and Polisher, good condition. |
| 2 Bench W/2 vices, good condition. | 1 Abrasive Grinder, good condition. |
| 1 Bin, Rotary, Parts W/assorted nuts & bolts, good condition. | 1 Ladder Extension, 20 ft., good condition. |
| 1 Blue Print File, good condition. | 1 Water Cooler, good condition. |
| 1 Bottle of Acetylene, W/hose and cart, good condition. | 1 truck, Pickup 1/2 Ton Ford 1958, good condition |
| 1 Bottle of Butane W/ burner, good condition. | |
| 1 Bottle Roller, good condition | |

(4) Office Equipment:

- | | |
|-----------------------------------|--|
| 1 Cabinet, Metal, good condition. | 6 Chairs, Swivel W/arms, good condition. |
| 1 Clock, Wall, good condition. | 2 Desks, Executive, good condition. |
| 6 Chairs, Swivel, good condition. | 1 Drill, Power, good condition. |

4. Exceptions, Reservations and Special Conditions: There is hereby specifically excepted and reserved from this conveyance and this conveyance is subject to the following conditions:

- A. There is hereby reserved for the United States of America and its assigns joint use rights with the Grantee for ingress and egress across that portion of the land conveyed above on the following described property:

Beginning at the gate marked Secondary Entrance at the south-eastern corner of the land conveyed above; thence southwesterly along an existing road leading to Crash Road No. 1, which is parallel to and westerly of the centerline of Runway 16-34; thence along Crash Road No. 1 to its intersection with Crash Road No. 5.

- B. There is hereby reserved for the United States of America and its assigns the right to flow surface drainage water across that portion of the land conveyed above, along natural courses and channels and along and through existing man-made drainage facilities together with the right to enter upon the above conveyed property for the purpose of keeping such drainage courses, channels and facilities clear of obstructions.

C. As a part of the consideration for the transfer and conveyance by the United States of America of its interest in the lands, buildings and improvements hereinabove described, the Grantee does hereby covenant and agree that within eighteen (18) months from the date of this Deed the Grantee will commence construction on the land herein conveyed of a hangar at a cost not to exceed \$150,000.00, for the storage of aircraft pursuant to plans and specifications acceptable to the Administrator of Federal Aviation Administration or his successor in function and that it will complete construction of such hangar within one (1) year from the date construction was commenced. Grantee further agrees that the determination by the Administrator of Federal Aviation Administration or his successor in function as to the acceptability of plans, specifications and location for such hangar and as to its satisfactory completion shall be conclusive; it is further agreed that if in the opinion of the Administrator of the Federal Aviation Administration the public interest in civil aviation can best be served by relocation of the existing civil hangar identified as Building No. 53, the Grantee will relocate such hangar to a site acceptable to the Administrator. Such relocation to be accomplished within a period of two (2) years from the date of notification by the Administrator.

5. WHEREAS, all the property hereby conveyed has heretofore been declared surplus to the needs of the UNITED STATES OF AMERICA, is presently under the jurisdiction of the General Services Administration, is available for disposal and its disposal has been heretofore authorized by the Administrator of General Services, acting pursuant to the above referred to laws, regulations and orders.

6. TO HAVE AND TO HOLD the same, together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest or claim whatsoever of the grantor, either in law or in equity and subject to the reservations, restrictions and conditions set forth in this instrument, to the only proper use, benefit and behalf of the grantee, its successors and assigns forever.

7. NOW THEREFORE, by the acceptance of this Indenture or any rights hereunder, and as a part of the consideration for this Indenture, the grantee, for itself, its successors and assigns, agrees that the transfer of all the property transferred by this instrument, is accepted subject to the following restrictions set forth in subparagraphs (a), (b), and (c) of this paragraph, which shall run with the land:

(a) That, except as provided in subparagraph (A) of numbered paragraph 8, the property transferred by this instrument shall be used for public airport purposes for the use and benefit of the public, on reasonable terms and without unjust discrimination and without grant or exercise of any exclusive right for use of the airport within the meaning of the term "exclusive right" as used in subparagraph (C) of the numbered paragraph 8. As used in this instrument, the term "airport" shall be deemed to include all land, buildings, structures, improvements and equipment used for public airport purposes.

(b) That, except as provided in subparagraph (A) of the numbered paragraph 8, the entire landing area, as defined in Section 101 of the Federal Aviation Act of 1958, as amended, and Federal Aviation Regulations pertaining thereto, and all structures, improvements, facilities and equipment in which this instrument transfers any interest shall be maintained for the use and benefit of the public at all times in safe and serviceable condition, to assure its efficient operation and use, provided, however, that such maintenance shall be required as to structures, improvements, facilities and equipment only during the useful life thereof, as determined by the Federal Aviation Administrator or his successor in function. In the event materials are required to rehabilitate or repair certain of the aforementioned structures, improvements, facilities or equipment, they may be procured by demolition of other structures, improvements, facilities or equipment transferred hereby and located on the above land which have outlived their use as airport property in the opinion of the Federal Aviation Administrator or his successor in function.

(c) That (1) the program for or in connection with which this Indenture is made will be conducted in compliance with, and the grantee, its successors and assigns will comply with, all requirements imposed by or pursuant to the regulations of the General Services Administration as in effect on the date of this Indenture (41 CFR Subpart 101-6.2) issued under the provisions of Title VI of the Civil Rights Act of 1964; (2) this covenant shall be subject in all respects to the provisions of said regulations; (3) the grantee, its successors and assigns will promptly take and continue to take such action as may be necessary to effectuate this covenant; (4) the United States shall have the right to seek judicial enforcement of this covenant, and (5) the grantee, its successors and assigns will (a) obtain from each other person (any legal entity) who, through contractual or other arrangements with the grantee, its successors or assigns is authorized to provide services or benefits under said program, a written agreement pursuant to which such other person shall, with respect to the services or benefits which he is authorized to provide, undertake for himself the same obligations as those imposed upon the grantee, its successors and assigns by this covenant, and (b) furnish the original of such agreement to the Federal Aviation Administrator, or his successor, upon his request therefor. This covenant shall run with the land hereby conveyed, and shall in any event, without regard to technical classification or designation, local or otherwise, be binding to the fullest extent permitted by law and equity for the benefit of, and in favor of the grantor and enforceable by the grantor against the grantee, its successors and assigns.

B. FURTHER, by the acceptance of this Indenture, or any rights hereunder, the grantee for itself, its successors and assigns, also assumes the obligation of, covenants to abide by and agree to, and this transfer is made subject to, the following reservations and restrictions set forth in subparagraphs (A) to (F), inclusive, of this paragraph, which shall run with the land: Provided, that the property transferred hereby may be successively transferred only with the proviso that any such subsequent transferee assumes all the obligations imposed upon the grantee by the provisions of this instrument.

