Louisiana
AIRPORTS ECONOMIC IMPACT STUDY UPDATE
Executive Summary | 2019

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Louisiana's air transportation system provides access to global travel and trade opportunities that are unavailable through any other means. The linkages that the Louisiana airport system provides drive the economy: businesses function more efficiently, and visitors travel from greater distances, all while enhancing the quality of life of Louisiana residents.

The Louisiana Department of Transportation and Development's (DOTD) Aviation Division commissioned this study to illustrate the value that the state’s 68 airports and their associated activities bring to Louisiana. This study is an update to a previous aviation economic impact study, allowing DOTD to show the extent to which the airport system has grown over the years.

The benefits provided by Louisiana's airports are many and varied. Louisiana-based companies depend on aviation to move people and goods in a timely manner. Air taxis operating from airports along Louisiana's Gulf Coast provide essential transportation links for oil workers to the numerous oil platforms they work on in the Gulf of Mexico. Air cargo companies deliver packages and documents with rapid efficiency to keep businesses operating. Corporate flight departments transport executives securely and safely to where they best function. These are just a few ways that airports aid the state's growing businesses.

Not only do airports strengthen business operations, they are critical to the state's tourism industry. Louis Armstrong New Orleans International Airport makes it possible for millions of annual visitors to enjoy the cultural offerings of New Orleans and the Mississippi Delta region. Other airports around the state bring visitors the chance to experience many of the state's parks and historic sites. Visitors spend money locally on food, lodging, and other items in mutually beneficial transactions during these trips. Through the convenience of modern air travel, residents of Louisiana can visit family, friends, and tourist destinations.

Business and tourism aren't the only benefits that Louisiana's residents gain from airports. Patients are safely transported to and from medical centers via aviation. Aircraft use Louisiana airports to apply pesticides to crops and forests. Military aviators train at Louisiana's airports to hone their flying skills. Search and rescue flights are flown from these airports as well. Airports help to support these services, which are vital to all citizens in Louisiana. Even if they never use an airport directly, citizens benefit from an improved quality of life that air transportation helps to support. Through simple things such as package delivery and the ability to visit family and friends, aviation in Louisiana helps promote safer, more productive, and happier lives.
The economic impacts of Louisiana’s airports are reported as three measures of economic impact broken down into several categories of economic impact and expressed as three related types of economic impact.

Measures of Economic Impact

Employment: Based on the total of full-time jobs plus part-time jobs. Every two part-time positions are the equivalent of a single full-time position.

Payroll: Represents annual salary, wages, and benefits earned by all employees and business owners.

Output: The quantity of goods and services generated annually by an airport and its associated activities and businesses. Output is estimated using an organization’s annual sales or its annual expenditures, which assumes that its output is approximately equivalent to what it spends.

Categories of Economic Impact

On-Airport Activity: Includes activity related to the operation of the airport and its associated business and government tenants. Examples are fixed base operators (FBO), flight schools, flight departments, airport restaurants, air traffic control, state agencies that use aviation, and any Federal Aviation Administration (FAA) units.

Capital Improvement Impacts: Airports undertake capital improvement projects such as runway rehabilitation or terminal improvements, while tenants also undertake capital improvements. These projects employ people in jobs such as construction, architecture, engineering, and consulting.

Visitors: The off-airport impacts associated with visitors that arrive in Louisiana by commercial airline or general aviation, captured through their spending, which supports economic activity primarily in the hospitality and tourism industries.

Types of Economic Impact

This study estimated three types of economic impact.

Direct Impacts: The initial point where the money from aviation-related activity first starts circulating in the economy, including impacts that result from on-airport activity and visitor spending.

Multiplier Impacts: Those resulting from the re-circulation and re-spending of direct impacts within the economy. For example, as airport employees spend their salary for housing, food, and utilities, those expenditures circulate through the economy resulting in increased spending, payroll, and employment throughout Louisiana. Some transactions allow the money to leak beyond the boundaries of Louisiana, and thus no longer benefits the state’s citizens. The economic model uses parameters specific to Louisiana to estimate the leakage effect associated with these impacts, thereby tabulating only those multiplier impacts that benefit the people and businesses of Louisiana.

Total Impacts: The sum of all direct and multiplier economic impacts attributable to an airport or system of airports.
## Total Economic Benefits

### Airports + their Impacts

The table on these pages shows the total economic impact of each Louisiana system airport, which is comprised of the direct and multiplier impacts for all categories previously described.

