

# 2022 Louisiana Airports Economic Impact Study Update

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Prepared for:



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# Chapter 1

## Introduction

Louisiana’s airport system is a critical element of the state’s economy. It links Louisianians and their businesses to markets across the United States and around the world. It allows for the safe and efficient movement of people and goods, which helps Louisiana attract and retain companies and allows for a vibrant tourist industry while also providing travel opportunities to inhabitants.

One example of its critical role is the importance of the airport system to the oil and gas industry operating along the Gulf Coast. Without this system of airports, the air taxi and helicopter charter operations would be unable to support the movement of oil workers to and from their oil rigs in the Gulf of Mexico.

This system of sixty-one (61) general aviation airports and seven (7) commercial service airports is supported and overseen by the Louisiana Department of Transportation and Development (DOTD). The DOTD aims to continue to improve Louisiana’s aviation infrastructure to ensure a safe, modern, and well-managed system of airports. Providing convenient and efficient air access will allow tourism, commerce, industrial interests, recreational opportunities, and economic development to continue to thrive in Louisiana. The DOTD seeks to continually modernize the state’s public airports to meet the changing needs of the aviation community.

The DOTD conducted this study to measure the economic value that the airport system provides Louisiana. The *2022 Louisiana Airports Economic Impact Study Update* captures the economic benefits stemming from Louisiana’s system of airports and illustrates how airports function as economic engines for their communities. This study identifies the economic benefits and impacts of an airport system that enhances the quality of life for Louisiana’s residents and promotes economic growth throughout the state, quantified in terms of employment, payroll, and economic output.

## Chapter 2

### Study Summary

The airport system in Louisiana has been a prime contributor to the state’s economy for generations. The DOTD has periodically quantified these contributions through an economic impact study. This study continues that effort, finding that, in 2021, Louisiana’s airport system:

- Supported approximately 58,000 jobs
- Generated \$2.1 billion in annual payroll
- Produced approximately \$7 billion in annual economic output.

These impacts came from the sixty-one (61) general aviation airports and seven (7) commercial service airports depicted in **Figure 2-1**.

**Figure 2-1: Louisiana’s System Airports**



These economic impacts include expenditures by hundreds of on-airport businesses and millions of visitors, as well as the multiplier effect associated with this spending. In addition, Louisiana residents depend on aviation to support their health, welfare, and safety needs.

**Table 2-1** lists the total employment, payroll, and output for the 68 Louisiana study airports. These economic benefits reflect the diverse range of impacts of airport-related activity and are explained in more detail in later chapters of this report. More detailed tables that break down the information summarized in **Table 2-1** can be found in **Appendix A**.

**Table 2-1: Total Economic Impacts from Louisiana Airports**

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	1,613	\$80,579,000	\$179,222,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	2,391	\$103,491,000	\$286,461,000
Lafayette	Lafayette Regional	3,350	\$159,291,000	\$708,691,000
Lake Charles	Lake Charles Regional	2,015	\$79,873,000	\$333,458,000
Monroe	Monroe Regional	664	\$26,938,000	\$91,176,000
New Orleans	Louis Armstrong New Orleans Intl.	35,803	\$1,104,680,000	\$3,904,223,000
Shreveport	Shreveport Regional	1,921	\$80,846,000	\$246,076,000
<b>Commercial Service Airports Total</b>		<b>47,757</b>	<b>\$1,635,698,000</b>	<b>\$5,749,307,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	185	\$5,334,000	\$17,653,000
Alexandria	Esler Regional	396	\$18,294,000	\$26,695,000
Arcadia	Arcadia-Bienville Parish	5	\$151,000	\$348,000
Bastrop	Morehouse Memorial	32	\$997,000	\$3,188,000
Bogalusa	George R. Carr Memorial Air Field	22	\$569,000	\$1,568,000
Bunkie	Bunkie Municipal	17	\$94,000	\$244,000
Columbia	Caldwell Parish	8	\$234,000	\$559,000
Coushatta	Red River	13	\$604,000	\$2,012,000
Covington	St. Tammany Regional	23	\$660,000	\$1,660,000
Crowley	Le Gros Memorial	45	\$1,658,000	\$5,897,000
De Quincy	De Quincy Industrial Airpark	12	\$354,000	\$1,458,000
De Ridder	Beauregard Regional	42	\$1,688,000	\$4,858,000
Delhi	Delhi Municipal	10	\$324,000	\$875,000
Eunice	Eunice	19	\$488,000	\$1,264,000
Farmerville	Union Parish	8	\$204,000	\$545,000
Franklinton	Franklinton	11	\$331,000	\$810,000
Galliano	South Lafourche Leonard Miller Jr.	632	\$21,003,000	\$118,829,000
Gonzales	Louisiana Regional	271	\$8,330,000	\$22,562,000
Hammond	Hammond Northshore Regional	1,835	\$80,418,000	\$142,373,000
Homer	Homer Municipal	2	\$59,000	\$386,000
Houma	Houma-Terrebonne	609	\$21,469,000	\$94,599,000
Jackson	Feliciana Airpark	1	\$30,000	\$92,000
Jeanerette	Le Maire Memorial	10	\$292,000	\$802,000
Jena	Jena	9	\$279,000	\$765,000
Jennings	Jennings	168	\$4,868,000	\$15,755,000
Jonesboro	Jonesboro	16	\$244,000	\$711,000

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Jonesville	Jonesville	97	\$2,814,000	\$7,830,000
Lake Charles	Chennault International	2,805	\$162,900,000	\$240,800,000
Lake Providence	Byerley	13	\$444,000	\$2,628,000
Leesville	Leesville	14	\$441,000	\$1,272,000
Mansfield	C.E. "Rusty" Williams	25	\$875,000	\$3,838,000
Many	Hart	13	\$419,000	\$1,646,000
Marksville	Marksville Municipal	11	\$275,000	\$953,000
Minden	Minden	24	\$1,016,000	\$2,432,000
Natchitoches	Natchitoches Regional	114	\$4,586,000	\$19,657,000
New Iberia	Acadiana Regional	354	\$16,862,000	\$43,638,000
New Orleans	Lakefront	855	\$40,935,000	\$104,557,000
New Roads	False River Regional	190	\$6,924,000	\$20,523,000
Oak Grove	Kelly Dumas	27	\$921,000	\$3,323,000
Oakdale	Allen Parish	45	\$1,584,000	\$8,654,000
Opelousas	St. Landry Parish-Ahart Field	80	\$3,051,000	\$11,507,000
Patterson	Harry P. Williams Memorial	233	\$6,946,000	\$21,936,000
Pineville	Pineville Municipal	39	\$947,000	\$2,772,000
Pollock	Pollock Municipal	Less than 1	\$10,000	\$39,000
Rayville	John H. Hooks Jr. Memorial	72	\$3,308,000	\$11,576,000
Reserve	Port of South Louisiana Executive Regional	20	\$881,000	\$2,839,000
Ruston	Ruston Regional	184	\$6,443,000	\$23,748,000
Shreveport	Shreveport Downtown	264	\$8,658,000	\$26,841,000
Slidell	Slidell	417	\$15,472,000	\$41,373,000
Springhill	Springhill	7	\$229,000	\$706,000
St. Joseph	Tensas Parish	8	\$208,000	\$624,000
Sulphur	Southland Field	101	\$4,010,000	\$13,681,000
Tallulah	Scott	35	\$1,175,000	\$5,913,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	80	\$3,738,000	\$10,979,000
Thibodaux	Thibodaux Municipal	10	\$292,000	\$666,000
Vidalia	Concordia Parish	17	\$500,000	\$2,024,000
Vivian	Vivian	27	\$865,000	\$2,449,000
Welsh	Welsh	17	\$551,000	\$2,558,000
Winnfield	David G. Joyce	6	\$199,000	\$741,000
Winnsboro	Winnsboro Municipal	25	\$875,000	\$2,577,000
Woodworth	Woodworth	20	\$686,000	\$2,134,000
<b>General Aviation Airports Total</b>		<b>10,650</b>	<b>\$469,016,000</b>	<b>\$1,115,942,000</b>
<b>All Airports Total</b>		<b>58,407</b>	<b>\$2,104,714,000</b>	<b>\$6,865,249,000</b>

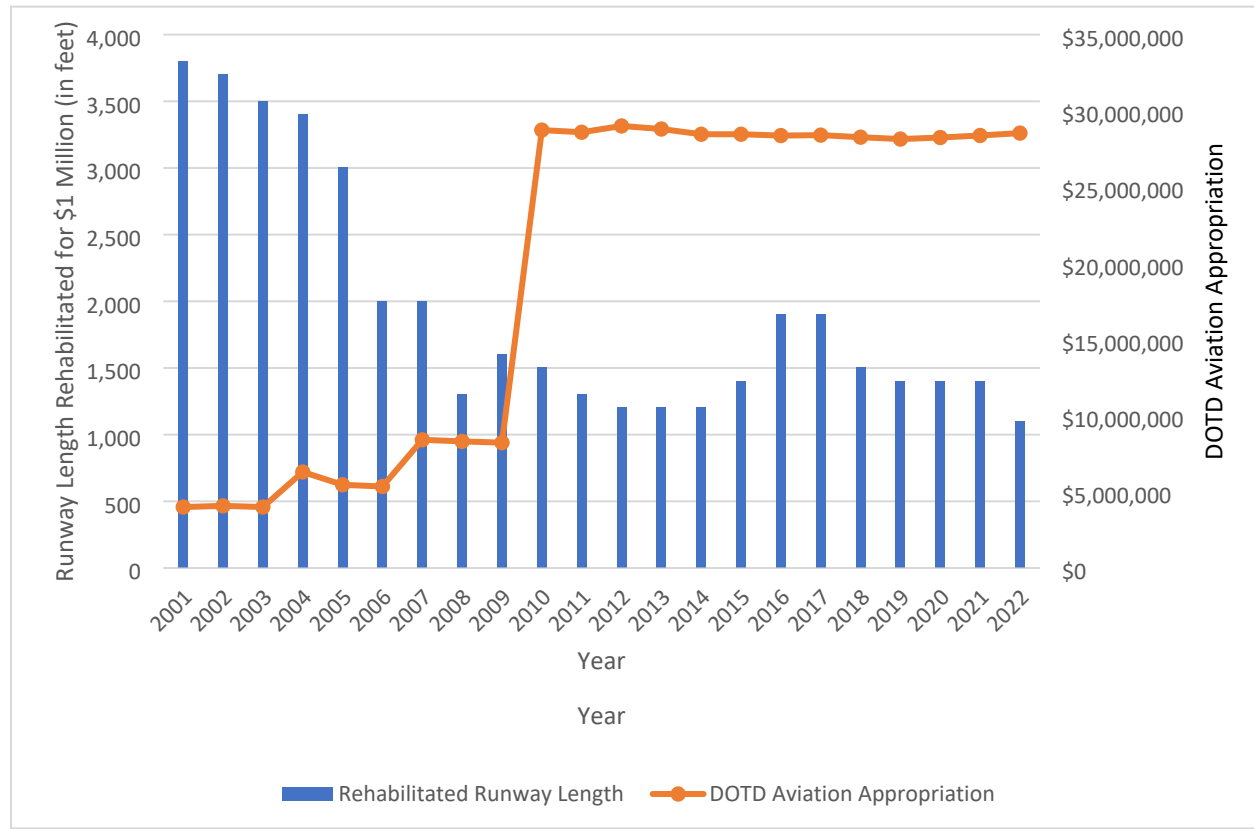
Source: Mead & Hunt and IMPLAN.

While these economic impacts are significant, they reflect the lingering effects of the pandemic that started in 2020 and still influences the aviation industry, resulting in economic impacts that fall short of the true potential of Louisiana's airport system. In recognition of this, the DOTD elected to estimate the future economic impacts of the airport system (2026), by which time the economy is expected to have fully

recovered from the pandemic. Before delving into the potential impacts of the airport system, it is useful to put the significant economic impacts of 2021 into context by looking at how the DOTD’s financial support of airports has fared over the past 20 years. Financial support for the Louisiana airport system comes from multiple sources, including federal, state, and local sources. State funding for airports is primarily from an aviation fuel tax that is then appropriated by the state legislature.

**Figure 2-2** depicts the history of the DOTD’s appropriation (the orange line) since 2001, when it was less than \$5 million. This appropriation covered the operations of the Aviation Division within DOTD and provided state funding for airport grants. The appropriation rose slowly until 2010 when it jumped to more than \$28 million, with most of the additional money going to fund airport capital projects. Since 2010, the appropriation for DOTD has remained fairly steady.

**Figure 2-2: Airport Economic Impact Modeling**



Source: Mead & Hunt and LA DOTD.

**Figure 2-2** also shows how much runway length could be rehabilitated with \$1 million in each year’s dollars (the blue bars). From 2001 to 2008, increasing costs drove down the value of the dollar to the point that the 3,800 feet of runway that could be rehabilitated in 2001 had fallen to only 1,300 feet in 2008. From 2008 to 2017, runway rehabilitation costs fluctuated, with \$1 million covering between 1,200 feet and 1,900 feet of



runway. Construction costs continued to increase from 2017 to 2022, with \$1 million only rehabilitating 1,100 feet of runway in 2022. With record setting inflation expected to continue into 2023, it is likely that construction costs will continue to rise and the DOTD will be challenged to accomplish more with a stagnant appropriation. This is important to keep in mind when looking at the potential impacts of the airport system.

In 2026, when the effects of the pandemic are expected to have worn off, the Louisiana airport system is projected to:

- Support approximately 85,000 jobs
- Generate \$3.5 billion in annual payroll
- Produce \$12 billion in annual economic output

These results are more indicative of the impacts expected from the Louisiana airport system. Subsequent chapters of this report explain how the 2021 economic impacts were estimated, their breakdown, and the methods behind the forecast of economic impacts for 2026. **Appendix A** contains tables detailing the 2021 economic impacts for each Louisiana system airport. The forecasted economic impacts for 2026 were done at the statewide level – no individual airport economic impacts were forecasted.

## Chapter 3

### Study Approach

The DOTD periodically conducts an economic impact study of its airport system. The last such study examined the airport system impacts in 2018, prior to the beginning of the COVID-19 pandemic. The DOTD undertook this study to update those results to reflect conditions of the airport system in 2021. This update used many of the methodologies and assumptions from the previous study to maintain consistency between the results. This section details the overall study approach and the methods and assumptions used to evaluate the economic impacts from on-airport activities and capital improvement projects.

#### 3.1 Economic Impact Study Approach

Like the previous economic impact study, this project used a linear input-output economic impact model to estimate the economic impacts of each of the 68 airports in Louisiana's airport system. There are three **measures** used to report the economic impacts of these airports, broken down into several **categories** of economic impacts, and expressed as three **types** of economic impacts. The following sections define these terms and how they contribute to the economic impact methodology.

##### 3.1.1 Measures of Economic Impact

There are three metrics used to express the economic impacts of Louisiana's airports – employment, payroll, and output.

**Employment** is based on the total of full-time jobs plus part-time jobs. In this analysis, two part-time positions are assumed to be the equivalent of a single full-time position.

**Payroll** represents the annual salary, wages, and benefits paid to all employees associated with the airport.

**Output** is the combined economic activity generated by activities at or related to the airport. It is determined from annual expenditures or annual gross sales.

##### 3.1.2 Categories of Economic Impact

A key aspect of an economic impact study is defining the boundaries of the analysis, or what the airport's economic impacts encompass. To remain consistent with the previous study, this update included the following four categories of economic impact that were defined as the limits of the study.