A. That no property transferred by this instrument shall be used, leased, sold, salvaged, or disposed of by the grantee for other than the airport purposes without the written consent of the Federal Aviation Administrator. The term "property" as used herein is deemed to include revenues or proceeds derived therefrom.

B. Property transferred for the development, improvement, operation or maintenance of airport shall be used and maintained for the use and benefit of the public on fair and reasonable terms, without unjust discrimination. In furtherance of this covenant (but without limiting its general applicability and effect) the grantee specifically agrees (1) that it will keep the airport open to all types, kinds, and classes of aeronautical use without discrimination between such types, kinds, and classes. Provided, that the grantee may establish such fair, equal, and not unjustly discriminatory conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport; and provided, further, that the grantee may prohibit or limit any given type, kind, or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public. (2) That in its operation and the operation of facilities on the airport, neither it nor any person or organization occupying space or facilities thereupon will discriminate against any person or class of persons by reason of race, color, creed, or national origin in the use of any of the facilities provided for the public on the airport. (3) That in any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm or corporation to conduct or engage in any aeronautical activity for furnishing services to the public at the airport, the grantee will insert and enforce provisions requiring the contractor: (a) to furnish said service on a fair, equal and not unjustly discriminatory basis to all users thereof, and (b) to charge fair, reasonable

and not unjustly discriminatory prices for each unit for service, provided, that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers. (4) That the grantee will not exercise or grant any right or privilege which would operate to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance and repair) that it may choose to perform. (5) That in the event the grantee itself exercises any of the rights and privileges referred to in subsection (3) above the services involved will be provided on the same conditions as would apply to the furnishing of such services by contractors or concessionaires of the grantee under the provisions of such subsection (3) of this paragraph B.

C. The grantee will not grant or permit any exclusive right for the use of the airport at which the property described herein is located which is forbidden by Section 503 of the Federal Aviation Act of 1958, as amended, by any person or persons to the exclusion of others in the same class and will otherwise comply with all applicable laws. In furtherance of this covenant (but without limiting its general applicability and effect), the grantee specifically agrees that, unless authorized by the Administrator, it will not, either directly or indirectly, grant or permit any person, firm or corporation the exclusive right to conduct any aeronautical activity on the airport including but not limited to, charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales, and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity. The grantee further agrees that it will terminate as soon as possible and no later than the earliest renewal, cancellation, or expiration date applicable thereto, any exclusive right existing at any airport owned or controlled by the grantee and that, thereafter, no such right shall be granted. However, nothing contained herein shall be construed to prohibit the granting or exercise of an exclusive right for the furnishing of nonaviation products and supplies or any service of a nonaeronautical nature or to oblige the grantee to furnish any particular nonaeronautical service at the airport.

D. The grantee shall, insofar as it is within its powers and to the extent reasonable, adequately clear and protect the aerial approach to the airport. The grantee will, either by the acquisition and retention of easements or other interests in or rights for the use of land airspace or by the adoption and enforcement of zoning regulations, prevent the construction, erection, alteration, or growth of any structure, tree, or other object in the approach areas of the runways of the Airport which would constitute an obstruction to air navigation according to the criteria or standards prescribed in Part 77 of the Federal Aviation Regulations, as applicable, according to the currently approved airport layout plan. In addition, the grantee will not erect or permit the erection of any permanent structure or facility which would interfere materially with the use, operation, or future development of the Airport, in any portion of a runway approach area in which the grantee has acquired, or may hereafter acquire, property interest permitting it to so control the use made of the surface of the land. Insofar as is within its power and to the extent reasonable the grantee will take action to restrict the use of the land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations including landing and take-off of aircraft.

E. The grantee will operate and maintain in a safe and serviceable condition, as deemed reasonably necessary by the Federal Aviation Administrator the airport and all facilities thereon and connected therewith which are necessary to service the aeronautical users of the airport other than facilities owned or controlled by the United States and will not permit any activity thereon which would interfere with its use for airport purposes: Provided, that nothing

contained herein shall be construed to require that the airport be operated for aeronautical uses during temporary period when snow, flood, or other climatic conditions interfere with such operation and maintenance, repair, restoration or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the grantee.

F. That the grantee will make available all facilities of the airport at which the property described herein is located or developed with Federal aid and all those usable for the landing and taking off of aircraft to the United States at all times, without charge, for use by aircraft of any Agency of the United States in common with other aircraft, except that if the use by aircraft of any Agency of the United States in common with other aircraft, is substantial, a reasonable share, proportional to such use, of the cost of operating and maintaining facilities so used, may be charged; and unless otherwise determined by the FAA, or otherwise agreed to by the grantee and the using Federal Agency, substantial use of an airport by United States aircraft will be considered to exist when operations of such aircraft are excess of those which, in the opinion of the FAA, would unduly interfere with use of the landing area by other authorized aircraft or during any calendar month that (1) either five 5 or more aircraft of any Agency of the United States are regularly based at the airport or on land adjacent thereto, or (2) the total number of movements (counting each landing as a movement and each take-off as a movement) of aircraft of any Agency of the United States is 300 or more, or (3) the gross accumulative weight of aircraft of any Agency of the United States using the airport (the total movements of such Federal aircraft multiplied by gross certified weights thereof) is in excess of five million pounds.

G. That during any national emergency declared by the President of the UNITED STATES OF AMERICA or the Congress thereof, including any existing national emergency, the Government shall have the right to make exclusive or nonexclusive use and have exclusive or nonexclusive control and possession without charge, of the airport, or of such portion thereof as it may desire, provided, however, that the Government shall be responsible for the entire cost of maintaining such part of the airport as it may use exclusively, or over which it may have exclusive possession or control, during the period of such use, possession, or control, and shall be obligated to contribute a reasonable share, commensurate with the use made by it, of the cost of maintenance of such property as it may use nonexclusively or over which it may have nonexclusive control and possession: Provided, further, that the Government shall pay a fair rental for its use, control, or possession, exclusively or nonexclusively, of any improvements to the airport made without United States aid, and never owned by the United States.

H. The grantee does hereby release the Government, and will take whatever action may be required by the Federal Aviation Administrator to assure complete release of the Government from any and all liability the Government may be under for restoration or other damage under any lease or other agreement covering the use by the Government of the airport, or part thereof, owned, controlled or operated by the grantee, upon which, adjacent to which, or in connection with which, any property transferred by this instrument was located or used: Provided, that no such release shall be construed as depriving the grantee of any right it may otherwise have to receive reimbursement under Section 17 of the Federal Airport Act of 1946, as amended, for the necessary rehabilitation or repair of public airports heretofore or hereafter substantially damaged by any Federal agency.

I. That whenever so requested by the FAA, grantee will furnish without cost to the Federal Government, for construction, operation and maintenance of facilities for air traffic control activities, or weather reporting activities, or communication activities related to air traffic control, such areas of the property described herein or rights in buildings on the airport at which the property described herein is located, as the FAA may consider neces-

sary or desirable for construction at Federal expense of space or facilities for such purposes, and the grantee will make available such areas or any portion thereof for the purposes provided herein within 4 months after receipt of written request from the FAA, if such are or will be available.