### Commercial Service Airports

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Airport Name</th>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria</td>
<td>England Airport/Alexandria International Airport</td>
<td>2,322</td>
<td>$90,548,000</td>
<td>$276,777,000</td>
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<tr>
<td>Baton Rouge</td>
<td>Baton Rouge Metropolitan, Ryan Field</td>
<td>3,022</td>
<td>$115,494,000</td>
<td>$366,510,000</td>
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<td>Lafayette</td>
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<td>$166,882,000</td>
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<td>Lake Charles</td>
<td>Lake Charles Regional</td>
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<td>$72,956,000</td>
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<tr>
<td>Monroe</td>
<td>Monroe Regional</td>
<td>593</td>
<td>$25,970,000</td>
<td>$63,308,000</td>
</tr>
<tr>
<td>New Orleans</td>
<td>Louis Armstrong New Orleans International</td>
<td>53,226</td>
<td>$1,468,953,000</td>
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<tr>
<td>Shreveport</td>
<td>Shreveport Regional</td>
<td>2,250</td>
<td>$81,395,000</td>
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</tbody>
</table>

**Commercial Service Airports Total**

73,010 | $2,201,800,000 | $8,064,537,000

### General Aviation Airports

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Airport Name</th>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbeville</td>
<td>Abbeville Chris Crusta Memorial</td>
<td>147</td>
<td>$1,391,000</td>
<td>$11,023,000</td>
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<tr>
<td>Alexandria</td>
<td>Eter Regional</td>
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<td>Arcadia</td>
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<tr>
<td>Bastrop</td>
<td>Morehouse Memorial</td>
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<td>$960,000</td>
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<tr>
<td>Bogalusa</td>
<td>George R. Carr Memorial Air Field</td>
<td>49</td>
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<tr>
<td>Banke</td>
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<td>Columbia</td>
<td>Columbia</td>
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<td>$206,000</td>
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<tr>
<td>Crawshatta</td>
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<tr>
<td>Covington</td>
<td>St. Tammany Regional</td>
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<td>$931,000</td>
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<td>Crowley</td>
<td>Le Gros Memorial</td>
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<td>De Rider</td>
<td>Beauregard Regional</td>
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<td>Eunice</td>
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<tr>
<td>Farmerville</td>
<td>Union Parish</td>
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<td>$512,000</td>
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<tr>
<td>Franklin</td>
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<td>37</td>
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<td>Gilliano</td>
<td>South LaFouche Leonard Miller Jr.</td>
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<td>Gonzales</td>
<td>Louisiana Regional</td>
<td>389</td>
<td>$5,459,000</td>
<td>$15,805,000</td>
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### Data Categories

- **Employment**
- **Payroll**
- **Output**

**Legend**

- **Benefits**
- **Total Economic Impact**
Breakdown of Results + Growth Since 2011

Louisiana’s Airports are Soaring!

Impacts from Louisiana’s airports have increased since the previous study was completed. As can be seen, total employment has increased by 43 percent, with payroll rising by 49 percent. Economic output rose 38 percent since the last study.

While it can be seen that all categories increased the number of jobs since the previous study, it is obvious that increases in commercial service visitor activity contributed the most. Capital improvements also showed significant gains. Much of this is attributed to the growth in passenger activity at Louis Armstrong New Orleans International Airport and its capital improvement program that included a new terminal building to accommodate that growth.

The direct jobs that are found on-airport can be classified for purposes of better understanding the segments of aviation that create the most employment opportunity in Louisiana. The top aviation segments at Louisiana’s commercial airports in terms of employment are charter, airlines, and rental car. The oil industry makes extensive use of helicopter charters to move workers to and from off-shore oil platforms.

At general aviation airports, aircraft maintenance, military units, charter, and flight instruction lead the direct employment numbers. Northrop Grumman’s Lake Charles Maintenance and Modification Center at Chennault International Airport employs hundreds of people that support Navy and Air Force aircraft.

Comparison of Louisiana’s Total Economic Impacts to 2011 Economic Impacts

Comparison of Louisiana’s Total Employment by Category to 2011 Total Employment

Percent of Direct Employment at Louisiana’s Commercial Service Airports

Percent of Direct Employment at Louisiana’s General Aviation Airports

Louisiana’s Airports Economic Impact Study Update

Full-Time Equivalent Jobs

Billions of $

2011 Impacts
2018 Impacts
Qualitative Benefits

Louisiana’s Airports Benefit Everyone

The quantitative economic benefits that come from Louisiana airports are apparent from the number of jobs they support and the significant economic output they generate. However, there are considerable qualitative benefits from Louisiana’s airports that should be highlighted.

Many activities add to the quality of life for Louisiana residents but are difficult to assign a dollar value. Qualitative benefits typically enhance the health, welfare, or safety of individuals in and around the airport community.

Some examples of the qualitative benefits of aviation at Louisiana system airports include:
- Facilitating emergency medical transport
- Supporting statewide agricultural activities
- Providing support for law enforcement
- Conducting search and rescue operations
- Supporting the U.S. military and other government organizations
- Assisting with prisoner transport
- Providing education and entertainment opportunities through museums and air shows
- Hosting school field trips
- Serving as a staging area for community events

It is clear from the information gathered at many of Louisiana’s airports that these qualitative benefits take place across the state. For example, Chennault International Airport holds its annual Chennault International Airshow that features military and civilian acts, along with static aircraft displays and family entertainment. Air Med Services makes use of numerous airports, including those in Hammond and Houma, to provide valuable life-saving services to all parts of Louisiana.

What is most notable about these and other examples is that no matter how large or small the contributions, all airports contribute in some way to the quality of life of Louisiana residents.