**On-Airport** – This category consists of airport tenants that are businesses with employees, such as airlines, fixed base operators (FBOs), flight schools, concessionaires, and airport restaurants. Also included in this group are governmental agencies such as public airport sponsors, air traffic controllers, other Federal Aviation Administration (FAA) units, and various other state and federal agencies. Output for on-airport activities is typically assumed to be the sum of annual gross sales. While this assumption works well for profit-oriented tenants, it must be modified for organizations that do not generate sales, such as government tenants or corporate flight departments. To estimate the impact of these important tenant-related activities, output is assumed to be equivalent to operating expenditures. While airlines do generate sales, ticket revenue is usually transferred outside the geographic area being modeled. This makes it difficult to assign that revenue to specific airports, so airlines are treated in a manner similar to organizations that do not generate sales.

**Capital Improvement Projects (CIP)** – Each year, airports undertake construction and other improvements, such as runway rehabilitation or terminal improvements. In addition, businesses and other agencies undertake CIP. These projects employ people in jobs such as construction, architecture, engineering, and consulting. This category is distinctly different from on-airport impacts since a large CIP in one year can cause a spike in impacts. Therefore, it is useful to assess the peaks and valleys from CIP separately from the other impact categories.

**Commercial Service Visitors** – This category consists of visiting passengers (those deemed not living close to the airport they are using) arriving via commercial airlines. The output from commercial service visitors is estimated from the total expenditures of visitors over the course of the year. Visitor spending for this category was estimated using assumptions taken from the previous study and analysis of 2021 passenger data.

**General Aviation Visitors** – Economic impacts from general aviation visitors are produced by the spending of non-local passengers arriving via private or business aircraft. Similar to commercial service visitors, the output from general aviation visitors is estimated from their annual spending. This spending is estimated using assumptions from the previous study and updated general aviation operations as reported by the FAA's Terminal Area Forecast (TAF).

### 3.2 Types of Economic Impact

The linear input-output economic impact model used in this analysis describes three types of impacts – **direct**, **multiplier**, and **total**.

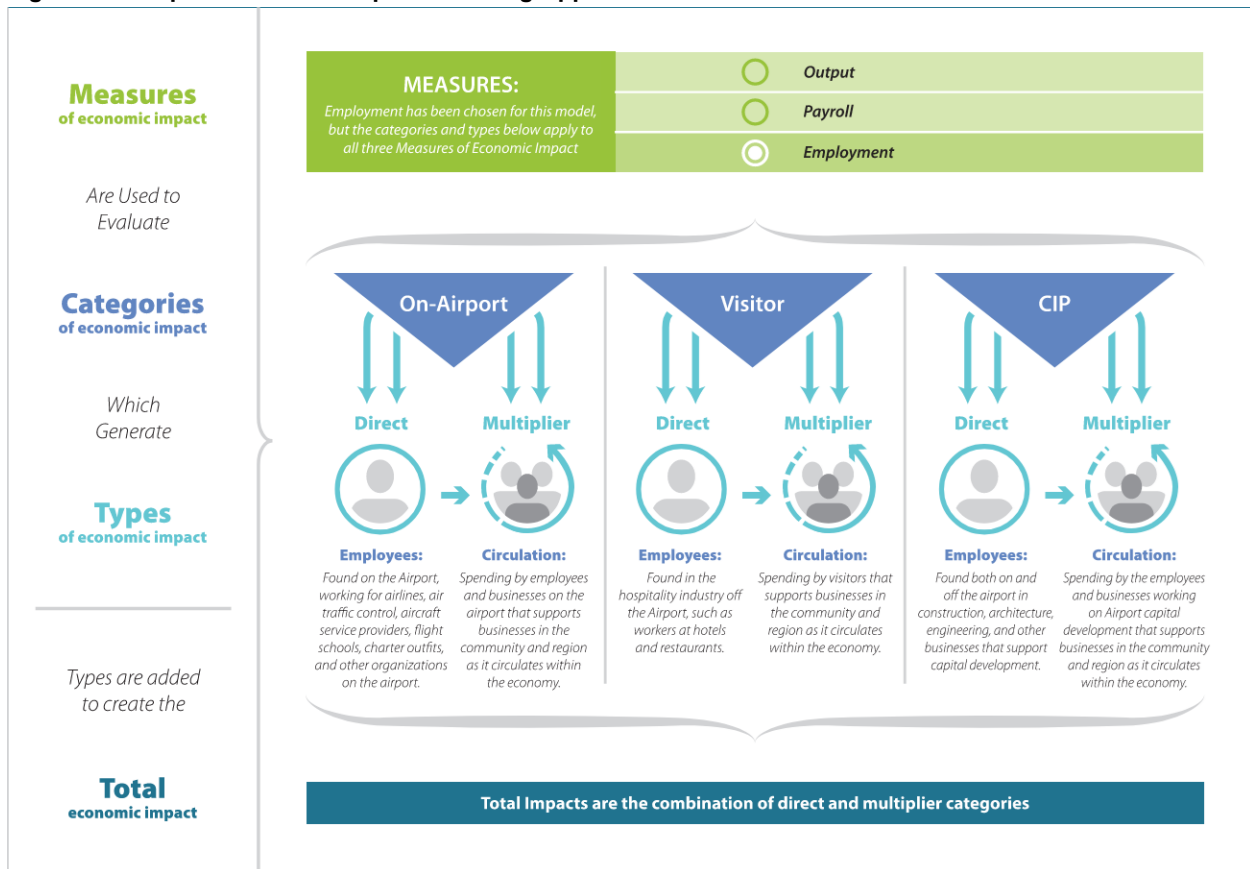
**Direct impacts** account for the initial point where the money from aviation-related activity first starts circulating in the economy and result from on-airport activity, CIP expenditures, and visitor spending. On-airport activity includes the benefits associated with businesses and government organizations located at the airport, which are directly related to the provision of aviation services. Capital expenditures of these businesses and government organizations are also included in direct impacts. Visitors contribute to direct impacts through their off-airport spending such as expenses for lodging and meals; any on-airport spending by visitors is included in the on-airport impacts. Direct impacts serve as the inputs for the economic model.

**Multiplier impacts** result from the recirculation and re-spending of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms – indirect and induced impacts. Indirect impacts occur when businesses spend their revenue on business expenses, whereas induced impacts occur when employees spend their earnings on goods and services. For example, as airport employees spend their salary for housing, food, and local services, those expenditures circulate through the economy resulting in increased spending, payroll, and employment throughout Louisiana. As this money is spent repeatedly, some of it leaks 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 multiplier impacts. Multiplier impacts are the output of the economic model.

**Total impacts** are the sum of all direct and multiplier impacts attributable to an airport or the system of airports.

**Figure 3-1** illustrates the associations between these economic impact measures, categories, and types. It explains the categories and types of economic impact for the measurement of employment. Illustrations for payroll and output, if shown, are similar.

Figure 3-1: Airport Economic Impact Modeling Approach



The direct impacts shown in **Figure 3-1** are measured through surveys of on-airport businesses and government units, and by estimating visitors using general aviation and commercial airlines and their associated spending. Because multiplier impacts are not as easy to measure as direct impacts, employing a reliable method of estimating multiplier impacts is important. A leading method used to estimate multiplier impacts is the linear input-output model.

Like the previous study, the Impact Analysis for Planning (IMPLAN) input-output model was used to quantify multiplier impacts in this study. IMPLAN is a linear model that estimates purchases and sales among hundreds of sectors of the economy. The U.S. Forest Service, in cooperation with several other government agencies, initially developed the IMPLAN system to generate non-survey input-output models for regions as small as a single county. This modeling process is considered one of the leading methods for estimating the total economic impact of an industry and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The IMPLAN model contains a large economic database used to generate input-output tables. It includes data from sources such as Dun and Bradstreet, the U.S. Department of

Commerce, and the U.S. Census Bureau. IMPLAN multipliers and data tables specific to Louisiana's industrial sectors that were used for the 2018 Louisiana Airports Economic Impact Study Update were applied to this updated study.

Using the direct impacts as the input, the IMPLAN model produces multiplier impacts as output. The following sections describe the methods and assumptions used to obtain the direct impacts used as inputs for the model.

### 3.3 On-Airport Economic Impacts

For this economic impact update, most direct impacts were obtained through surveys of airport management. The survey solicited information on the airport's employment, payroll, and expenditures in 2021. It also asked for an update to the list of business tenants and their estimated employment, and it provided the business tenant data from the previous study for reference.

Surveys were emailed to the best contact for each airport, as determined by Aviation Division staff. Additionally, surveys were pre-filled with information from the previous study to minimize the time needed to complete the survey.

A high response rate was desired for the airport management survey, so several rounds of follow-up contact were made to non-responding airport managers to obtain the greatest response rate possible for on-airport employment. The response rate to this survey approached 80 percent, with 53 airports responding, including all seven commercial service airports. For those airports that did not respond to the survey, it was assumed airport employment was unchanged from the previous study. Research was conducted for these airports to assess whether any previous businesses had left the airport, or any new businesses had started.

The evaluation of airport business tenants focused on the largest tenants in terms of employment since these tenants were assumed to have the biggest impact on the total economic impacts. Based on airport management estimates of employment, the 100 largest tenants were identified and surveyed via email.

The survey sent to the top 100 tenants requested the following information:

- Type of aviation activity conducted by the tenant
- Number of full-time and part-time employees
- Estimated total annual wages and benefits paid to employees in 2021
- Estimated total capital improvement expenditures for 2019, 2020, and 2021
- Estimated total annual operating expenses, excluding depreciation, in 2021
- Estimated total annual gross sales, if applicable, in 2021

Because the purpose of this study was to measure the economic impacts of each Louisiana airport and the activity that relies upon the airport, a distinction was made between those on-airport tenants that depend on the airport (deemed aviation-related) and those that do not. For example, a tenant farmer located on an airport would not be designated as aviation-related since farming does not need an airport to operate. Only aviation-related tenants were included in the results of the economic impact analysis.

Airport tenants at each airport were classified into one of 26 groups to aid in analysis:

- Aerial applicators
- Air ambulances
- Air cargo
- Aircraft maintenance
- Airlines (passenger only)
- Airport management (subdivided into large airports, unattended airports, and other airports)
- Air traffic control (ATC, subdivided into public, i.e., FAA, and private ATC)
- Charter
- Concessions (subdivided into categories for general aviation airports and commercial service airports)
- Corporate flight departments
- FBOs (subdivided into small and large FBO categories based on the number of employees)
- Federal government (not including ATC or Transportation Security Administration)
- Flight instruction
- Ground transportation
- Hangar rental and development
- Military
- Nonprofit
- Parking
- Rental car
- State and local government
- Transportation Security Administration (TSA)

These classifications were used to analyze the performance of various subsectors within the aviation industry in Louisiana. Additionally, these categories were used to develop per employee averages for estimating impacts from entities that did not respond to the survey request or did not provide complete survey responses. Dividing the businesses at Louisiana's airports into 26 classifications allowed greater refinement in developing estimates of economic impact.

The survey effort for this study resulted in nearly 600 airport and business tenant entries. After removing non-aviation tenant entries, more than 500 aviation-related entries remained.

### 3.4 Capital Improvement Project Economic Impacts

CIP economic impacts are based on project expenditures, which were obtained through surveys of airports and their business tenants. Because CIP costs can vary considerably, economic impact studies frequently use methods to smooth out the peaks and valleys that CIPs can create. This makes it easier to compare economic impacts from different time periods. The typical method for accomplishing this is to use an average of CIP expenditures from past years instead of a single year. As was done in the previous study, this analysis used a three-year average of CIP expenditures, examining the years from 2019 to 2021.

Direct employment associated with CIPs was obtained through ratios of jobs per \$1 million of CIP expenditures from the IMPLAN model. Average employee pay, based on 2021 Bureau of Labor Statistics data for Louisiana, was applied to each of these jobs to obtain direct payroll.

### 3.5 Visitor-Related Economic Impacts

The impacts attributed to visitors that arrive via airlines or general aviation aircraft are tabulated for each airport. The process for estimating these impacts starts with the presumption that the impacts from visitors are the result of their spending off-airport. There are two key components needed to estimate this off-airport spending – the average spending by a visitor during their trip and the number of annual visitors doing the spending. The methods used to arrive at these estimates are different depending on whether the visitor arrives by commercial airline or by general aviation aircraft. The next sections address the methods used for each group of visitors.

#### 3.5.1 Commercial Service Visitors

Airline flights to and from Louisiana's commercial service airports provide access for millions of business- and leisure-related visitors. Visitors using commercial service airports as a gateway to the State contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier effects that stem from visitor spending.

The average spending per commercial service visitor was assumed to be consistent with the average spending amounts identified in the previous economic impact study. For each of the seven commercial service airports, the average spending from the previous economic impact study was adjusted for inflation to 2021 dollars.

The estimation of visitors started with each airport's total of enplaned passengers. Enplanement data was obtained from either FAA or airport records, if available.



The percentage of visiting passengers was estimated for each airport using a year’s sampling of U.S. Department of Transportation (DOT) origin and destination data, which is the portion of enplanements that are not connecting passengers. **Table 3-1** shows this data. Visiting passengers ranged from 41 percent of enplanements at Lake Charles Regional Airport to more than 53 percent of enplanements at Louis Armstrong New Orleans International Airport, obviously a major draw for tourists and other visitors.

**Table 3-1: Enplanements and Percent Visitors at Louisiana Commercial Service Airports**

Associated City	Airport	2021 Enplanements	Percent Visitors	Visitors
Alexandria	Alexandria International	93,709	44.1%	41,325
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	271,229	44.5%	120,697
Lafayette	Lafayette Regional	211,948	40.5%	85,839
Lake Charles	Lake Charles Regional	51,934	40.6%	21,085
Monroe	Monroe Regional	79,656	42.7%	34,013
New Orleans	Louis Armstrong New Orleans International	4,018,897	53.1%	2,134,034
Shreveport	Shreveport Regional	255,414	41.6%	106,252
<b>Commercial Service Airports Total</b>		<b>4,982,787</b>	<b>51.0%</b>	<b>2,543,245</b>

Source: FAA records, US DOT O&D data, and airport records.

The average visitor expenditure, derived from the methodology that relied on inflated data from the previous study as described above, was multiplied by the number of annual visitors for each airport to calculate the total annual economic output generated by commercial airline visitors. **Table 3-2** lists each commercial service airport, its visitors, the average spending of each visitor during their trip, and the total estimated expenditures by all visitors at that airport during 2021.

**Table 3-2: Visitors, Average Spending per Visitor, and Total Visitor Expenditures**

Associated City	Airport	Visitors	Spending per Visitor	Total Visitor Expenditures (in millions of \$)
Alexandria	Alexandria International	41,325	\$232	\$9.6
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	120,697	\$345	\$41.6
Lafayette	Lafayette Regional	85,839	\$348	\$29.9
Lake Charles	Lake Charles Regional	21,085	\$410	\$8.6
Monroe	Monroe Regional	34,013	\$345	\$11.7
New Orleans	Louis Armstrong New Orleans International	2,134,034	\$735	\$1,568.5
Shreveport	Shreveport Regional	106,252	\$379	\$40.3

Source: FAA records and Mead & Hunt.

To avoid double counting, the average spending per visitor excludes items that are accounted for in the on-airport economic impact calculation. On-airport expenditures include airfare, rental cars, and food and beverage purchases inside of the terminal building.