J. The grantee will: (1) furnish the FAA with annual or special airport financial and operational reports as may be reasonably requested using either forms furnished by the FAA or in such manner as it elects so long as the essential data are furnished, and (2) upon reasonable request of the FAA, make available for inspection by any duly authorized representative of the FAA the airport, at which the property described herein is located, and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations, and other instruments and will furnish to the FAA a true copy of any such document which may be reasonably requested.

K. And, that the grantee will not enter into any transaction which would operate to deprive it of any of the rights and powers necessary to perform or comply with any or all of the covenants and conditions set forth herein unless by such transaction the obligation to perform or comply with all such covenants and conditions is assumed by another public agency found by the FAA to be eligible as a public agency as defined in the Federal Airport Act of 1946, as amended, to assume such obligation and have the power, authority, and financial resources to carry out all such obligations and, if an arrangement is made for management or operation of the Airport by any agency or person other than the party of the second part, it will reserve sufficient rights and authority to insure that such Airport will be operated and maintained in accordance with these covenants and conditions, any applicable Federal statute, and the Federal Aviation Regulations.

L. And, that the grantee will keep up to date at all times an airport layout map of the Airport at which the property described herein is located showing: (a) the boundaries of the Airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the grantee for airport purposes and proposed additions thereto; (b) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars, and roads), including all proposed extension and reductions of existing airport facilities; (c) the location of all existing and proposed nonaviation areas and of all existing improvements thereon and uses made thereof and such airport layout map and each amendment, revision, or modification thereof, shall be subject to the approval of the FAA, which approval shall be evidenced by the signature of a duly authorized representative of the FAA on the face of the airport layout map, and the grantee will not make or permit the making of any changes or alterations in the airport or any of its facilities other than in conformity with the airport layout map as so approved by the FAA, if such changes or alterations might adversely affect the safety, utility, or efficiency of the airport.

M. And, that if at any time it is determined by the FAA that there is any outstanding right or claim of right in or to the airport property, described herein, the existence of which creates an undue risk of interference with the operation of the airport or the performance of compliance with covenants and conditions set forth herein, the grantee will acquire, extinguish, or modify such right or claim of right in a manner acceptable to the FAA.

N. That in the event that any of the aforesaid terms, conditions, reservations, or restrictions are not met, observed, or complied with by the grantee or any subsequent transferee, whether caused by the legal inability of said grantee or subsequent transferee to perform any of the obligations herein set out, or otherwise, the title, right of possession and all other rights transferred by this instrument to the grantee, or any portion thereof,

shall at the option of the grantor revert to the grantor in its then existing condition sixty /60/ days following the date upon which demand to this effect is made in writing by the Federal Aviation Administrator, or his successor in function, unless within said sixty /60/ days such default or violation shall have been cured and all such terms, conditions, reservations and restrictions shall have been met, observed, or complied with, in which event said reversion shall not occur and title, right of possession, and all other rights transferred hereby, except such, if any, as shall have previously reverted, shall remain vested in the grantee, its transferees, successors and assigns.

O. That if the construction as covenants of any of the foregoing reservations and restrictions recited herein as covenants or the application of the same as covenants in any particular instance is held invalid, the particular reservation or restrictions in question shall be construed instead merely as conditions upon the breach of which the Government may exercise its option to cause the title, interest, right of possession, and all other rights transferred to the grantee, or any portion thereof, to revert to it, and the application of such reservations or restrictions as covenants in any other instance and the construction of the remainder of such reservations and restrictions as covenants shall not be affected thereby.

P. Provided, however, that this Indenture is made and accepted upon the following condition subsequent, which shall be binding upon and enforceable against the grantee, its successors and assigns: The program for or in connection with which this indenture is made shall be conducted in compliance with, and the grantee, its successors and assigns shall comply with and shall require any other person (any legal entity) who through contractual or other arrangements with the grantee, its successors or assigns is authorized to provide services or benefits under said program to comply with, all requirements imposed by or pursuant to the regulations of the General Services Administration as in effect on the date of this indenture (41 CFR Subpart 101-6.2) issued under the provisions of Title VI of the Civil Rights Act of 1964, and the grantee, its successors and assigns shall promptly take and continue to take such action as may be necessary to comply with this condition. In the event of any breach of this condition, regardless of the cause of such breach, all right, title and interest in and to the above described property, in its then existing condition, including all improvements thereon, shall revert to and become the property of the United States upon demand made in writing by the Federal Aviation Administrator, or his successor in function. In such event the United States shall have the immediate right of entry upon said property, and the grantee, its successors and assigns shall forfeit all right, title, and interest in said property and in any and all of the tenements, hereditaments, and appurtenances thereunto belonging, and shall take such action and execute such documents as may be necessary or required to evidence transfer of title to such property to the United States. The failure of the Federal Aviation Administrator, or his successor in function, to insist upon complete performance of this condition in any one or more instances shall not be construed as a waiver or relinquishment of future performance thereof, but the obligation of the grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed as of the day and year first above written.

WITNESSES:

Mona L. Applewhite
Dorothy R. Pyperfield

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By *John M. McGee*
JOHN M. MCGEE
Regional Administrator, Region 7
General Services Administration
Fort Worth, Texas

STATE OF TEXAS }
COUNTY OF TARRANT }

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Before me, a Notary Public in and for said County and State, appeared JOHN M. McGEE, to me well known and known to be the person described in and who executed the foregoing instrument on behalf of the United States of America, and acknowledged that he, with authority to do so, signed and delivered the foregoing instrument on the day and year therein mentioned as the free act and deed of the United States of America.

GIVEN UNDER MY HAND AND OFFICIAL SEAL OF OFFICE, this 6th day of May, 1968.

Shirley M. Thomas
Notary Public in and for Tarrant
County, Texas

My Commission expires 6-1-69

(S E A L)

SHIRLEY M. THOMAS
Notary Public Tarrant County, Texas
My Commission Expires 6-1-69

ACCEPTANCE

The Parish of Iberia, Louisiana, acting by and through the Police Jury, Iberia Parish, Louisiana, does hereby accept this Indenture and by acceptance agrees to all of the terms and conditions thereof.

Executed this 7TH day of MAY, 1969.

POLICE JURY
IBERIA PARISH, LOUISIANA

Ernest Dreyon
President, Police Jury
Iberia Parish, Louisiana
New Iberia, Louisiana

ATTEST:

Ernest Dreyon
Secretary-Treasurer
Police Jury of Iberia Parish, La.

Certificate of Grantee's Attorney

I, KNOWLES M. TUCKER, District Attorney, Acting as Attorney for Iberia Parish, Louisiana, herein referred to as Grantee do hereby certify: That I have examined the foregoing Indenture and the proceedings taken by the Grantee relating thereto, and find that the acceptance thereof by the Grantee has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of Louisiana, and further that in my opinion the Indenture constitutes a legal and binding compliance obligation of the Grantee in accordance with the terms thereof.

Dated at New Iberia, Louisiana, this 7TH day of MAY, 1969.

Knowles M. Tucker
Attorney

STATE OF LOUISIANA X
 PARISH OF IBERIA X

BEFORE ME, a Notary Public, in and for said Parish and State, on this day personally appeared ERNEST J. FOUQUIER, SR., known to me and to be the person whose name is subscribed to the foregoing instrument, and known to me to be the President, Police Jury of Iberia Parish and acknowledged to me that the same was the act and deed of the Parish of Iberia and that he executed the same as the act of the Parish of Iberia for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE at New Iberia, Louisiana, this 7TH day of MAY, 1969.

Thian C. Zucker
 Notary Public in and for Iberia Parish, Louisiana.

(S E A L)

FILED FOR RECORD

'69 MAY 9 PM 2:26

Lucille Audibert
 SECRETARY OF
 PARISH OF IBERIA, LA.

UNITED STATES OF AMERICA

TO NO. 148386 CORRECTION
IBERIA PARISH POLICE JURY

RECORDED IN CONVEYANCE BOOK 548 AT FOLIO 95 ENTRY NO. 148386
CORRECTION QUITCLAIM DEED

THIS CORRECTION QUITCLAIM DEED, made this 3rd day of December, 1969, between the UNITED STATES OF AMERICA, herein-
after sometimes called "Government", acting by and through the Administrator
of General Services, under and pursuant to the powers and authority of
Article 4, Section 3, Clause 2 of the Constitution of the United States,
and the provisions of the Federal Property and Administrative Services
Act of 1949, approved June 30, 1949 (63 Stat. 377), as amended, and the
Surplus Property Act of 1944 (58 Stat. 765), as amended, and regulations
and orders promulgated thereunder, Grantor, and IBERIA PARISH, LOUISIANA,
a body politic under the laws of the State of Louisiana, acting by and
through the POLICE JURY OF IBERIA PARISH, LOUISIANA, Grantee.

THAT, WHEREAS, by Quitclaim Deed dated May 6, 1968, between the
same Parties hereto, the Government did grant, bargain, sell and convey
certain property as fully described therein. Said Quitclaim Deed being
filed on May 9, 1969, under File No. 146092 and recorded in Conveyance
Book 539 of the Conveyance Records of Iberia Parish, Louisiana, reference
being hereto made to said recorded instrument as if fully set forth herein;
and

WHEREAS, there was included in the property conveyed by said Quit-
claim Deed certain property that said Grantor and said Grantee did not
intend to convey to the said Police Jury of Iberia Parish, Louisiana. Said
property not being available for disposal to the Administrator of General
Services as the same was under the jurisdiction and accountability of the
United States Department of the Interior.

NOW, THEREFORE, the said Quitclaim Deed dated May 6, 1968, by and
between the Parties hereto is hereby amended in the following respects and
in these only. At the end of Paragraph 3. Land Area: A. there is inserted
the following paragraph:

"All oil and gas, sodium and sulphur under that portion
of the property lying within Section 65.T.12 South,
Range 6 East, Louisiana Meridian, together with the
right of the United States of America and its licenses,

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lessees or assigns to enter upon the land at any time to prospect for and mine and remove said minerals, are reserved to the United States of America. Said minerals being subject to disposition under the Federal Mineral Leasing Laws and applicable regulations of the United States Department of Interior."

All other provisions of said Quitclaim Deed to remain in full force and effect.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed as of the day and year first above written.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By Jay H. Bolton
JAY H. BOLTON
Regional Administrator, Region 7
General Services Administration
Fort Worth, Texas

WITNESSES:

Mamie L. Applewhite
Dale W. Applewhite

STATE OF TEXAS I
COUNTY OF TARRANT I

Before me, a Notary Public in and for said County and State, appeared JAY H. BOLTON, to me well known and known to be the person described in and who executed the foregoing instrument on behalf of the United States of America, and acknowledged that he, with authority to do so, signed and delivered the foregoing instrument on the day and year therein mentioned as the free act and deed of the United States of America.

GIVEN UNDER MY HAND AND OFFICIAL SEAL OF OFFICE, this 3rd day of December, 19 69.

Shirley M. Thomas
Notary Public in and for Tarrant
County, Texas
SHIRLEY M. THOMAS, Notary Public
in and for Tarrant County, Texas
My commission expires 6-1-71.

(S E A L)

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ACCEPTANCE

The Parish of Iberia, Louisiana, acting by and through the Police Jury, Iberia Parish, Louisiana, does hereby accept this Indenture and by acceptance agrees to all of the terms and conditions thereof.

Executed this 15th day of December, 1969.

POLICE JURY
IBERIA PARISH, LOUISIANA

Ernest Douguier Jr.
President, Police Jury
Iberia Parish, Louisiana
New Iberia, Louisiana

ATTEST:

Ernest Douguier
Secretary-Treasurer
Police Jury of Iberia Parish, La.

Certificate of Grantee's Attorney

I, KNOWLES M. TUCKER, District Attorney, Acting as Attorney for Iberia Parish, Louisiana, herein referred to as Grantee do hereby certify: That I have examined the foregoing Indenture and the proceedings taken by Grantee relating thereto, and find that the acceptance thereof by the Grantee has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of Louisiana, and further that in my opinion the Indenture constitutes a legal and binding compliance obligation of the Grantee in accordance with the terms thereof.

Dated at New Iberia, Louisiana, this 26th day of January, 1970.

Knowles M. Tucker
Attorney

STATE OF LOUISIANA I

PARISH OF IBERIA I

BEFORE ME, a Notary Public, in and for said Parish and State, on this day personally appeared Ernest V. Douguier known to me and to be the person whose name is subscribed to the foregoing instrument, and known to me to be the President, Police Jury of Iberia Parish and acknowledged to me that the same was the act and deed of the Parish of Iberia and that he executed the same as the act of the Parish of Iberia for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE at New Iberia, Louisiana, this 26 day of JANUARY, 1970.

FILED FOR RECORD

Orin F. Blane
Notary Public in and for Iberia
Parish, Louisiana

70 JAN 26 PM 1:38

Ernest L. David

UNITED STATES OF AMERICA

TO NO. 148535 AMENDMENT TO INDENTURE

IBERIA PARISH POLICE JURY

AMENDMENT TO INDENTURE

RECORDED IN CONVEYANCE BOOK 548 AT FOLIO 592 ENTRY NO. 148535 ✓
This agreement, made and entered into by and between the UNITED

STATES OF AMERICA, acting by and through the Administrator of General Services, under and pursuant to the powers and authority contained in the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), the Surplus Property Act of 1944 (58 Stat. 765), as amended, and applicable rules, regulations, and orders promulgated thereunder, Party of the First Part, as Grantor, and Iberia Parish, Louisiana, a body politic under the laws of the State of Louisiana acting by and through the Police Jury of Iberia Parish, Party of the Second Part, as Grantee.