Like the previous study, the IMPLAN input-output model was used to quantify certain impacts in this study that could not be obtained directly. An example of this is the number of jobs that visitor spending supports. The IMPLAN model is a linear model that estimates purchases and sales among hundreds of sectors of the economy. This modeling process is considered one of the leading methods for estimating the total economic impact of an industry and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The data in this model that is specific to Louisiana can be used to develop ratios of spending to jobs in the sectors most used by visitors, such as restaurants and lodging. Using this approach, the IMPLAN economic impact model estimated that for every \$1 million in commercial service visitor expenditures, approximately 11.26 jobs are supported, predominately in the hospitality industry.

Data from the U.S. Bureau of Labor Statistics was used to determine that the average annual pay for typical Louisiana employees backed by visitor spending was approximately \$22,600. This average payroll was applied to each visitor-related employee to determine direct payroll associated with visitor spending. The following example demonstrates the calculations used to estimate commercial service visitor impacts.

FAA reports indicate that Shreveport Regional Airport experienced 255,414 enplanements in 2021. U.S. DOT origin and destination data indicated that 41.6 percent of these enplanements were visitors to the area. This means that approximately 106,252 visitors traveled through Shreveport Regional Airport in 2021.

$$255,414 \text{ enplanements} \times 41.6\% \text{ visitors} = 106,252 \text{ visitors}$$

Estimates indicate that visitors to Shreveport Regional Airport spend an average of \$379 per trip. This average expenditure was used to calculate visitor's annual spending (or output) of approximately \$40.3 million.

$$106,252 \text{ visitors} \times \$379 \text{ per trip} = \$40.3 \text{ million}$$

To estimate employment associated with commercial service visitor expenditures, Louisiana specific employment ratios per \$1 million of visitor output were developed using the IMPLAN model. Estimates indicate that approximately 11.26 persons are employed in Louisiana as a result of every \$1 million in commercial service visitor output. That equates to an estimated 454 visitor-related jobs associated with passenger arrivals at Shreveport Regional on commercial airlines.

$$\text{\$40.3 million} \times 11.26 \text{ jobs} \div \text{\$1,000,000} = 454 \text{ jobs}$$

To estimate employment payroll impacts supported by commercial service visitors, average state wages for appropriate industry sectors were applied to the estimated number of employees supported by commercial airline visitor spending. Most visitor expenditures take place in the hotel, motel, food, beverage, entertainment, retail, and transportation sectors. Based on data obtained from the U.S. Bureau of Labor Statistics, an average annual payroll of \$24,000 per employee in Louisiana was assumed for these job sectors. This yielded \$10.9 million in annual payroll.

$$454 \text{ jobs} \times \text{\$24,000} = \text{\$10.9 million annual payroll}$$

The same calculation was applied to each commercial service airport, using the average expenditure per trip appropriate for each airport, the same employment multiplier, and average payroll for all airports. Detailed tables showing the commercial service visitor impacts at each commercial service airport can be found in **Tables A-4** and **A-5** of **Appendix A**.

### 3.5.2 General Aviation Visitors

Similar to impacts from commercial service airport visitors, general aviation brings visitors to the area that spend money in the community. Visitors to Louisiana use general aviation aircraft to conduct business and enjoy the leisure opportunities available in the State. For example, OM9 Aviation, operating at Delhi Municipal Airport, provides aircraft maintenance services, focusing on aerial application aircraft. It draws customers from south Arkansas and Mississippi, as well as from several areas in Louisiana. These customers spend money in the local economy on food, lodging, and other hospitality services when they deliver and pick up their aircraft from OM9 Aviation.

The estimate of visitor spending from users of general aviation relies on two key determinations – the number of visitors that used general aviation in 2021 and how much money those visitors typically spent during their trip.

Many of the assumptions and methods used for these two key determinations came from the previous economic impact study, completed in 2019. That study recognized that visitor characteristics differ from airport to airport.

Louisiana's airports were grouped into one of three tiers based upon the airport's total annual general aviation operations at the airport. Based on discussions with DOTD staff, some airports were moved between tiers to better reflect the types of general aviation operations taking place at the airport. For example, an airport known to have a high level of flight training operations would be moved from Tier 1 to Tier 2 since flight training operations typically do not generate visitors to the airport. The assigned tiers from the previous study were used in this study. **Table A-3 in Appendix A** list the tier assignment for each airport.

The method of estimating the number of visitors at each airport started with each airport's total general aviation operations as reported by the FAA's Airport Data and Information Portal (ADIP). The FAA ADIP breaks each airport's total general aviation operations into local and itinerant operations. The distinction between the two types of operations is dependent upon whether or not the aircraft stays within the airport's local area, generally defined as within 20 miles of the airport.

Even though itinerant operations are coming from outside the airport's local area, not all of these operations bring visitors. Some of these operations are aircraft based at the airport that are returning after traveling to another destination. The portion of itinerant operations that are comprised of visiting aircraft is referred to as true transient operations.

Since every arrival operation has a corresponding departure operation, dividing the number of true transient operations in half yields the number of true transient arrivals. Multiplying the true transient arrivals by the average number of visitors per arrival, obtained from the previous study, yields the estimated number of visitors.

**Table 3-3** shows the number of airports in each tier, and the general aviation operations that occurred in 2021 at these groups of airports. It also shows the average number of visitors per arriving transient aircraft that was used to estimate the total number of visitors at each airport.

**Table 3-3: Estimate of General Aviation Visitors by Airport Tier**

Airport Tier	Number of Airports	Total GA Operations	Total GA Itinerant Operations	GA True Transient Operations	GA True Transient Arrivals	Visitors per Arrival	Estimated GA Visitors
Tier 1	17	987,544	323,690	106,818	53,409	3.4	181,590
Tier 2	27	525,569	173,659	57,308	28,657	3.4	97,425
Tier 3	24	169,830	77,930	25,719	12,861	2.6	33,434
<b>Total</b>	<b>68</b>	<b>1,682,943</b>	<b>575,279</b>	<b>189,845</b>	<b>94,927</b>	<b>3.3</b>	<b>312,449</b>

Source: FAA records, Aviation Division, and Mead & Hunt.

Average spending per visitor was determined using data from the previous economic impact study. Each tier’s spending average was inflated to 2021 dollars and rounded to the nearest \$5 as shown in **Table 3-4**. These spending averages did not include spending on aviation services, such as aviation fuel, which were accounted for in the on-airport evaluation of economic impacts.

**Table 3-4: Estimate of General Aviation Visitor Spending by Airport Tier**

Airport Tier	Estimated GA Visitors	Spending per Visitor	Total Visitor Expenditures (in millions of \$)
Tier 1	181,590	\$590	\$107
Tier 2	97,425	\$145	\$14
Tier 3	33,434	\$130	\$4
<b>Total</b>	<b>312,449</b>		<b>\$125</b>

Source: FAA records, and Mead & Hunt.

Applying this inflated spending average to each of the estimated general aviation visitors yielded the total visitor expenditures, also shown in **Table 3-4**.

The following example highlights the steps used to evaluate the direct impacts associated with general aviation visitors. It starts with the number of itinerant operations at Southland Field in Sulphur. The FAA ADIP reported that Southland Field had 9,100 itinerant operations in 2021. It was assumed that 33 percent of these operations were true transient operations.

**9,100 itinerant ops x 33% x 1 itinerant arrival / 2 ops = 1,501.5 true transient arrivals**

Converting operations to arrivals results in 1,501.5 true transient arrivals. Southland Field is a Tier 2 Airport, which is assumed to have an average of 3.4

visitors per arriving true transient aircraft (including the pilot). Multiplying these two numbers together yielded 5,105 visitors to the region in 2021.

**1,501.5 true transient arrivals x 3.4 visitors per arrival = 5,105 visitors**

Using data from the previous study, it was determined that visitors at Tier 2 Airports spend an average of \$145 during their trip. Applying this average spending to all 5,105 visitors resulted in annual visitor spending of approximately \$740,000.

**5,105 visitors x \$145 per visitor = \$740,000 annual spending by visitors**

To determine payroll and employment impacts resulting from this visitor spending (or output); multiplier ratios based on \$1 million of output in Louisiana were used. Ratios developed by the IMPLAN input-output model indicate that for every \$1 million of general aviation visitor output, approximately 16.54 full-time positions in other industries are created. Most of these jobs are in the service and retail sectors. Visitors using general aviation at Southland Field support approximately 12 full-time positions.

**\$740,000 x 16.54 jobs ÷ \$1,000,000 per job = 12.2 jobs**

The average annual statewide salary for service/retail industries of \$24,000 (based on Bureau of Labor Statistics data for Louisiana) was applied to the estimate of jobs to calculate the payroll impacts associated with general aviation visitors. In this example, visitor-related payroll created by the approximately 12 full-time positions is estimated to total approximately \$293,000.

**12.2 jobs x \$24,000 = \$293,000 annual payroll**

The operational and visitor impact data for each system airport can be found in **Tables A-1, A-2, and A-3 of Appendix A.**

## Chapter 4

# Employment, Payroll, and Output Impacts for Study Airports

The economic impacts of Louisiana’s airports result from a variety of businesses found at system airports. This ranges from businesses such as the major airlines found at Louisiana’s commercial service airports to single proprietor flight schools. Each of these businesses play an important role in the economy and contribute to the impacts that are felt throughout Louisiana.

In addition to these businesses, military aviation plays a role at some of Louisiana’s airports. Alexandria International Airport, Esler Regional Airport, and Hammond Northshore Regional Airport provide bases for aviation units of the Army and Air National Guard. These aviation units contribute jobs and payroll to Louisiana’s economy. Barksdale Air Force Base, located near Shreveport, Louisiana, is not part of this study since it is strictly military and not part of the Louisiana airport system.

The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) for study airports. The combined impact of all of Louisiana’s 68 airports is shown in each section. **Appendix A** contains detailed tables showing the impacts of each individual airport.

### 4.1 Employment Impacts

Louisiana airports support employment through business activities taking place on the airport, as well as through travelers passing through the airport and spending money in the community. This section examines the number of jobs that these activities support, starting with the on-airport employment, which includes businesses, government agencies, and military units (as applicable) in the tabulation of airport-related jobs.

Spending for CIP and other improvement and construction projects also contributes to on-airport employment. As stated in a previous section, employment is estimated based on the average capital expenditures from the past three years.

#### 4.1.1 Employment from On-Airport Activity

**Table 4-1** summarizes the total number of jobs supported by the day-to-day activities of on-airport, aviation-related tenants and businesses at the 68 Louisiana system airports. These are jobs filled by people engaged in the provision of aviation-related products and services on the airport such as aircraft fuel sales, aircraft maintenance, flight training, aircraft manufacturing, and charter services.

**Table 4-1: Louisiana On-Airport Employment**

Airport Name	Direct On-Airport Employment	Multiplier Employment	Total On-Airport Employment
Louis Armstrong New Orleans International	3,221	3,530	6,751
Other Commercial Service Airports	2,889	4,073	6,962
General Aviation Airports	2,933	4,818	7,751
<b>Total On-Airport Employment</b>	<b>9,043</b>	<b>12,421</b>	<b>21,464</b>

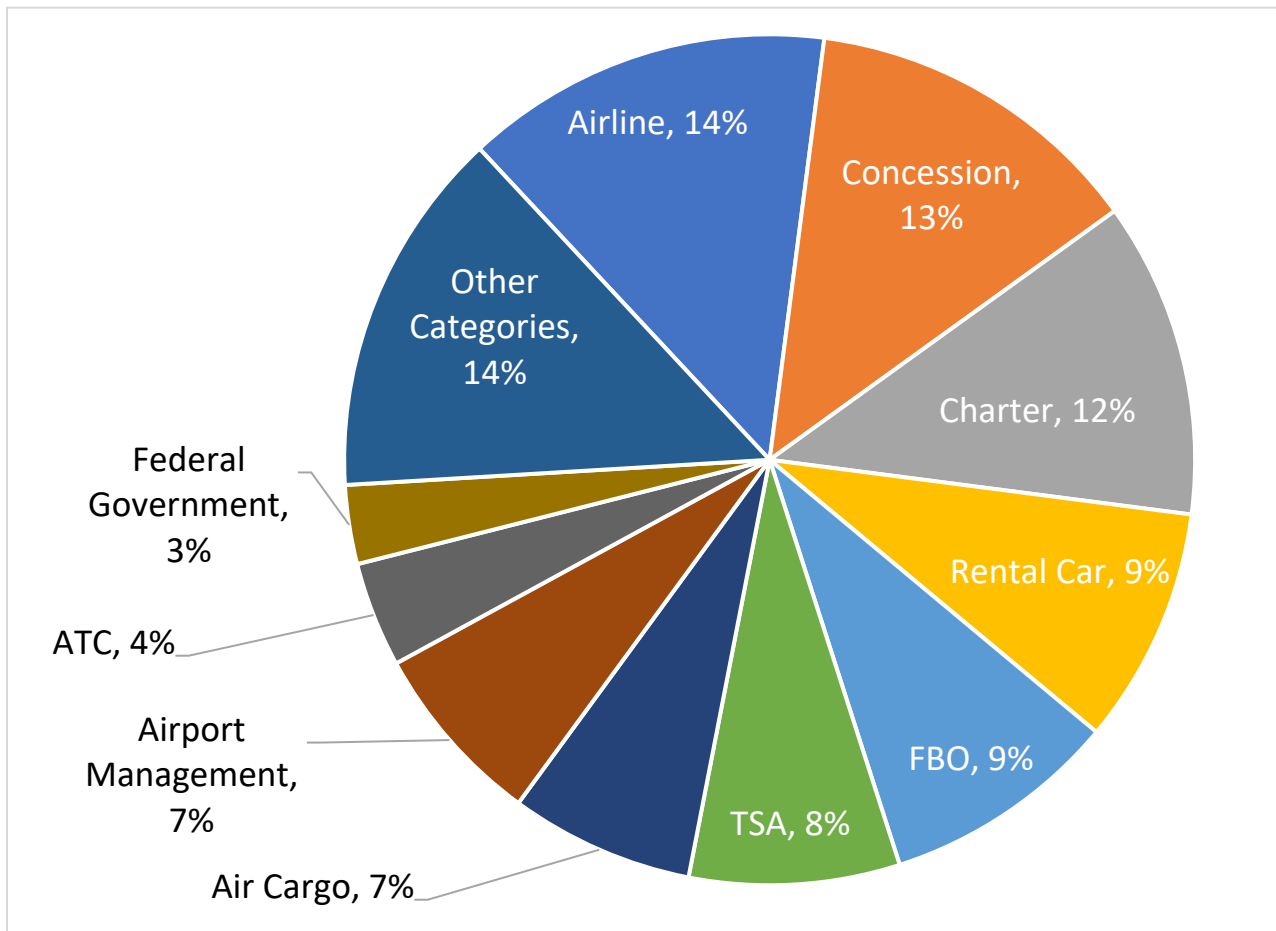
Source: Mead & Hunt and IMPLAN.

There are 9,043 direct jobs supported by the on-airport activities of Louisiana's airports. Note that this employment estimate does not include jobs associated with non-aviation businesses which, for various reasons, are located on an airport. For instance, some airports have industrial or business parks with companies that are not related to the airport or aviation in any way. Employment related to these businesses is not included in the employment estimate shown in **Table 4-1**.

A wide variety of aviation businesses support these on-airport employees. At Louisiana's commercial service airports, it is not surprising that airlines contribute the largest segment of workers (14 percent), followed by airport concessions (13 percent). Aircraft charter companies employ a significant number of workers, accounting for 12 percent of the work force found at commercial service airports. Lake Charles Regional and Lafayette Regional are home to large helicopter charter operations with hundreds of aviation workers. **Figure 4-1** summarizes the distribution of on-airport direct employment at Louisiana's commercial service airports.