WITNESSETH:

THAT, WHEREAS, an Indenture was entered into dated May 6, 1968, between the Parties hereto, said Indenture being filed for record on May 9, 1969, and duly recorded in the Conveyance Book 539 of the Deed Records of Iberia Parish, Louisiana, reference being hereto made to said Indenture for all purposes, and

WHEREAS, it has been determined that the land conveyed in said Indenture is to be increased by 331.23 acres to a total of 1,767.02 acres, and

WHEREAS, certain related personal property has become surplus to the needs of the United States of America and it is the desire of the Parties hereto that this additional property be transferred by Party of the First Part to Party of the Second Part.

NOW, THEREFORE, for the consideration expressed in said original Indenture, said original Indenture is hereby amended in the following respects and in these only:

A. The description of the land transferred by said Indenture (as shown in paragraph 3A thereof) is corrected to read as follows:

A tract of land formerly a part of the Naval Auxiliary Air Station in the Parish of Iberia, State of Louisiana, described as follows:

Beginning at a point on the north line of Section 53, Township 11 South, Range 6 East, where said north line intersects the western right-of-way line of Texas and New Orleans Railroad (Southern Pacific Lines). This point is in the center of State Highway No. 88 (formerly State Highway No. 448), 95 feet from the centerline of the Texas and New Orleans Railroad which point is the west northerly corner of the former U. S. Naval Auxiliary Air Station and is shown as Survey Point No. 1 on DEPOSED Drawing No. 15216-Y&D Drawing No. 707742, a copy of which is recorded in Plat Book 4, Folio 63, of the records of Iberia Parish, Louisiana.

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Thence, following said west right-of-way line of the Texas and New Orleans Railroad as follows:

South 49° 14' East, 104.3 feet to a point 75 feet from the center line of the Texas and New Orleans Railroad

Thence, continuing along said west right-of-way line and 75 feet distant from the center line of the Texas and New Orleans Railroad as follows:

South 38° 14' East, 2,194.7 feet to a point

South 38° 44' East, 500 feet to a point

South 39° 44' East, 500 feet to a point

South 37° 17' East, 16.3 feet to a fence corner

Thence, leaving said right-of-way of Texas and New Orleans Railroad and following said fence South 55° 55' West, 1,000.8 feet to a point

Thence, continuing along said fence South 10° 53' West, 888.0 feet to a point in the center of an old taxiway, which point lies on the northern boundary of a 82.5 acre tract of land conveyed by the United States to Iberia Parish, Louisiana, by Quitclaim Deed dated December 27, 1966, and recorded in Book 504 of the Conveyance Records of Iberia Parish, Louisiana.

Thence, continuing along the boundary of the said 62.5 acre tract as follows:

North 79° 05' West, 978.3 feet to a point

South 55° 56' West, 26.4 feet to a point

South 12° 30' East, 1,147.65 feet to a point

South 79° 04' East, 507.77 feet to a point

Thence, departing from the common boundary with said 62.5 acre tract and along a line common to a tract of land conveyed by the United States to Gulf South Research Institute by deed without warranty dated April 26, 1968, and recorded in Book 525 of the Conveyance Records of Iberia Parish, Louisiana, South 12° 27' East, 6,073.72 feet to a point

Thence, North 45° 17' East, 372.6 feet to a point in the intersection of streets identified as 6th Street and Avenue C for the U. S. Naval Auxiliary Air Station

Thence, South 44° 38' East, 1,586.6 feet to a point

Thence, South 89° 41' East, 4,709.3 feet to a point on the boundary of the New Iberia Naval Auxiliary Air Station property between survey points 13 and 14 as shown on above-referenced drawing

Thence, along said boundary South 00° 19' West, 1,700.0 feet to a point

Thence, departing said boundary North 89° 41' West, 4,430.9 feet to a point

Thence, South 60° 28' East, 1,141.2 feet to a point

Thence, across the New Iberia and Northern Railroad and to the south right-of-way line of said railroad and at a point 37.5 feet distant from the center line of said railroad South 49° 46' East, 144.5 feet.

Thence, along said South right-of-way line and following a curve to the left 37.5 feet distant from the center line of said Railroad South $89^{\circ} 02'$ West 77.3 feet to survey point No. 27

Thence, South $87^{\circ} 48'$ West, 97.4 feet to survey point No. 28

Thence, South $83^{\circ} 48'$ West, 97.4 feet to survey point No. 29

Thence, South $79^{\circ} 48'$ West, 97.4 feet to survey point No. 30

Thence, South $75^{\circ} 48'$ West, 97.4 feet to survey point No. 31

Thence, South $71^{\circ} 48'$ West, 97.4 feet to survey point No. 32

Thence, South $67^{\circ} 48'$ West, 97.4 feet to survey point No. 33

Thence, South $63^{\circ} 48'$ West 97.4 feet to survey point No. 34

Thence, South $59^{\circ} 48'$ West, 97.4 feet to survey point No. 35

Thence, South $55^{\circ} 48'$ West, 97.4 feet to survey point No. 36

Thence, South $53^{\circ} 20'$ West, 22.3 feet to the point of tangent of said curve, and to survey point No. 37

Thence, North $37^{\circ} 07'$ West, 7.5 feet along the radii of said curve and to a point 30 feet distant from the center line of said Railroad, and to Survey Point No. 38

Thence, continuing along the South right-of-way line of said New Iberia and Northern Railroad and 30 feet distant from its center line

South $52^{\circ} 51'$ West, 2,221.2 feet to the center line of a public road, and to survey point No. 39

Thence, leaving the right-of-way line of said Railroad and following the center line of a public road

South $43^{\circ} 26'$ East, 555.5 feet to survey point No. 40

Thence, South $52^{\circ} 22'$ West, 213.9 feet to survey point No. 41

Thence, South $19^{\circ} 36'$ East, 303.3 feet to survey point No. 42

Thence, South $77^{\circ} 31'$ West, 678.6 feet to survey point No. 43

Thence, South $52^{\circ} 22'$ West, 537.7 feet to survey point No. 44

Thence, South $19^{\circ} 36'$ East, 1331.9 feet to survey point No. 45

Thence, South $77^{\circ} 31'$ West, 2,553.1 feet to survey point No. 46

Thence, North $05^{\circ} 22'$ West, 1,696.8 feet to survey point No. 47

Thence, North $22^{\circ} 16'$ West, 1,400.0 feet to a point

Thence, North $77^{\circ} 28'$ East, 1,484.7 feet to a point on the west side of a fence paralleling a crash road

Thence, following the West side of said fence as follows

North $12^{\circ} 29'$ West, 2,254.7 feet to a point

Thence, departing from said fence South $77^{\circ} 31'$ West, 900.0 feet to a point

Thence, North $12^{\circ} 29'$ West, 370.8 feet to a point

Thence, North $12^{\circ} 25'$ West, 629.2 feet to a point

595

Thence, North 77° 35' East, 900.0 feet to a point on the west side of a fence paralleling a crash road

Thence, following the west side of said fence as follows:

North 12° 25' West, 1,976.5 feet to a point

North 12° 44' West, 1,253.4 feet to a point

North 48° 29' West, 307.4 feet to a point

North, 33° 34' West, 809.3 feet to a point

North, 30° 26' West, 47.0 feet to a point

North 27° 03' West, 1,555.3 feet to a point

North, 26° 48' West, 1,592.7 feet to a point

North, 15° 34' West, 1,658.8 feet to a point

North 24° 44' West, 1,404.7 feet to a point in the center line of State Highway No. 88 (formerly State Highway No. 448) along the South line of Section 54, Township 11 South, Range 6 East

Thence, North 56° 31' East, 5,166.6 feet along the center line of State Highway No. 88 (formerly State Highway No. 448), and along the North line of Section 53, Township 11 South, Range 6 East; and to the point of beginning and Survey Point No. 1 and containing 1,767.02 acres, more or less, as fully shown on 2 survey maps attached hereto and made a part hereof, one survey map prepared by G. K. Pratt Munson dated November 1966-January 1967 reflecting 1,435.79 acres and the other survey prepared by W. K. Frantz, Jr., dated June 1969 reflecting 331.23 acres in 5 tracts.

Survey point numbers in the above description are as shown in above-referenced Y&D Drawing No. 707742.

B. There is added to paragraph 3C(3) of said Indenture the following:

Type	Bldg. No.	Dimensions	Type of Construction	Condition
Line Shack	85	12 x 25 x 8	Wood on wood	Good
Crash Truck Bldg.	91	90 x 164	Masonry	Excellent
Operations Bldg.- Control Tower	92	73 x 203	Masonry	Excellent
(There is included in this Bldg. an installed engine generator set, Serial No. 1041654-IL93873)				
Hangar	88		Steel Frame	Excellent
Washrack Facility	89		Concrete with Boiler	Good
Aviation Fuel Loading Stand with 6 Outlets		22 x 124	Steel	Good
PCL Distribution Line, Underground		11,460 l.f.		
Spray Paint Bldg.	87	42 x 20	Wood on wood	Good
Line Shack	98	31 x 36	Metal on wood	Good

C. There is added to paragraph 3D(2) of said Indenture the following:

Truck, Fire, Pumper, Serial No. D-256, USN No. 73-001448

D. There is added to paragraph 3D(3) of said Indenture the following:

Kettle, Asphalt, Serial No. 12602, USN No. 27-00683

Portable Building located near the Aviation Fuel Loading Stand, including the following Personal Property:

<u>Item</u>	<u>Quantity</u>
Grease Gun, with fittings	1
Hose, 3-inch, with quick coupling	1
Line Strainers, 4-inch	12
Line Strainers, 6-inch	4
Line Strainers, 8-inch	1

All other provisions of said original Indenture are to remain in full force and effect and all the reservations, restrictions, conditions, and covenants as contained in said original Indenture, shall be imposed upon the above described property the same as if said property were included in said original Indenture.

Said property transferred hereby was duly declared surplus and was assigned to the Administrator of General Services, successor to War Assets Administration, for disposal, acting under and pursuant to the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), and the Surplus Property Act of 1944 (58 Stat. 765), as amended, and applicable rules and regulations promulgated thereunder.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed this 9th day of February 1970.

WITNESSES:

James D. Howell

Robert A. Mayfield

ATTEST:
Ernest Trejo
SECRETARY

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By *John M. Montgomery*
JOHN M. MONTGOMERY
Acting Regional Administrator, Region 7
General Services Administration
Fort Worth, Texas

PARISH OF IBERIA, LOUISIANA

By *Ernest J. Fougassier, Jr.*
PRESIDENT

(SEAL)

THE STATE OF TEXAS

COUNTY OF TARRANT

BEFORE ME, a Notary Public in and for Tarrant County, Texas, on this day personally appeared JOHN M. MONTGOMERY known to me to be the person whose name is subscribed to the foregoing instrument, and known to me to be Acting the/Regional Administrator, Region 7, General Services Administration, Fort Worth, Texas, and acknowledged to me that the same was the act of the United States of America and of the Administrator of General Services, and that he executed the same as the act of the United States of America and of the Administrator of General Services for the purposes and consideration therein expressed and in the capacity therein stated.

GIVEN under my hand and seal of office at Fort Worth, Texas, this 9th day of February 1970.

Abigail D. Thomas
Notary Public, Tarrant County, Texas

(S E A L)