**Figure 4-1: Percentage of Direct Jobs by Business Type at Louisiana Commercial Service Airports**



Other Categories consists of air ambulance, aircraft maintenance, corporate, flight instruction, ground transportation, military, parking, and state/local government.

Source: Mead & Hunt.

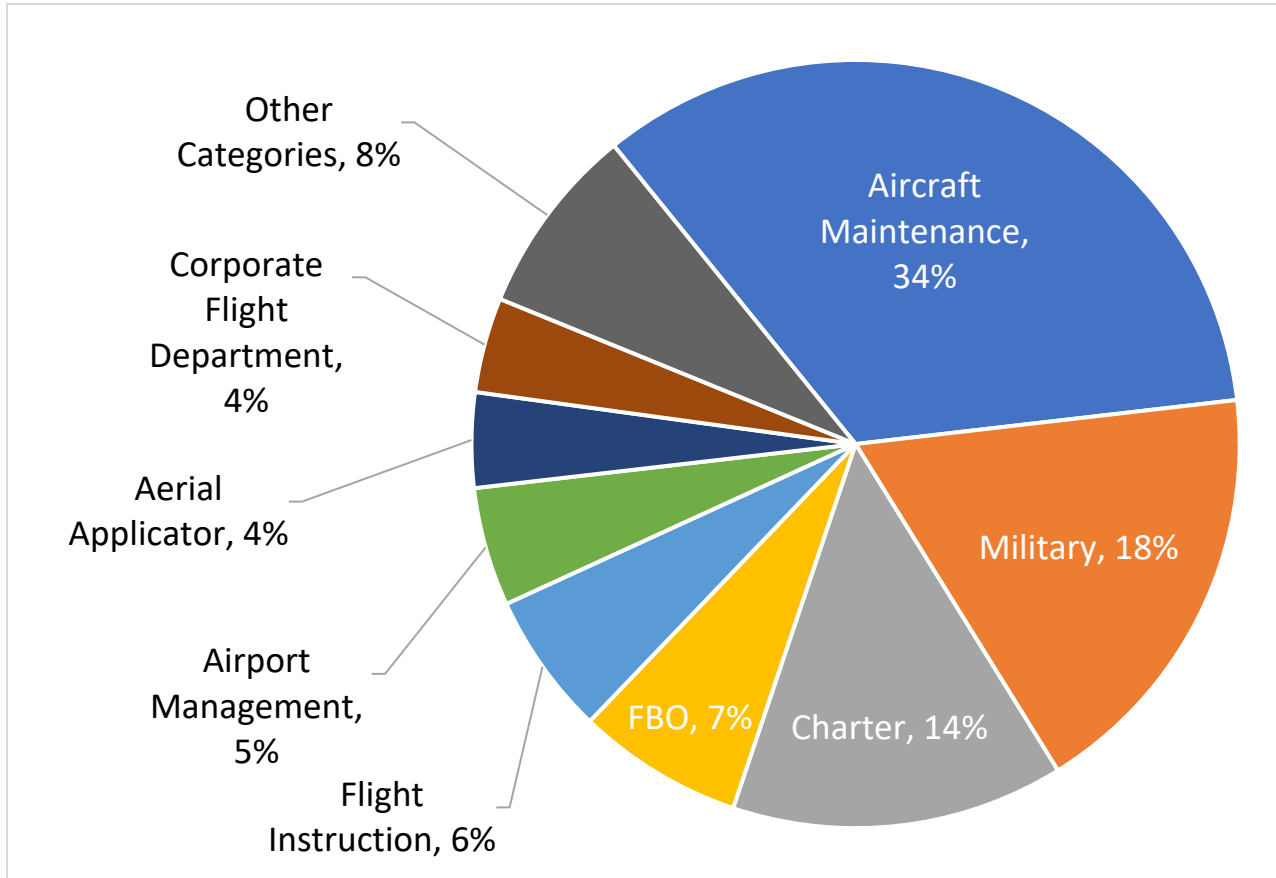
At the state's general aviation airports, aircraft maintenance accounts for the largest percentage of on-airport, direct employment with more than a third of the total. Chennault International is responsible for a significant portion of aircraft maintenance conducted in Louisiana, but more than two dozen other general aviation airports in Louisiana are home to aircraft maintenance businesses.

Military units account for 18 percent of jobs at general aviation airports, with aircraft charter companies rounding out the top three segments at 14 percent of the direct employment. Aircraft charter, especially helicopter charters, are an important aspect of aviation operations that support the oil and gas industry around the Gulf

Coast. Examples include the Bristow Group operating out of Houma-Terrebonne Airport and Chevron USA using South Lafourche Leonard Miller Jr. Airport.

**Figure 4-2** summarizes the distribution of on-airport direct employment at Louisiana’s general aviation airports.

**Figure 4-2: Percentage of Direct Jobs by Business Type at Louisiana General Aviation Airports**



Other Categories consists of air ambulance, air traffic control, and state/local government.

Source: Mead & Hunt.

Multiplier impacts are jobs created by spin-off effects stemming from direct jobs associated with tenants, businesses, and government agencies at Louisiana’s airports. For example, ground handlers working at an FBO spend their payroll on items such as groceries, which in turn supports employment at local retail establishments. Multiplier impacts associated with the day-to-day operation of Louisiana’s airports add an estimated 12,421 jobs to the state’s total employment. When direct and multiplier employment are considered, Louisiana’s airport tenants contributed 21,464 jobs to Louisiana’s employment base in 2021.

#### 4.1.2 Employment from Capital Improvement Project (CIP) Expenditures

Construction projects on airports generate jobs for architects, engineers, consultants, and construction laborers. At times, significant construction projects such as major terminal development or runway rehabilitations can result in peaks of economic activity. To account for this and provide for a more representative impact from these projects, an average of the past three years' worth of capital expenditures is used to estimate the typical impacts from CIP projects.

**Table 4-2** shows the number of employees in Louisiana whose jobs are supported by an average year of airport-related construction. CIP work at Louisiana's airports supports an estimated 1,934 direct jobs. Multiplier impacts add another 2,106 jobs, resulting in a total of 4,040 jobs related to airport CIP work.

**Table 4-2: Louisiana Employment from CIP Expenditures**

Airport Name	Direct CIP Employment	Multiplier Employment	Total CIP Employment
Louis Armstrong New Orleans International	687	746	1,433
Other Commercial Service Airports	942	1,019	1,961
General Aviation Airports	305	341	646
<b>Total CIP Employment</b>	<b>1,934</b>	<b>2,106</b>	<b>4,040</b>

Source: Mead & Hunt and IMPLAN.

#### 4.1.3 Employment from Commercial Service Visitor Spending

The pandemic that started in 2020 had a devastating impact on commercial airlines, resulting in the number of air travelers plummeting. Louisiana air traffic continues to recover from the pandemic, with passenger numbers trending toward pre-pandemic peaks. Those passengers include visitors that spend money throughout Louisiana, which supports jobs beyond those found at the airport, primarily in the hospitality industry.

**Table 4-3** shows the number of employees in Louisiana whose jobs are supported by the spending of visitors arriving on airlines via Louisiana's seven commercial service airports. Most of these visitors pass through Louis Armstrong New Orleans International, as indicated by the significant number of jobs related to spending by visitors arriving via that airport. The 17,668 direct jobs supported by visitor spending tied to Louis Armstrong New Orleans International Airport account for approximately 92 percent of all commercial service visitor-related jobs in Louisiana.

**Table 4-3: Louisiana Employment from Commercial Service Visitor Spending**

Airport Name	Direct Commercial Service Visitor Employment	Multiplier Employment	Total Commercial Service Visitor Employment
Louis Armstrong New Orleans International	17,668	9,880	27,548
Other Commercial Service Airports	1,596	893	2,489
<b>Total Commercial Service Visitor Employment</b>	<b>19,264</b>	<b>10,773</b>	<b>30,037</b>

Source: Mead &amp; Hunt and IMPLAN.

When added to the jobs resulting from visitors to the other commercial airports, 19,264 direct jobs can be traced to visitors arriving in Louisiana on commercial airlines. Multiplier impacts create an additional 10,773 jobs. The total number of jobs supported by commercial airline visitors in Louisiana is 30,037.

#### 4.1.4 Employment from General Aviation Visitor Spending

Visitors arriving via general aviation also contribute to Louisiana's economy through their purchases made while in the state, as shown in **Table 4-4**. The bulk of jobs tied to general aviation visitor spending are found amongst the 61 general aviation airports spread throughout the state. Although, a reasonable amount is attributed to general aviation activity taking place at the state's commercial service airports.

**Table 4-4: Louisiana Employment from General Aviation Visitor Spending**

Airport Name	Direct GA Visitor-Related Employment	Multiplier Employment	Total GA Visitor-Related Employment
Louis Armstrong New Orleans International	51	20	71
Other Commercial Service Airports	392	150	542
General Aviation Airports	1,628	625	2,253
<b>Total GA Visitor Employment</b>	<b>2,071</b>	<b>795</b>	<b>2,866</b>

Source: Mead &amp; Hunt and IMPLAN.

Direct jobs associated with general aviation visitor spending are usually found off-airport and are attributed to a variety of sectors. Most of these jobs are concentrated in the hotel, motel, restaurant, recreational, entertainment, and retail sectors. General aviation visitor expenditures support an estimated 2,071 jobs in Louisiana.

Multiplier employment includes those jobs that exist due to continued circulation of general aviation visitor expenditures. Multiplier impacts result in 795 additional jobs. When direct and multiplier general aviation, visitor-related employment

impacts are combined, 2,866 jobs are supported by the spending of visitors using general aviation aircraft in Louisiana.

#### 4.1.5 Total Employment

**Table 4-5** identifies the total number of jobs supported by all activities at Louisiana's 68 airports. The combination of on-airport activities, CIP expenditures, and spending by visitors using the study airports supports an estimated 32,312 direct jobs. The multiplier effect adds 26,095 additional jobs. In total, 58,407 jobs are supported in Louisiana by aviation-related operators, businesses, and visitors to the study airports.

**Table 4-5: Louisiana Airports Total Employment**

Airport Name	Total Direct Employment	Total Multiplier Employment	Total Employment
Louis Armstrong New Orleans International	21,627	14,176	35,803
Other Commercial Service Airports	5,819	6,135	11,954
General Aviation Airports	4,866	5,784	10,650
<b>Total Employment</b>	<b>32,312</b>	<b>26,095</b>	<b>58,407</b>

Source: Mead & Hunt and IMPLAN.

## 4.2 Payroll Impacts

The many employees supported by Louisiana's airports and associated activities earn annual salaries, wages, and benefits that are an indicator of the strength of Louisiana's economy. The following sections summarize the payroll impacts associated with on-airport businesses and their activities, CIP activities, as well as commercial service and general aviation visitors.

### 4.2.1 Payroll from On-Airport Activity

**Table 4-6** summarizes the 2021 payroll impacts associated with on-airport activity at the 68 study airports.

**Table 4-6: Louisiana On-Airport Payroll**

Airport Name	Direct On- Airport Payroll	Multiplier Payroll	Total On-Airport Payroll
Louis Armstrong New Orleans International	\$152,086,000	\$153,187,000	\$305,273,000
Other Commercial Service Airports	\$186,489,000	\$195,464,000	\$381,953,000
General Aviation Airports	\$189,906,000	\$193,293,000	\$383,199,000
<b>Total On-Airport Payroll</b>	<b>\$528,481,000</b>	<b>\$541,944,000</b>	<b>\$1,070,425,000</b>

Source: Mead & Hunt and IMPLAN.

This study estimated that on-airport activities generated \$528.5 million in direct payroll impacts. The majority of this payroll impact is attributable to Louisiana's commercial service airports, with New Orleans providing approximately \$152.1

million in payroll. The remaining commercial service airports in Louisiana contribute another \$186.5 million of annual payroll, and the state’s general aviation airports add another \$189.9 million to direct payroll.

As direct payroll impacts ripple throughout the Louisiana economy, they create multiplier payroll impacts that are estimated through the IMPLAN model. The multiplier annual payroll impact related to on-airport tenants and businesses at the study airports contributes approximately \$541.9 million. Total payroll impacts produced by airports, which include direct and multiplier payroll, are an estimated \$1.1 billion annually.

#### 4.2.2 Payroll from CIP Expenditures

Construction work provides another source of airport-related payroll. Estimates of annual payroll tied to CIP are shown in **Table 4-7**.

**Table 4-7: Louisiana Annual Payroll from CIP Expenditures**

Airport Name	Direct CIP Payroll	Multiplier Payroll	Total CIP Payroll
Louis Armstrong New Orleans International	\$27,912,000	\$20,219,000	\$48,131,000
Other Commercial Service Airports	\$38,221,000	\$27,686,000	\$65,907,000
General Aviation Airports	\$12,549,000	\$9,087,000	\$21,636,000
<b>Total CIP Payroll</b>	<b>\$78,682,000</b>	<b>\$56,992,000</b>	<b>\$135,674,000</b>

Source: Mead & Hunt and IMPLAN.

Louis Armstrong New Orleans International accounted for approximately \$27.9 million in direct CIP payroll impacts. The other commercial airports added another \$38.2 million in payroll tied to CIP, and general aviation contributed more than \$12.5 million to the total direct CIP payroll of \$78.7 million. Multiplier impacts added \$57.0 million in CIP payroll, providing a total annual payroll impact attributed to CIP of \$135.7 million.

#### 4.2.3 Payroll from Commercial Service Visitor Spending

**Table 4-8** summarizes the annual payroll impacts attributed to employees whose jobs are supported by the spending of commercial service visitors passing through the study airports.

**Table 4-8: Louisiana Annual Payroll from Commercial Service Visitor Spending**

Airport Name	Direct Commercial Service Visitor Payroll	Multiplier Payroll	Total Commercial Service Visitor Payroll
Louis Armstrong New Orleans International	\$424,041,000	\$325,224,000	\$749,265,000
Other Commercial Service Airports	\$38,321,000	\$29,391,000	\$67,712,000
<b>Total Commercial Service Visitor Payroll</b>	<b>\$462,362,000</b>	<b>\$354,615,000</b>	<b>\$816,977,000</b>

Source: Mead & Hunt and IMPLAN.

Most of the payroll supported by this visitor spending is found in the restaurants, hotels, motels, retail businesses, and other service industries that are used by commercial service visitors. Direct annual payroll attributable to spending by commercial service visitors is estimated at \$462.4 million, with \$424.0 million (92 percent) attributable to visitors using Louis Armstrong New Orleans International.

As employees in the service industries spend their earnings and use their benefits, the money continues to circulate in Louisiana, generating additional employment and subsequent payroll. Annual multiplier payroll impacts associated with commercial service visitor-supported employment are estimated at more than \$354.6 million. The total commercial service visitor impact to payroll in Louisiana is estimated at \$817.0 million.

#### 4.2.4 Payroll from General Aviation Visitor Spending

**Table 4-9** summarizes the payroll impacts attributed to spending by visitors using general aviation to travel to various parts of Louisiana.

**Table 4-9: Louisiana Annual Payroll from General Aviation Visitor Spending**

Airport Name	Direct GA Visitor Payroll	Multiplier Payroll	Total GA Visitor Payroll
Louis Armstrong New Orleans International	\$1,225,000	\$786,000	\$2,011,000
Other Commercial Service Airports	\$9,406,000	\$6,040,000	\$15,446,000
General Aviation Airports	\$39,080,000	\$25,101,000	\$64,181,000
<b>Total GA Visitor Payroll</b>	<b>\$49,711,000</b>	<b>\$31,927,000</b>	<b>\$81,638,000</b>

Source: Mead & Hunt and IMPLAN.

Similar to commercial service visitor-related payroll, visitors arriving via general aviation mostly support the payroll of workers in such industries as lodging and food service. Direct annual payroll attributable to spending by general aviation visitors is estimated at \$49.7 million. More than \$39 million of that payroll is attributed to visitors using Louisiana's general aviation airports.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The multiplier payroll impact associated with general aviation visitor spending is estimated at approximately \$31.9 million. When direct and multiplier payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of \$81.6 million is produced annually.

#### 4.2.5 Total Annual Payroll

The combined impacts of airport businesses and tenants, on-airport activities, CIP, commercial service visitor, and general aviation visitor-related payroll in Louisiana are identified in **Table 4-10**. The collective direct annual payroll impact supported by the study airports is approximately \$1.1 billion. Multiplier impacts add another \$985.5 million in annual payroll impacts to produce a total payroll impact of \$2.1 billion.

**Table 4-10: Louisiana Airports Total Annual Payroll**

Airport Name	Total Direct Payroll	Total Multiplier Payroll	Total Payroll
Louis Armstrong New Orleans International	\$605,264,000	\$499,416,000	\$1,104,680,000
Other Commercial Service Airports	\$272,437,000	\$258,581,000	\$531,018,000
General Aviation Airports	\$241,535,000	\$227,481,000	\$469,016,000
<b>Total Payroll</b>	<b>\$1,119,236,000</b>	<b>\$985,478,000</b>	<b>\$2,104,714,000</b>

Source: Mead & Hunt and IMPLAN.

### 4.3 Output Impacts

Economic output is the result of money spent, invested, and generated by aviation-related businesses, government agencies, and visitors. For this study, on-airport output is defined as annual gross sales for on-airport businesses and activities. The exceptions are organizations that do not generate revenue, such as corporate flight departments and government agencies. Airlines are also exceptions as it is difficult to attribute ticket revenues to specific airports. Output for these types of organizations is defined as operating expenses. Output for CIP is simply the expenditures related to those projects. Output related to commercial service and general aviation visitors is defined as spending by those people during their visits at locations that are not already captured by on-airport output, typically off-airport establishments. Annual economic output attributed to the system airports that benefits Louisiana's economy is discussed in this section.



#### 4.3.1 Output from On-Airport Activity

**Table 4-11** identifies annual output for all on-airport activities. Louisiana’ airports produce nearly \$2.0 billion in direct economic output, with more than 73 percent attributed to the state’s commercial service airports.

**Table 4-11: Louisiana On-Airport Output**

Airport Name	Direct On-Airport Output	Multiplier Output	Total On-Airport Output
Louis Armstrong New Orleans International	\$670,846,000	\$462,991,000	\$1,133,837,000
Other Commercial Service Airports	\$776,820,000	\$529,014,000	\$1,305,834,000
General Aviation Airports	\$530,116,000	\$334,402,000	\$864,518,000
<b>Total On-Airport Output</b>	<b>\$1,977,782,000</b>	<b>\$1,326,407,000</b>	<b>\$3,304,189,000</b>

Source: Mead & Hunt and IMPLAN.

As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Louisiana’s economy, leading to additional output impacts. Multiplier output impacts are estimated using IMPLAN multipliers, with an estimate of \$1.3 billion in multiplier output from on-airport activity. When direct and multiplier impacts are combined, the total annual output for the study airports from on-airport activity is over \$3.3 billion.

#### 4.3.2 Output from CIP Expenditures

Spending on CIP adds over \$309.0 million in direct output to the Louisiana economy, as shown in **Table 4-12**. Multiplier impacts add \$241.9 million in impacts, resulting in total CIP impacts of nearly \$551.0 million. Remember, the estimated annual CIP expenditures are based on the average of the three previous years of CIP expenditures.

**Table 4-12: Louisiana Output from CIP Expenditures**

Airport Name	Direct CIP Output	Multiplier Output	Total CIP Output
Louis Armstrong New Orleans International	\$109,634,000	\$85,826,000	\$195,460,000
Other Commercial Service Airports	\$150,125,000	\$117,524,000	\$267,649,000
General Aviation Airports	\$49,286,000	\$38,582,000	\$87,868,000
<b>Total CIP Output</b>	<b>\$309,045,000</b>	<b>\$241,932,000</b>	<b>\$550,977,000</b>

Source: Mead & Hunt and IMPLAN.

#### 4.3.3 Output from Commercial Service Visitor Spending

**Table 4-13** summarizes the output attributed to commercial visitor spending in Louisiana. Louis Armstrong New Orleans International Airport accounts for 92 percent of these impacts, with nearly \$1.6 billion in direct output related to visitor spending compared to \$1.7 billion in spending by visitors from all seven

commercial service airports. The recirculation of those impacts creates another \$1.1 billion in multiplier impacts. In total, the combined annual output from commercial service visitor spending is approximately \$2.8 billion.

**Table 4-13: Louisiana Output from Commercial Service Visitor Spending**

Airport Name	Direct Commercial Service Visitor Output	Multiplier Output	Total Commercial Service Visitor Output
Louis Armstrong New Orleans International	\$1,568,515,000	\$1,001,285,000	\$2,569,800,000
Other Commercial Service Airports	\$141,750,000	\$90,486,000	\$232,236,000
<b>Total Commercial Service Visitor Output</b>	<b>\$1,710,265,000</b>	<b>\$1,091,771,000</b>	<b>\$2,802,036,000</b>

Source: Mead & Hunt and IMPLAN.

#### 4.3.4 Output from General Aviation Visitor Spending

**Table 4-14** summarizes the output attributed to general aviation visitors using airports in Louisiana. Direct annual output is estimated at more than \$125.2 million, with over 78 percent of this attributable to the state’s general aviation airports.

As the businesses that support visitor activities recirculate this money, multiplier impacts estimated at \$82.8 million are created. Combining the direct and multiplier impacts of general aviation visitor spending yields total general aviation visitor output of \$208.0 million.

**Table 4-14: Louisiana Output from General Aviation Visitor Spending**

Airport Name	Direct GA Visitor Output	Multiplier Output	Total GA Visitor Output
Louis Armstrong New Orleans International	\$3,085,000	\$2,041,000	\$5,126,000
Other Commercial Service Airports	\$23,694,000	\$15,671,000	\$39,365,000
General Aviation Airports	\$98,449,000	\$65,107,000	\$163,556,000
<b>Total GA Visitor Output</b>	<b>\$125,228,000</b>	<b>\$82,819,000</b>	<b>\$208,047,000</b>

Source: Mead & Hunt and IMPLAN.

#### 4.3.5 Total Annual Output

**Table 4-15** presents the total combined annual output related to on-airport activities, CIP, and commercial service and general aviation visitor spending. Direct annual output measures more than \$4.1 billion. Multiplier output impacts are estimated at approximately \$2.7 billion annually. Combined direct and multiplier output from on-airport activities, CIP, and aviation visitors produce a total annual output of approximately \$6.9 billion for Louisiana's economy.

**Table 4-15: Louisiana Airports Total Annual Output**

Airport Name	Total Direct Output	Total Multiplier Output	Total Output
Louis Armstrong New Orleans International	\$2,352,080,000	\$1,552,143,000	\$3,904,223,000
Other Commercial Service Airports	\$1,092,389,000	\$752,695,000	\$1,845,084,000
General Aviation Airports	\$677,851,000	\$438,091,000	\$1,115,942,000
<b>Total Output</b>	<b>\$4,122,320,000</b>	<b>\$2,742,929,000</b>	<b>\$6,865,249,000</b>

Source: Mead & Hunt and IMPLAN.

## Chapter 5

### Forecast of Economic Impacts for 2026

The 2021 economic impacts of Louisiana’s airport system are tempered by the lingering effects of the COVID-19 pandemic. To better portray the economic potential of the airport system, the DOTD undertook a forecast of future economic impacts of the airport system. As explained later, a forecast year of 2026 was selected since the assumption was that the aviation industry would have recovered from the pandemic by that time, and the economic impact results would be illustrative of the airport system’s true potential. The results of that forecast found that the Louisiana airport system in 2026 would:

- Support 84,600 full-time equivalent jobs
- Provide \$3.5 billion in payroll
- Produce \$11.9 billion in economic output

The next sections provide the background for this analysis by looking at Louisiana’s overall economy, its future prospects, and industry forecasts, while focusing on the aviation industry’s recovery from the COVID-19 pandemic.

#### 5.1 Louisiana Socioeconomic Outlook

To better understand how Louisiana’s economy has functioned in the past and how it is expected to perform in the near future, this section examines the socioeconomic trends of Louisiana using data from the Complete Economic and Demographic Data Source (CEDDS) produced by Woods & Poole Economics. CEDDS provides historic socioeconomic data (such as population and per capita income for states and counties) along with projections of this data out to 2060. A review of the population, employment, and earnings for Louisiana will set the stage for the forecast of future economic impacts of the airport system. Typically, as population, employment, and income change in a particular market area, there is a corresponding change in demand for air carrier, air cargo, and general aviation services.

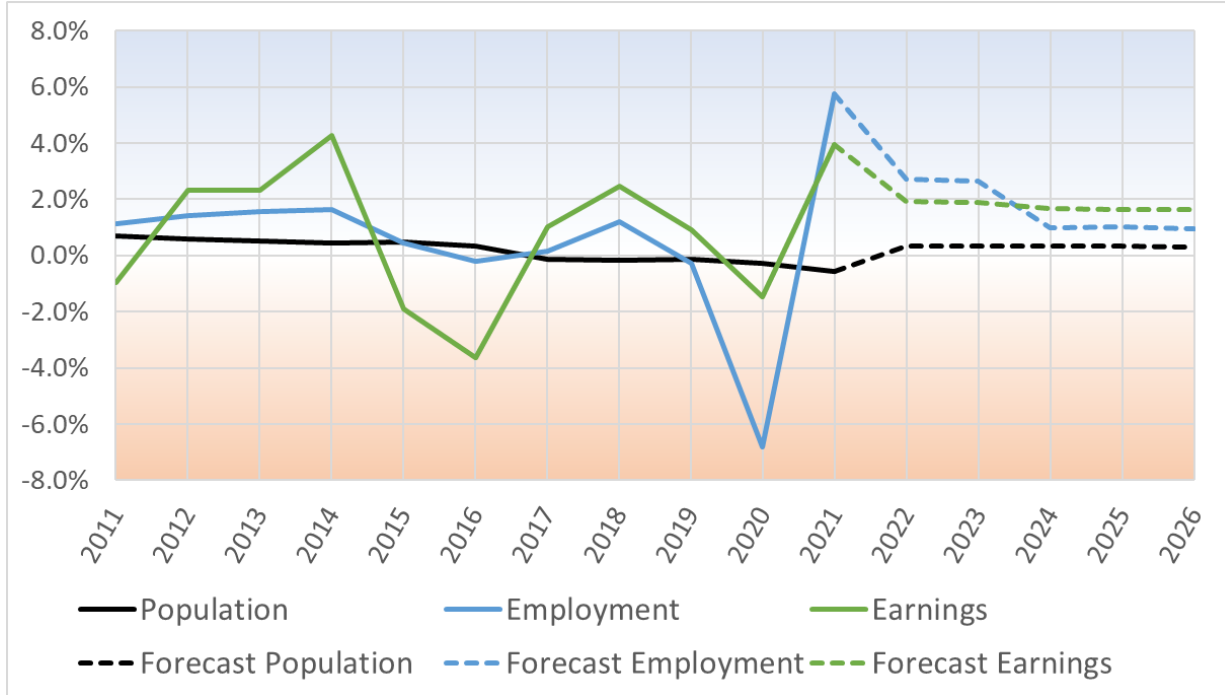
Using data from CEDDS, **Figure 5-1** shows the historic and projected annual percentage changes in population, employment, and earnings for Louisiana. Historic data is shown from 2011 to 2021 and forecast data out to 2026.

Population growth in Louisiana was more or less steady since 2011, with low growth prior to 2017 and a slight contraction through 2021. Louisiana’s population is expected to return to a low, but steady, growth rate throughout the forecast period.

The historic employment annual percentage changes clearly show the negative impact that shutting down the economy due to the pandemic had on employment in 2020. The easing of

restrictions in 2021 saw a positive spike in job growth that is expected to continue during the forecast period, although the pace is expected to slow after the pandemic recovery is completed.

**Figure 5-1: Percentage Change of Louisiana Population, Employment, and Earnings, 2011 to 2026**



Source: Woods & Poole Economics, *Complete Economic and Demographic Data Source (CEDDS)*.

The annual percentage changes in earnings follow a pattern similar to the employment data. The drop in earnings related to the pandemic was not as severe as the decline in employment, partly due to the pandemic adversely impacting lower wage workers more than higher wage workers.

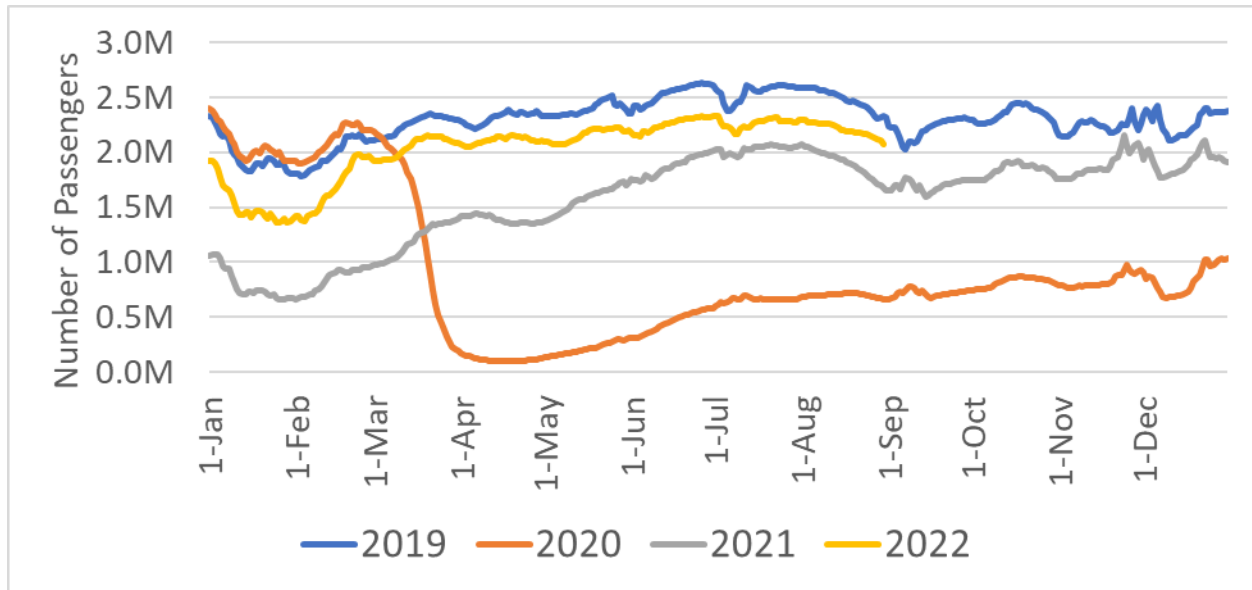
This is in contrast to the slump in earnings in the 2015 to 2016 timeframe, when Louisiana was hit by a recession due to dropping oil prices. Earnings jumped in 2021 and are expected to continue steady, positive growth out to 2026.