STATE OF LOUISIANA

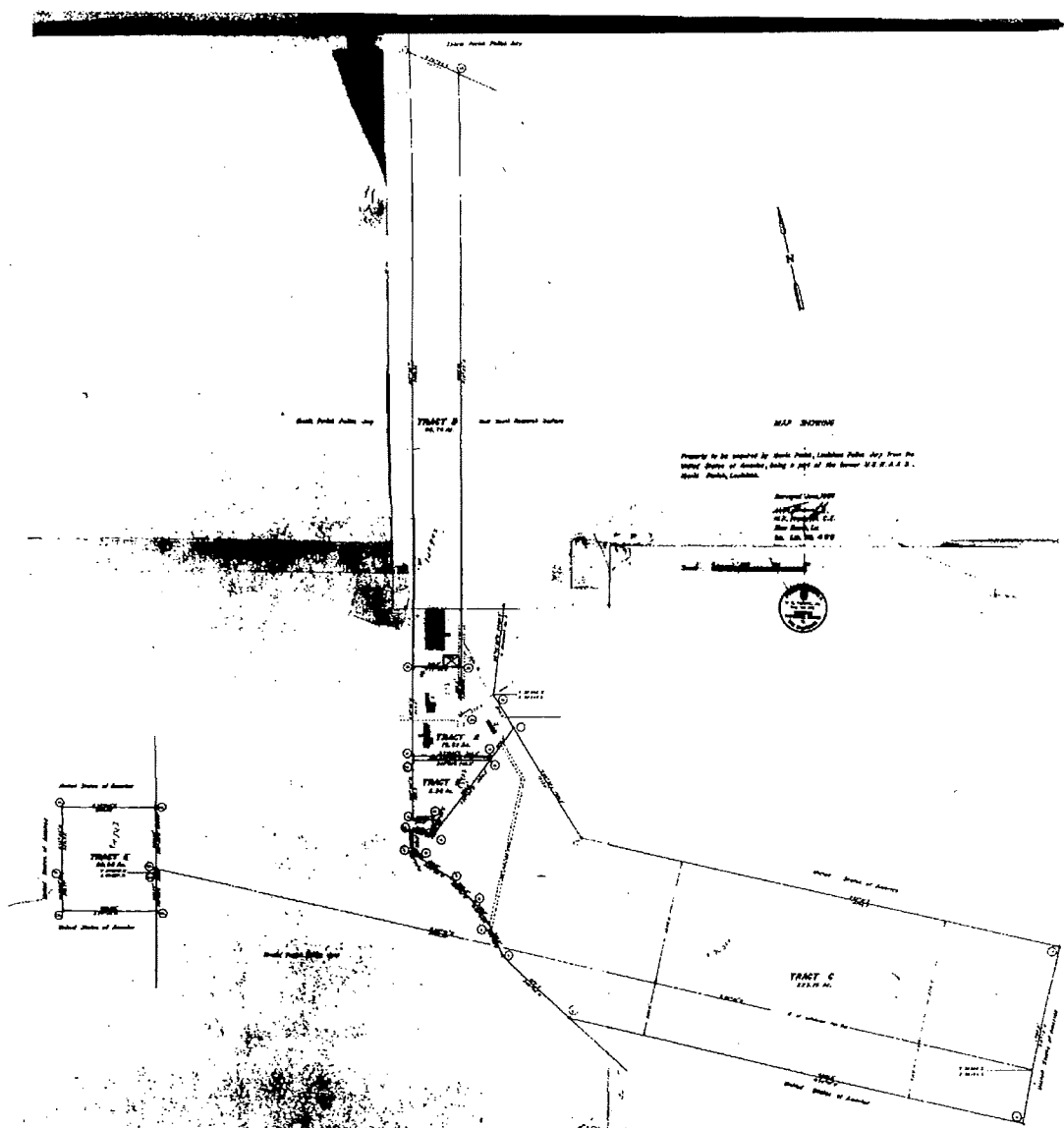
PARISH OF IBERIA

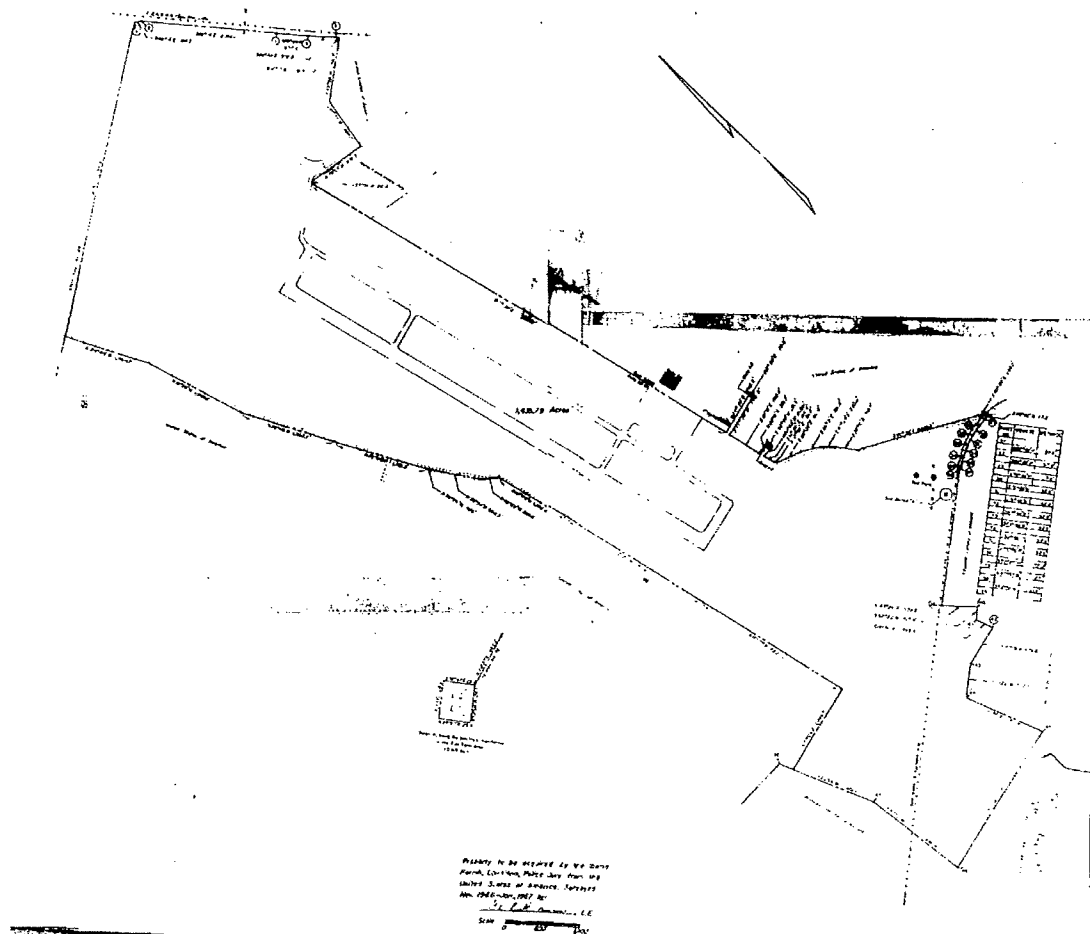
BEFORE ME, a Notary Public in and for said County and State, on this day personally appeared ERNEST FOUQUIER, SR., known to me to be the person whose name is subscribed to the foregoing instrument, and known to me to be the President of the Iberia Parish Police Jury, New Iberia, Louisiana, and acknowledged to me that the same was the act and deed of the Iberia Parish Police Jury, for the purposes and consideration therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE at New Iberia, Louisiana, this 13TH day of February 1970.

[Signature]
Notary Public, Iberia Parish, Louisiana

(S E A L)





QUITCLAIM DEED

UNITED STATES OF AMERICA I
STATE OF LOUISIANA I KNOW ALL MEN BY THESE PRESENTS:
PARISH OF IBERIA I

THAT the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services, under and pursuant to the authority contained in the provisions of the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended (40 U.S.C. 471 et seq.), and rules, orders and regulations issued pursuant thereto, (hereinafter referred to as "Vendor,") herein represented by KARL MERRILL, Regional Administrator, Region 7, General Services Administration, 819 Taylor Street, Fort Worth, Texas, duly authorized, does hereby grant, bargain, sell, convey, assign and deliver, without warranty, recourse or liability whatsoever, even as to the restitution of the purchase price, but with full substitution and subrogation in and to all rights and actions of warranty against all preceding owners and vendors, and subject to the reservations, exceptions and covenants set forth herein unto the PARISH OF IBERIA, a body politic under the laws of the State of Louisiana (hereinafter sometimes referred to as "Purchaser"), its successors and assigns, all and singular, Vendor's interest in the following described property, to-wit:

A tract of land formerly a part of the Naval Auxiliary Air Station in the Parish of Iberia, State of Louisiana, more particularly described as follows: Beginning at a point on the north line of Section 53, Township 11 South, Range 6 East, where said north line intersects the western line of west right-of-way line of Texas and New Orleans R.R. (Southern Pacific Lines). This point is in the center of State Highway No. 88 (formerly State Highway No. 448), 95 feet from the centerline of the Texas and New Orleans R.R. which point is the most northerly corner of the former U. S. Naval Auxiliary Air Station and is shown as Survey Point No. 1 on DWGEND Drawing No. 15216 - Y&D Drawing No. 707742, a copy of which is recorded in Plat Book 4, Folio 63, of the records of Iberia Parish, Louisiana. Thence south 4° 57' 40" west 15,821.0 feet to Survey Point No. 48 which survey point is the point of beginning for the property herein described.