## 5.2 Aviation Industry Forecasts

Several organizations routinely forecast aviation activity, with many looking to answer the question of when the aviation industry will recover from the pandemic, and aviation activity will return to pre-pandemic levels. One measure of this is the seven-day moving average of the number of daily passengers passing through TSA screening points at all U.S. airports. As shown in **Figure 5-2**, this passenger throughput dropped dramatically in 2020 at the start of the pandemic but has risen each year since then. The averages for 2022 still

lag behind the averages from 2019, but the gap is diminishing, implying that passenger numbers are likely to exceed 2019 levels in the next couple of years.

**Figure 5-2: Seven-Day Average Passenger Throughput at All U.S. Airports**



Source: Flight Business Intelligence.

This study looked at the most current activity projections put forth by Airlines for America, Airbus, and Boeing. The Airbus and Boeing forecasts focus on the future demand for new aircraft, and a key input is anticipated passenger and cargo demand. All three forecasts attempt to answer the question, “How long before aviation activity is expected to recover to levels achieved in 2019 before the pandemic?”

### 5.2.1 Airlines for America

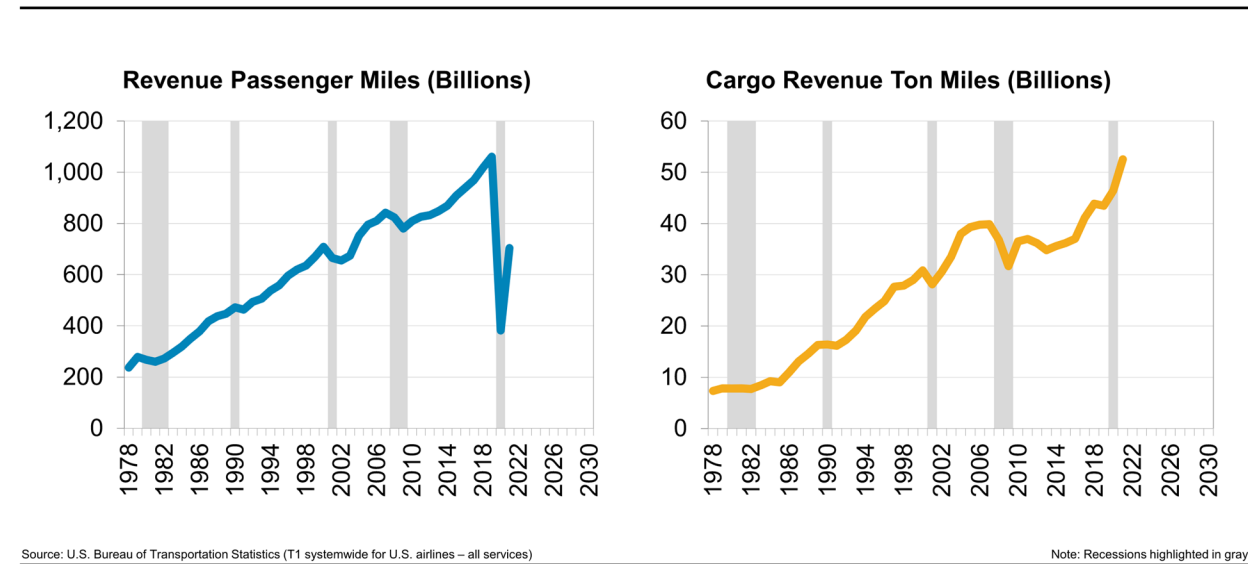
Airlines for America, a lobbyist organization that represents the interests of its U.S. airline members, has tracked the operational and financial recovery of the U.S. airline industry following its downturn from the COVID-19 pandemic. It periodically publishes reports that provide the current status of the recovery. Its August 30, 2022, report, “Emerging From the Pandemic,” emphasized the following points:

- Airlines are expected to post modest profits in 2022, indicating that the recovery is progressing.
- In contrast to passenger activity, air cargo surged during the pandemic and is expected to reach another record high in 2022.
- The recovery is threatened by inflation, especially due to rising fuel and labor costs.
- Fuel costs are expected to hit all-time highs in 2022.

- After the Great Recession started in late 2008, it took more than seven years for passenger volumes to return to pre-recession levels.

Two points call for further elaboration. The first is the performance difference between passenger and air cargo activity. **Figure 5-3** illustrates this disparity. While passenger activity dropped precipitously, air cargo activity grew throughout the pandemic. Many factors contributed to this growth, including lockdowns that pushed consumers to making purchases online that partly drove demand for air cargo services.

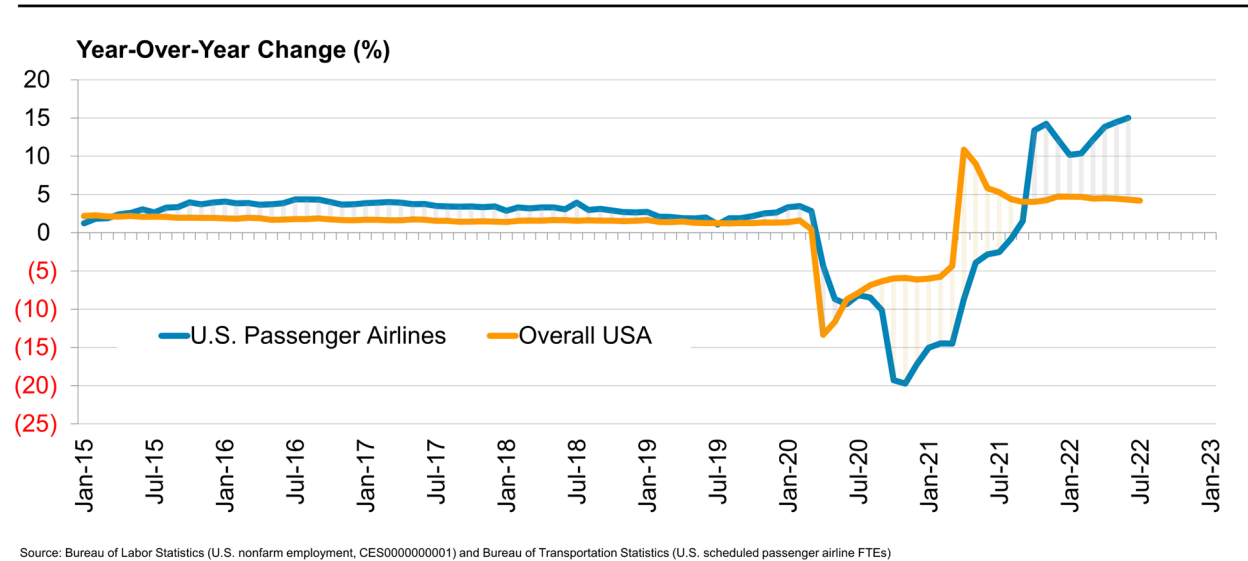
**Figure 5-3: Historic Trends of Revenue Passenger Miles and Cargo Revenue Ton Miles**



Source: Airlines for America, *Industry Review: Allocating Capital to Benefit Customers, Employees and Investors*, August 25, 2022.

The second point is that the aviation industry recovery is on track but will likely lag behind the rest of the U.S. economy. **Figure 5-4** illustrates this using the annual percentage change in airline employment as compared to all employment throughout the U.S. It can be seen that airline employment was hit harder by the pandemic than the rest of the work force, and that airline hiring in the wake of the pandemic trailed behind the recovery that the overall U.S. work force was experiencing.

**Figure 5-4: Comparison of Percentage Change of U.S. Airline Employment to All U.S. Employment**



Source: Airlines for America, *Industry Review: Allocating Capital to Benefit Customers, Employees and Investors*, August 25, 2022.

### 5.2.2 Airbus Global Market Forecast 2021 - 2040

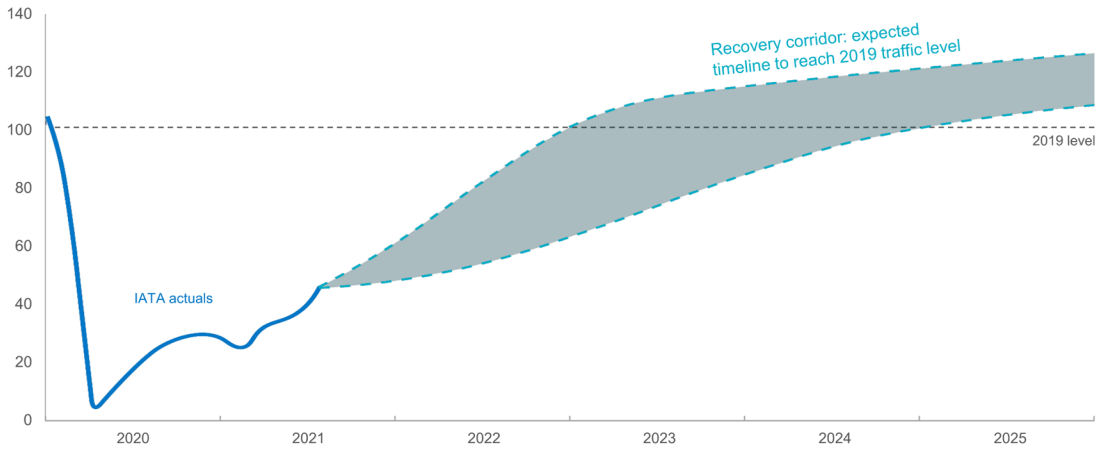
Airbus looked at future traffic growth and aircraft demand to develop its forecast. Two key points came out of the Airbus forecast. The first, as shown in **Figure 5-5**, is that Airbus expects the airline industry to recover to pre-pandemic activity levels between 2023 and 2025.

The second point, illustrated in **Figure 5-6**, is that, following the recovery, aviation traffic growth is expected to parallel the growth experienced prior to the pandemic. In other words, the pandemic did not alter the long-term growth prospects of the aviation industry, it simply pushed the baseline back by a couple of years.



**Figure 5-5: Airbus Forecasts Air Traffic to Fully Recover Between 2023 and 2025**

Traffic (RPKs) base 100 compared to equivalent month in 2019



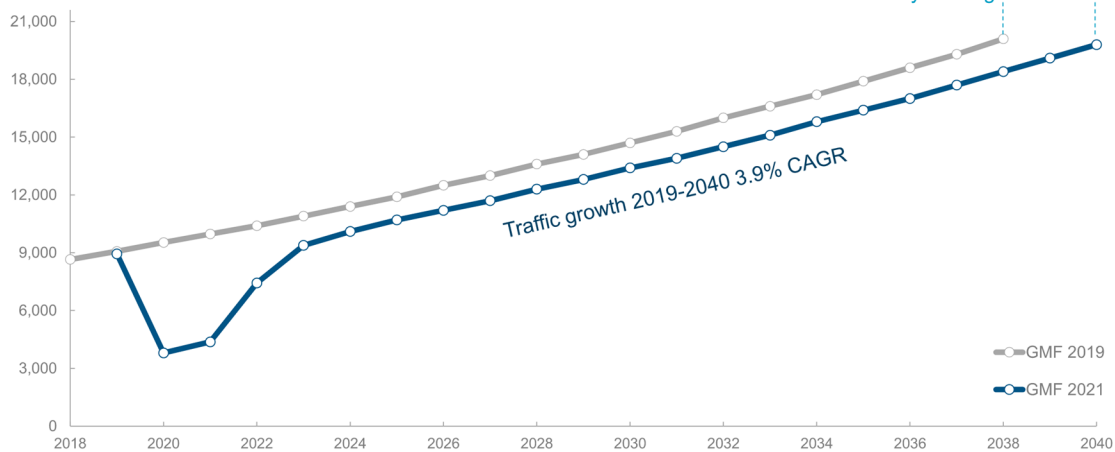
Source: OAG, FR24, SABRE, IATA, IHS Markit, OWID, September 21 projection from Airbus GMF

**AIRBUS**

Source: Airbus Global Market Forecast 2021 - 2040.

**Figure 5-6: Traffic Expected to Resume Growth, Lagging Pre-Pandemic Forecasts by Two Years**

Annual RPK (billions)



Source: IHS, Airbus GMF

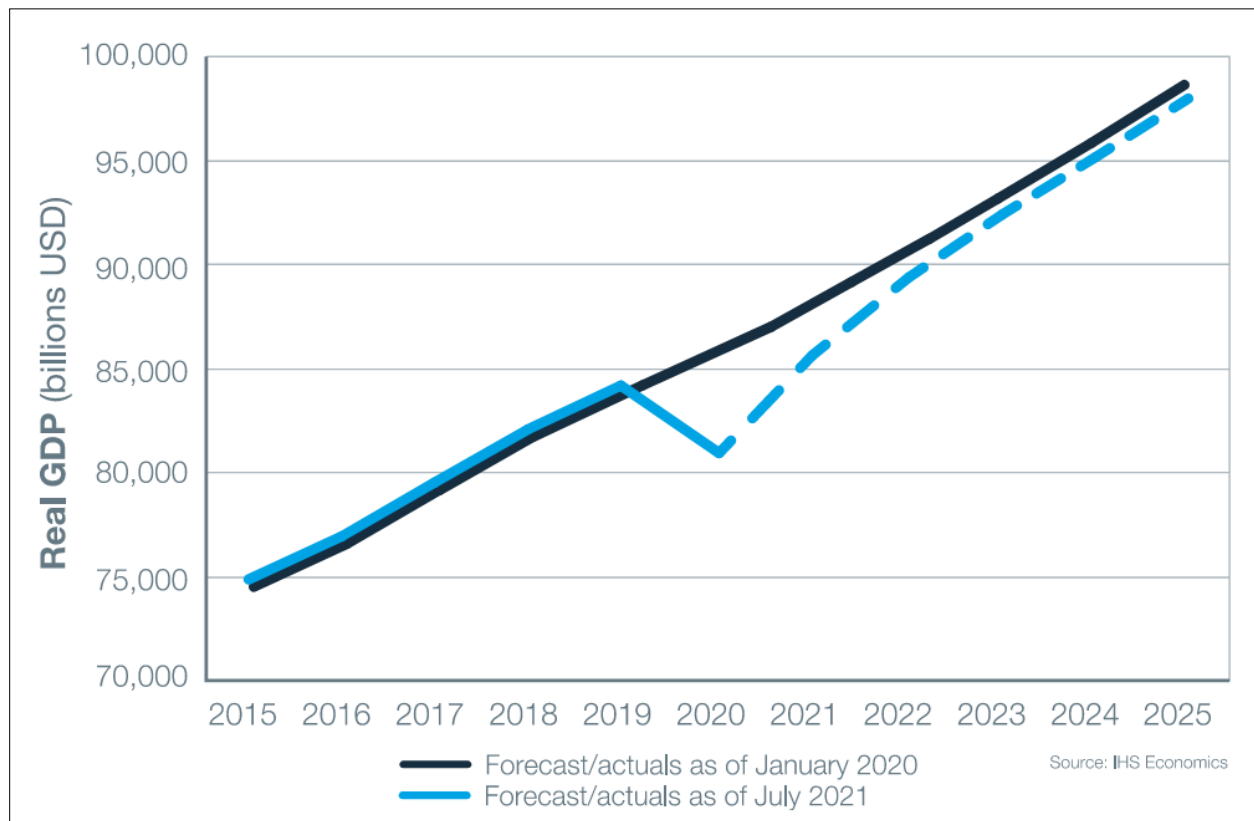
**AIRBUS**

Source: Airbus Global Market Forecast 2021 - 2040.

### 5.2.3 Boeing Commercial Market Outlook, 2021 - 2040

The Boeing Commercial Market Outlook focused on the economic fundamentals that Boeing believes will drive future economic growth. Its examination of global gross domestic product (GDP) found evidence that the recovery to pre-pandemic levels was well underway. Their forecast of global GDP called for a return to pre-crisis levels by mid-decade. **Figure 5-7** depicts the impact of the pandemic on global GDP and the subsequent recovery to pre-pandemic levels.

**Figure 5-7: Boeing’s Forecast of Global GDP Recovers by 2025**



Source: Boeing Commercial Market Outlook 2021 - 2040.

In conclusion, these forecasts of aviation activity generally agree that recovery to pre-pandemic levels is expected to occur by 2025, or sooner. Therefore, a 2026 forecast of economic impacts should demonstrate the economic impacts expected from a Louisiana airport system that no longer suffers from the influences of the pandemic and has experienced typical growth.

In developing the forecast of 2026 economic impacts, several assumptions needed to be made and clarifications stated. This forecast comes with the following caveats.

- It assumes that, despite evidence of a contracting U.S. economy during the first six months of 2022, no recession occurs between 2022 and 2026.
- Results are expressed in 2026 dollars, which is detailed below.
- There are uncertainties inherent in forecasting future results, and actual results will vary from estimates because events and circumstances frequently do not occur as expected. Such variances may be material, which could significantly impact future results.

### 5.3 Inflation Forecast

In order to express results in 2026 dollars, estimating a rate of inflation between now and 2026 is necessary. Inflation is fundamentally the result of various factors impacting supply and demand. When supply is low, costs increase. This relationship applies to items that consumers purchase, such as groceries, energy, or air travel. It also applies to business costs, such as labor. When workers are in short supply, businesses are forced to offer higher wages to fill positions. Costs also increase when demand is high. Government monetary policy can also drive inflation by impacting supply and demand. As an example, the federal government's massive spending in response to the pandemic drove up demand in areas where it was spending. Meanwhile, the federal government was also putting additional cash into the hands of consumers, who further drove up demand when they spent it. Without a corresponding injection to the supply side, the economy adjusted through higher inflation.

Predicting future inflation is challenging because of the multitude of factors that can drive inflation – supply chain issues, federal fiscal policy, and consumer confidence, to name a few. Determining a reasonable inflation rate is important because, for this model of economic impacts, every percentage point of higher annual inflation between 2021 and 2026 increases the 2026 total output of Louisiana's airport system by approximately \$500 million.

The Federal Reserve Bank of Philadelphia periodically surveys economists to develop a consensus forecast of inflation. Recent surveys of predicted inflation for all of 2022 ranged from 2.95 percent up to 3.60 percent, while forecasts beyond 2026 expect inflation to vary between 2.5 and 2.8 percent annually. These predictions run counter to inflation rates of more than 8 percent for the first half of 2022, based on consumer price index data from the Bureau of Labor Statistics. However, there is evidence that the economy is slowing, and may already be in a recession, which historically has resulted in falling demand. Couple this downturn with the Federal Reserve raising interest rates (which is intended to dampen

demand), and the expectation is that inflation will moderate in the second half of 2022 and return to more typical levels in future years.

With inflation for early 2022 at levels not seen since 1980, and government spending continuing to increase, this forecast assumed that average annual inflation through 2026 would trend higher than what the Philadelphia Federal Reserve reported in its last survey. This estimate assumed an average inflation rate of 4.5 percent annually out to 2026.

## 5.4 Forecast Methodology

The three main elements of the forecast – on-airport activity (including capital improvements), visitors using passenger airlines, and visitors using general aviation – are described in terms of the methodology, data sources, and assumptions used to arrive at forecasted economic impacts.

### 5.4.1 Forecast of On-Airport Impacts

The forecast of on-airport impacts starts with the estimate of future employment. Using Louisiana’s statewide predicted employment growth rate, the employment levels at Louisiana’s airports were estimated for 2026. From 2021 to 2026, the average annual rate of overall employment growth in Louisiana is projected at 1.7 percent. This annual growth rate was applied to the 2021 employment of all aviation sectors, with the exception of air cargo and flight instruction, to estimate on-airport employment at Louisiana’s airports in 2026.

As indicated in the Airlines for America forecast, air cargo did not experience the downturn that most of the aviation industry suffered. In fact, dedicated air cargo airlines experienced healthy growth during the pandemic as locked down consumers turned to e-commerce to fulfill wants and needs. Additionally, when passenger airlines reduced their schedule (also cutting aircraft cargo capacity), air cargo airlines expanded capacity to pick up this demand. These factors helped drive demand for air cargo services, and it is expected that air cargo will continue to grow at above average levels. Based on Boeing’s forecast of air cargo activity, this study used an annual average growth rate of 2.5 percent for air cargo employment from 2021 to 2026.

The pilot shortage can be expected to increase demand for flight training services. Therefore, employment at Louisiana’s flight schools was projected to grow at twice the average rate of the other sectors, or 3.4 percent annually.

Once employment numbers were estimated for 2026, the ratios of payroll, output, and capital improvement project expenditures per full-time equivalent employee

from the 2021 impacts were applied to the estimated 2026 employment numbers to obtain the respective projected results. Since the ratios used were in 2021 dollars, an adjustment for inflation was made to express the results in 2026 dollars.

#### **5.4.2 Forecast of Commercial Service Visitor Impacts**

Like the estimate of 2021 commercial service visitor impacts, the 2026 forecast for this element starts with the number of enplaned passengers using Louisiana's commercial service airports in 2026. Baseline data consisted of forecasts of enplanements obtained from each airport that reported enplanements. None of these forecasts were developed after the pandemic, so the FAA TAF was consulted. The TAF was published in March 2022 and includes the impacts from the pandemic and subsequent recovery. Furthermore, the TAF 2026 enplanement forecast for each of Louisiana's commercial service airports shows that enplanements at each airport exceeded their 2019 enplanement numbers, which aligns with the expected recovery described in the industry forecast section.

From these future enplanements, visitor spending was estimated by using the same percentage of visitors, and estimated average spending per visitor, used for the 2021 results. Ratios from IMPLAN were used to estimate the number of employees supported by that visitor spending. The same average payroll per employee from the 2021 results was used to estimate the 2026 results. Finally, visitor spending and payroll estimates were adjusted to 2026 dollars.

Note that the ratio of employees to visitor spending was applied to the 2026 commercial visitor spending before inflating to 2026 dollars. This was done because the IMPLAN ratio of employees to visitor spending was based on 2021 data.

#### **5.4.3 Forecast of General Aviation Visitor Impacts**

The forecast of spending by general aviation visitors started with the forecast of itinerant general aviation operations in Louisiana in 2026. In order to use a consistent source of information for the future estimate, the FAA TAF was used. Although most airports are featured in the TAF, not all of Louisiana's system airports are included. For those airports not included, their operations were assumed to remain constant from 2021 through 2026.

Itinerant general aviation operations were used to estimate general aviation visitor spending by using the same assumptions for percentage of true transients, average number of visitors per arriving aircraft, and average spending per visitor. The ratio of employment to general aviation visitor spending from the IMPLAN model was used to estimate employment related to general aviation visitor

spending in 2026. The same average payroll per employee used to estimate 2021 general aviation visitor-related payroll was used to estimate the respective payroll for 2026. Both general aviation visitor spending and payroll were inflated to 2026 dollars.

The methods described previously resulted in direct impacts that were used as inputs for an IMPLAN linear input-output economic impact model similar to the one developed to estimate the 2021 economic impacts. The model took these inputs and produced an output in the form of multiplier impacts. The direct and multiplier impacts were added together to produce total impacts.

### 5.5 Forecast of 2026 Airport System Economic Impact Results

The results of the forecast methodology described above are shown in **Table 5-1**. The table provides details on the employment, payroll, and output attributed to the Louisiana airport system in 2026. It shows that the airport system is expected to produce in 2026 direct economic impacts of nearly 49,000 jobs with an associated payroll of approximately \$1.9 billion. These airports would also generate approximately \$7.2 billion in direct output.

**Table 5-1: Economic Impact Forecast of Louisiana’s Airport System in 2026**

Economic Impact	Employment	Payroll	Output
<b>Direct Impacts</b>			
On-Airport	9,810	\$674,000,000	\$2,713,000,000
CIP	2,140	\$108,000,000	\$424,000,000
Commercial Service Visitors	34,890	\$1,043,000,000	\$3,858,000,000
General Aviation Visitors	<u>2,150</u>	<u>\$64,000,000</u>	<u>\$162,000,000</u>
<b>Sum of Direct Impacts</b>	<b>48,990</b>	<b>\$1,889,000,000</b>	<b>\$7,157,000,000</b>
<b>Multiplier Impacts</b>			
On-Airport	12,990	\$686,000,000	\$1,852,000,000
CIP	2,310	\$78,000,000	\$332,000,000
Commercial Service Visitors	19,510	\$800,000,000	\$2,463,000,000
General Aviation Visitors	<u>830</u>	<u>\$42,000,000</u>	<u>\$108,000,000</u>
<b>Sum of Multiplier Impacts</b>	<b>35,640</b>	<b>\$1,606,000,000</b>	<b>\$4,755,000,000</b>
<b>Total Impacts</b>			
On-Airport	22,800	\$1,360,000,000	\$4,565,000,000
CIP	4,450	\$186,000,000	\$756,000,000
Commercial Service Visitors	54,400	\$1,843,000,000	\$6,321,000,000
General Aviation Visitors	<u>2,980</u>	<u>\$106,000,000</u>	<u>\$270,000,000</u>
<b>Sum of Total Impacts</b>	<b>84,630</b>	<b>\$3,495,000,000</b>	<b>\$11,912,000,000</b>

Source: Mead & Hunt and IMPLAN.

The bulk of these direct impacts come from commercial airline visitor-related spending, which is expected to have recovered from the effects of the pandemic by 2026. On-airport activity provided the next largest set of impacts.

The multiplier impacts followed a similar pattern, with commercial service, visitor-related impacts contributing the largest impacts. The combination of the direct impacts with the multiplier impacts produced the total impacts.

This forecast of 2026 economic impact results for the Louisiana airport system was based upon the 2021 results and projections of future growth. The results, expressed in 2026 dollars, illustrate the economic impacts of an airport system unaffected by the repercussions of a global pandemic. With employment in excess of 84,000, and economic output of nearly \$12 billion, the results show that the Louisiana airport system is a significant driver of the state's economy.

## Chapter 6

### Economic Impact Summary

Louisiana’s system of 68 public-use airports is a crucial element of the statewide economy. This study examined the economic contributions of these facilities in terms of employment, payroll, and economic output. Such economic impacts are generated by on-airport operations and businesses, CIP expenditures, spending by Louisiana visitors arriving via aviation, and the multiplier effect caused as direct impacts are recirculated within the state’s economy.

Despite the lingering effects of the 2020 pandemic, the Louisiana airport system produced significant economic impacts in 2021, which are summarized in **Table 6-1**.

**Table 6-1: Economic Impact Summary of Louisiana’s Airport System in 2021**

Economic Impact	Employment	Payroll	Output
<b>Direct Impacts</b>			
On-Airport	9,043	\$528,481,000	\$1,977,782,000
CIP	1,934	\$78,682,000	\$309,045,000
Commercial Service Visitors	19,264	\$462,362,000	\$1,710,265,000
General Aviation Visitors	<u>2,071</u>	<u>\$49,711,000</u>	<u>\$125,228,000</u>
<b>Sum of Direct Impacts</b>	<b>32,312</b>	<b>\$1,119,236,000</b>	<b>\$4,122,320,000</b>
<b>Multiplier Impacts</b>			
On-Airport	12,421	\$541,944,000	\$1,326,407,000
CIP	2,106	\$56,992,000	\$241,932,000
Commercial Service Visitors	10,773	\$354,615,000	\$1,091,771,000
General Aviation Visitors	<u>795</u>	<u>\$31,927,000</u>	<u>\$82,819,000</u>
<b>Sum of Multiplier Impacts</b>	<b>26,095</b>	<b>\$985,478,000</b>	<b>\$2,742,929,000</b>
<b>Total Impacts</b>			
On-Airport	21,464	\$1,070,425,000	\$3,304,189,000
CIP	4,040	\$135,674,000	\$550,977,000
Commercial Service Visitors	30,037	\$816,977,000	\$2,802,036,000
General Aviation Visitors	<u>2,866</u>	<u>\$81,638,000</u>	<u>\$208,047,000</u>
<b>Sum of Total Impacts</b>	<b>58,407</b>	<b>\$2,104,714,000</b>	<b>\$6,865,249,000</b>

Source: Mead & Hunt and IMPLAN.

To better illustrate the economic impacts that the Louisiana airport system is capable of producing, this study projected the economic impacts for the system in 2026. Based on multiple forecasts, it is thought that the aviation industry will have recovered from the effects of the pandemic by then.



Key findings of the study include the following:

- Louisiana’s airports generated approximately \$7 billion in total economic output in 2021. By 2026, the system is expected to produce approximately \$12 billion in total economic output.
- The system airports supported over 58,000 Louisiana jobs either directly or indirectly in 2021. Once the system recovers from the pandemic, it is expected to support more than 84,000 jobs.
- Those jobs in 2021 provided a total payroll of more than \$2.1 billion. The system is expected to generate nearly \$3.5 billion in total payroll in 2026.

This study has shown how important Louisiana’s system of public airports is to the state’s economy. These airports provide vital transportation services for citizens across Louisiana. Direct benefits to residents and businesses result from the safe and efficient transportation airports provide. Indirect benefits come through the delivery of packages and goods, visits from family and friends, and an improved quality of life. This economic impact analysis illustrated the magnitude of the economic impact that Louisiana receives from its network of airports in 2021 and the even greater potential expected once the effects of the pandemic are overcome.