Thence; North 12° 29' West 10,266.0 feet to an iron pipe

Thence; North 00° 47' West 985.3 feet to a point on the south side of a shell road (which road runs generally east and west), where said point intersects a fence paralleling a shell road (which runs generally north and south)

Thence, following said fence paralleling said shell road (which runs generally north and south) South 15° 34' East 849.6 feet to a point

Thence; South 26° 48' East 1,592.7 feet to a point

Thence; South 27° 03' East 1,555.3 feet to a point

Thence; South 30° 26' East 47.0 feet to a point

Thence; South 33° 34' East 809.3 feet to a point

Thence; South 48° 29' East 307.4 feet to a point

Thence; South 12° 44' East 1,253.4 feet to a point

Thence; South 12° 25' East 1,976.5 feet to a point

Thence; leaving said fence paralleling the shell road South 77° 35' West 900.0 feet to a point

Thence; South 12° 25' East 629.2 feet to a point

Thence; South 12° 29' East 370.8 feet to a point

Thence; North 77° 31' East 900.0 feet to said fence paralleling said shell road

Thence; continuing along said fence paralleling the shell road South 12° 29' East 2,254.7 feet to a point

Thence; leaving said fence paralleling the shell road South 77° 28' West 1,484.7 feet to a point on the west side of the USNAAS property

Thence; North 22° 16' West 203.1 feet along the West side of the USNAAS property to the point of beginning, and containing 282.01 acres, more or less.

All azimuths or directions in the foregoing description are referred to

a meridian of True North passing through the said Survey Point No. 1.

TOGETHER with all improvements located thereon, except as hereinafter set forth.

THIS conveyance is subject to the following:

1. Quitclaim Deed dated January 15, 1970, recorded in Book No. 54 under File No. 148305 in the Conveyance Records of Iberia Parish, Louisiana, conveying, inter alia, the following property to the Central Louisiana Electric Company, Inc., to-wit:

a. The existing electrical and gas distribution systems and appurtenances and perpetual easements for all such systems 15 feet wide lying 7.5 feet on each side of the centerline of existing gas line and 25 feet wide lying 12.5 feet on each side of the centerline of existing electrical distribution lines for the purpose of operation, maintenance, repair and removal of such systems and appurtenances together with the right of ingress and egress for exercising such rights.

b. The existing electrical sub-station and transformer bank and a perpetual easement for the purpose of constructing, operating, maintaining, repairing, removing, modifying, and replacing the sub-station and transformer together with the right of ingress and egress for exercising such rights. The easement includes the area occupied by the sub-station and transformer to a point 5 feet outside the existing fence around the sub-station and to a point 5 feet outside the existing concrete foundation on which the transformer is located.

2. Quitclaim Deed dated May 6, 1968, recorded in Book No. 539, File No. 146092, in the Conveyance Records of Iberia Parish, Louisiana, conveying, inter alia, the following property to Iberia Parish, Louisiana, to-wit:

a. An easement and servitude at and over the subject property for the passage of aircraft in the air space above the surface of the land together with the right to cause in said air space such noise as may be inherent in the operation of aircraft now known or hereafter used for navigation over or flight in the air using said air space for landing at, taking off from, or operating on the nearby Iberia Parish Airport, also known as Acadiana Regional Airport.

b. The right to flow surface drainage water across the 282.01 acres along natural courses and channels and along and through existing manmade drainage facilities together with the right of entry upon the property for the purpose of keeping such drainage courses, channels, and facilities clear of obstructions.

3. Existing easements for public roads and highways, pipelines, and public utilities.

RESERVING to the UNITED STATES OF AMERICA all oil and gas, sodium and sulphur under that portion of the property lying within Section 65, Township 12 South, Range 6 East, Louisiana Meridian, together with the right of the United States of America and its licensees, lessees, or assigns to enter upon the land at any time to prospect for and mine and remove said minerals. Said minerals being subject to disposition under the Federal Mineral Leasing Laws and applicable regulations of the United States Department of Interior.

THE Purchaser covenants for itself, its successors and assigns and every successor in interest to the property herein conveyed, or any part thereof, that the said Purchaser and such successors and assigns shall not discriminate upon the basis of race, color, religion, or national origin in the use, occupancy, sale, or lease of the property, or in their employment practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit; nor shall it apply with respect to religion to premises used primarily for religious purposes. The United States

of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein in the locality of the property hereby conveyed and shall have the sole right to enforce this covenant in any court of competent jurisdiction.

Said property transferred hereby was duly determined to be surplus and was assigned to the Administrator of General Services for disposal pursuant to said Federal Property and Administrative Services Act of 1949, as amended, and applicable rules, orders and regulations.

TO HAVE AND TO HOLD said property unto said Purchaser, its successors and assigns forever, subject to the reservations, exceptions and covenants set forth herein.

This sale is made for the price and sum of ONE HUNDRED NINETEEN THOUSAND EIGHT HUNDRED AND NO/100 DOLLARS (\$119,800.00), which Purchaser has willingly and duly paid unto the Vendor, who accepts receipt thereof and grants full acquittance therefor.

IN WITNESS WHEREOF, the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services, has caused this instrument to be executed this 5th day of April, 1977.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By Karl Merrill
KARL MERRILL
Regional Administrator, Region 7
General Services Administration
Fort Worth, Texas

WITNESSES:

Philip M. Williams
Betty R. King

THE STATE OF TEXAS I

COUNTY OF TARRANT I

On this 5th day of April, 19 77, before me appeared KARL MERRILL, to me personally known, who, being by me duly sworn did say that he is the Regional Administrator, Region 7, General Services Administration, Fort Worth, Texas, and that the foregoing instrument was signed by him in behalf of the United States of America and of the Administrator of General Services by authority duly delegated to him, and said KARL MERRILL acknowledged said instrument to be the free act and deed of the United States of America and of the Administrator of General Services.

WITNESS MY HAND AND OFFICIAL SEAL this 5th day of April, 19 77.

Dolores D. Mayfield
Notary Public in and for Tarrant
County, Texas

DOLORES D. MAYFIELD, Notary Public
in and for Tarrant County, Texas
My commission expires 6-1-77.

(SEAL)

FILED FOR RECORD

77 APR 11 P2:27

D. J. Fenn
CLERK OF COURT
PARISH OF IBERIA, LA.