# Appendix A

## Detailed Economic Impact Tables

**Table A-1: Estimates of General Aviation Itinerant Arrivals to Louisiana Airports**

Associated City	Airport	Total GA Operations	GA Itinerant Percent	GA Itinerant Operations	True Transient Percent	GA True Transient Operations
<b>Commercial Service Airports</b>						
Alexandria	Alexandria International	15,488	52%	7,996	33%	2,639
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	42,401	71%	29,987	33%	9,896
Lafayette	Lafayette Regional	34,063	50%	17,015	33%	5,615
Lake Charles	Lake Charles Regional	27,520	32%	8,834	33%	2,915
Monroe	Monroe Regional	19,716	66%	13,038	33%	4,303
New Orleans	Louis Armstrong New Orleans Intl.	16,697	56%	9,322	33%	3,076
Shreveport	Shreveport Regional	20,326	52%	10,581	33%	3,492
<b>Commercial Service Airports Total</b>		<b>176,211</b>	<b>55%</b>	<b>96,773</b>	<b>33%</b>	<b>31,936</b>
<b>General Aviation Airports</b>						
Abbeville	Abbeville Chris Crusta Memorial	91,520	19%	17,312	33%	5,713
Alexandria	Esler Regional	6,725	79%	5,300	33%	1,749
Arcadia	Arcadia-Bienville Parish	8,400	38%	3,200	33%	1,056
Bastrop	Morehouse Memorial	30,000	33%	10,000	33%	3,300
Bogalusa	George R. Carr Memorial Air Field	24,000	33%	8,000	33%	2,640
Bunkie	Bunkie Municipal	6,500	31%	2,000	33%	660
Columbia	Caldwell Parish	13,750	27%	3,750	33%	1,238
Coushatta	Red River	5,500	27%	1,500	33%	495
Covington	St. Tammany Regional	25,500	39%	10,000	33%	3,300
Crowley	Le Gros Memorial	9,000	22%	2,000	33%	660
De Quincy	De Quincy Industrial Airpark	8,600	30%	2,600	33%	858
De Ridder	Beauregard Regional	13,400	46%	6,200	33%	2,046
Delhi	Delhi Municipal	8,000	50%	4,000	33%	1,320
Eunice	Eunice	15,000	33%	5,000	33%	1,650
Farmerville	Union Parish	15,500	23%	3,500	33%	1,155
Franklinton	Franklinton	14,000	39%	5,500	33%	1,815
Galliano	South Lafourche Leonard Miller Jr.	24,039	22%	5,277	33%	1,741
Gonzales	Louisiana Regional	85,000	29%	25,000	33%	8,250
Hammond	Hammond Northshore Regional	66,500	53%	35,000	33%	11,550
Homer	Homer Municipal	1,710	44%	750	33%	248
Houma	Houma-Terrebonne	81,991	14%	11,576	33%	3,820
Jackson	Feliciana Airpark	1,750	43%	750	33%	248
Jeanerette	Le Maire Memorial	13,500	41%	5,500	33%	1,815
Jena	Jena	15,000	33%	5,000	33%	1,650

Associated City	Airport	Total GA Operations	GA Itinerant Percent	GA Itinerant Operations	True Transient Percent	GA True Transient Operations
Jennings	Jennings	50,480	32%	16,000	33%	5,280
Jonesboro	Jonesboro	6,000	67%	4,000	33%	1,320
Jonesville	Jonesville	55,000	18%	10,000	33%	3,300
Lake Charles	Chennault International	10,568	65%	6,842	33%	2,258
Lake Providence	Byerley	7,000	29%	2,000	33%	660
Leesville	Leesville	13,000	23%	3,000	33%	990
Mansfield	C.E. "Rusty" Williams	9,500	53%	5,000	33%	1,650
Many	Hart	5,000	60%	3,000	33%	990
Marksville	Marksville Municipal	10,300	21%	2,200	33%	726
Minden	Minden	4,952	46%	2,263	33%	747
Natchitoches	Natchitoches Regional	10,825	53%	5,775	33%	1,906
New Iberia	Acadiana Regional	44,926	24%	10,798	33%	3,563
New Orleans	Lakefront	63,796	61%	39,113	33%	12,907
New Roads	False River Regional	75,750	21%	15,750	33%	5,198
Oak Grove	Kelly Dumas	10,000	50%	5,000	33%	1,650
Oakdale	Allen Parish	12,600	28%	3,500	33%	1,155
Opelousas	St. Landry Parish-Ahart Field	24,000	38%	9,000	33%	2,970
Patterson	Harry P. Williams Memorial	45,000	51%	23,000	33%	7,590
Pineville	Pineville Municipal	25,000	40%	10,000	33%	3,300
Pollock	Pollock Municipal	1,250	20%	250	33%	83
Rayville	John H. Hooks Jr. Memorial	18,000	33%	6,000	33%	1,980
Reserve	Port of South Louisiana Executive Regional	20,800	19%	4,000	33%	1,320
Ruston	Ruston Regional	86,200	7%	6,200	33%	2,046
Shreveport	Shreveport Downtown	37,300	51%	19,000	33%	6,270
Slidell	Slidell	108,000	28%	30,000	33%	9,900
Springhill	Springhill	6,250	40%	2,500	33%	825
St. Joseph	Tensas Parish	15,000	20%	3,000	33%	990
Sulphur	Southland Field	21,350	43%	9,100	33%	3,003
Tallulah	Scott	30,000	20%	6,000	33%	1,980
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	4,000	63%	2,500	33%	825
Thibodaux	Thibodaux Municipal	6,500	46%	3,000	33%	990
Vidalia	Concordia Parish	10,000	35%	3,500	33%	1,155
Vivian	Vivian	11,000	73%	8,000	33%	2,640
Welsh	Welsh	15,000	33%	5,000	33%	1,650
Winnfield	David G. Joyce	4,500	56%	2,500	33%	825
Winnsboro	Winnsboro Municipal	25,000	20%	5,000	33%	1,650
Woodworth	Woodworth	18,000	44%	8,000	33%	2,640
<b>General Aviation Airports Total</b>		<b>1,506,732</b>	<b>32%</b>	<b>478,506</b>	<b>33%</b>	<b>157,909</b>
<b>All Airports Total</b>		<b>1,682,943</b>	<b>34%</b>	<b>575,279</b>	<b>33%</b>	<b>189,845</b>

Source: Mead & Hunt and IMPLAN.

**Table A-2: Estimates of General Aviation Visitors to Louisiana Airports**

Associated City	Airport	GA True Transient Operations	GA True Transient Arrivals	Visitors per Arrival	Estimated GA Visitors
<b>Commercial Service Airports</b>					
Alexandria	Alexandria International	2,639	1,319	3.4	4,486
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	9,896	4,948	3.4	16,823
Lafayette	Lafayette Regional	5,615	2,807	3.4	9,545
Lake Charles	Lake Charles Regional	2,915	1,458	3.4	4,956
Monroe	Monroe Regional	4,303	2,151	3.4	7,314
New Orleans	Louis Armstrong New Orleans Intl.	3,076	1,538	3.4	5,230
Shreveport	Shreveport Regional	3,492	1,746	3.4	5,936
<b>Commercial Service Airports Total</b>		<b>31,936</b>	<b>15,967</b>	<b>3.4</b>	<b>54,290</b>
<b>General Aviation Airports</b>					
Abbeville	Abbeville Chris Crusta Memorial	5,713	2,856	3.4	9,712
Alexandria	Esler Regional	1,749	875	2.6	2,274
Arcadia	Arcadia-Bienville Parish	1,056	528	2.6	1,373
Bastrop	Morehouse Memorial	3,300	1,650	3.4	5,610
Bogalusa	George R. Carr Memorial Air Field	2,640	1,320	3.4	4,488
Bunkie	Bunkie Municipal	660	330	2.6	858
Columbia	Caldwell Parish	1,238	619	3.4	2,104
Coushatta	Red River	495	248	2.6	644
Covington	St. Tammany Regional	3,300	1,650	3.4	5,610
Crowley	Le Gros Memorial	660	330	2.6	858
De Quincy	De Quincy Industrial Airpark	858	429	2.6	1,115
De Ridder	Beauregard Regional	2,046	1,023	3.4	3,478
Delhi	Delhi Municipal	1,320	660	2.6	1,716
Eunice	Eunice	1,650	825	3.4	2,805
Farmerville	Union Parish	1,155	578	3.4	1,964
Franklinton	Franklinton	1,815	908	3.4	3,086
Galliano	South Lafourche Leonard Miller Jr.	1,741	871	3.4	2,960
Gonzales	Louisiana Regional	8,250	4,125	3.4	14,025
Hammond	Hammond Northshore Regional	11,550	5,775	3.4	19,635
Homer	Homer Municipal	248	124	2.6	322
Houma	Houma-Terrebonne	3,820	1,910	3.4	6,494
Jackson	Feliciana Airpark	248	124	2.6	322
Jeanerette	Le Maire Memorial	1,815	908	3.4	3,086
Jena	Jena	1,650	825	3.4	2,805
Jennings	Jennings	5,280	2,640	3.4	8,976
Jonesboro	Jonesboro	1,320	660	2.6	1,716
Jonesville	Jonesville	3,300	1,650	3.4	5,610
Lake Charles	Chennault International	2,258	1,129	2.6	2,935
Lake Providence	Byerley	660	330	2.6	858

Associated City	Airport	GA True Transient Operations	GA True Transient Arrivals	Visitors per Arrival	Estimated GA Visitors
Leesville	Leesville	990	495	3.4	1,683
Mansfield	C.E. "Rusty" Williams	1,650	825	2.6	2,145
Many	Hart	990	495	2.6	1,287
Marksville	Marksville Municipal	726	363	2.6	944
Minden	Minden	747	373	2.6	971
Natchitoches	Natchitoches Regional	1,906	953	2.6	2,477
New Iberia	Acadiana Regional	3,563	1,782	3.4	6,058
New Orleans	Lakefront	12,907	6,454	3.4	21,942
New Roads	False River Regional	5,198	2,599	3.4	8,836
Oak Grove	Kelly Dumas	1,650	825	2.6	2,145
Oakdale	Allen Parish	1,155	578	3.4	1,964
Opelousas	St. Landry Parish-Ahart Field	2,970	1,485	3.4	5,049
Patterson	Harry P. Williams Memorial	7,590	3,795	3.4	12,903
Pineville	Pineville Municipal	3,300	1,650	3.4	5,610
Pollock	Pollock Municipal	83	41	2.6	107
Rayville	John H. Hooks Jr. Memorial	1,980	990	3.4	3,366
Reserve	Port of South Louisiana Executive Regional	1,320	660	3.4	2,244
Ruston	Ruston Regional	2,046	1,023	3.4	3,478
Shreveport	Shreveport Downtown	6,270	3,135	3.4	10,659
Slidell	Slidell	9,900	4,950	3.4	16,830
Springhill	Springhill	825	413	2.6	1,073
St. Joseph	Tensas Parish	990	495	3.4	1,683
Sulphur	Southland Field	3,003	1,502	3.4	5,105
Tallulah	Scott	1,980	990	3.4	3,366
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	825	413	3.4	1,403
Thibodaux	Thibodaux Municipal	990	495	2.6	1,287
Vidalia	Concordia Parish	1,155	578	2.6	1,502
Vivian	Vivian	2,640	1,320	2.6	3,432
Welsh	Welsh	1,650	825	3.4	2,805
Winnfield	David G. Joyce	825	413	2.6	1,073
Winnsboro	Winnsboro Municipal	1,650	825	3.4	2,805
Woodworth	Woodworth	2,640	1,320	3.4	4,488
<b>General Aviation Airports Total</b>		<b>157,909</b>	<b>78,960</b>	<b>3.3</b>	<b>258,159</b>
<b>All Airports Total</b>		<b>189,845</b>	<b>94,927</b>	<b>3.3</b>	<b>312,449</b>

Source: Mead & Hunt and IMPLAN.

**Table A-3: Estimates of General Aviation Visitor Expenditures at Louisiana Airports**

Associated City	Airport	Estimated GA Visitors	Tier	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
<b>Commercial Service Airports</b>					
Alexandria	Alexandria International	4,486	Tier 2	\$145	\$650,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	16,823	Tier 1	\$590	\$9,925,000
Lafayette	Lafayette Regional	9,545	Tier 1	\$590	\$5,632,000
Lake Charles	Lake Charles Regional	4,956	Tier 1	\$590	\$2,924,000
Monroe	Monroe Regional	7,314	Tier 2	\$145	\$1,061,000
New Orleans	Louis Armstrong New Orleans Intl.	5,230	Tier 1	\$590	\$3,085,000
Shreveport	Shreveport Regional	5,936	Tier 1	\$590	\$3,502,000
<b>Commercial Service Airports Total</b>		<b>54,290</b>		<b>54,290</b>	<b>\$26,779,000</b>
<b>General Aviation Airports</b>					
Abbeville	Abbeville Chris Crusta Memorial	9,712	Tier 1	\$590	\$5,730,000
Alexandria	Esler Regional	2,274	Tier 3	\$130	\$296,000
Arcadia	Arcadia-Bienville Parish	1,373	Tier 3	\$130	\$178,000
Bastrop	Morehouse Memorial	5,610	Tier 2	\$145	\$813,000
Bogalusa	George R. Carr Memorial Air Field	4,488	Tier 2	\$145	\$651,000
Bunkie	Bunkie Municipal	858	Tier 3	\$130	\$112,000
Columbia	Caldwell Parish	2,104	Tier 2	\$145	\$305,000
Coushatta	Red River	644	Tier 3	\$130	\$84,000
Covington	St. Tammany Regional	5,610	Tier 2	\$145	\$813,000
Crowley	Le Gros Memorial	858	Tier 3	\$130	\$112,000
De Quincy	De Quincy Industrial Airpark	1,115	Tier 3	\$130	\$145,000
De Ridder	Beauregard Regional	3,478	Tier 2	\$145	\$504,000
Delhi	Delhi Municipal	1,716	Tier 3	\$130	\$223,000
Eunice	Eunice	2,805	Tier 2	\$145	\$407,000
Farmerville	Union Parish	1,964	Tier 2	\$145	\$285,000
Franklinton	Franklinton	3,086	Tier 2	\$145	\$447,000
Galliano	South Lafourche Leonard Miller Jr.	2,960	Tier 2	\$145	\$429,000
Gonzales	Louisiana Regional	14,025	Tier 1	\$590	\$8,275,000
Hammond	Hammond Northshore Regional	19,635	Tier 1	\$590	\$11,585,000
Homer	Homer Municipal	322	Tier 3	\$130	\$42,000
Houma	Houma-Terrebonne	6,494	Tier 1	\$590	\$3,832,000
Jackson	Feliciano Airpark	322	Tier 3	\$130	\$42,000
Jeanerette	Le Maire Memorial	3,086	Tier 2	\$145	\$447,000
Jena	Jena	2,805	Tier 2	\$145	\$407,000
Jennings	Jennings	8,976	Tier 1	\$590	\$5,296,000
Jonesboro	Jonesboro	1,716	Tier 3	\$130	\$223,000
Jonesville	Jonesville	5,610	Tier 1	\$590	\$3,310,000
Lake Charles	Chennault International	2,935	Tier 3	Not available	
Lake Providence	Byerley	858	Tier 3	\$130	\$112,000

Associated City	Airport	Estimated GA Visitors	Tier	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Leesville	Leesville	1,683	Tier 2	\$145	\$244,000
Mansfield	C.E. "Rusty" Williams	2,145	Tier 3	\$130	\$279,000
Many	Hart	1,287	Tier 3	\$130	\$167,000
Marksville	Marksville Municipal	944	Tier 3	\$130	\$123,000
Minden	Minden	971	Tier 3	\$130	\$126,000
Natchitoches	Natchitoches Regional	2,477	Tier 3	\$130	\$322,000
New Iberia	Acadiana Regional	6,058	Tier 2	\$145	\$878,000
New Orleans	Lakefront	21,942	Tier 1	\$590	\$12,946,000
New Roads	False River Regional	8,836	Tier 1	\$590	\$5,213,000
Oak Grove	Kelly Dumas	2,145	Tier 3	\$130	\$279,000
Oakdale	Allen Parish	1,964	Tier 2	\$145	\$285,000
Opelousas	St. Landry Parish-Ahart Field	5,049	Tier 2	\$145	\$732,000
Patterson	Harry P. Williams Memorial	12,903	Tier 1	\$590	\$7,613,000
Pineville	Pineville Municipal	5,610	Tier 2	\$145	\$813,000
Pollock	Pollock Municipal	107	Tier 3	\$130	\$14,000
Rayville	John H. Hooks Jr. Memorial	3,366	Tier 2	\$145	\$488,000
Reserve	Port of South Louisiana Executive Regional	2,244	Tier 2	\$145	\$325,000
Ruston	Ruston Regional	3,478	Tier 1	\$590	\$2,052,000
Shreveport	Shreveport Downtown	10,659	Tier 1	\$590	\$6,289,000
Slidell	Slidell	16,830	Tier 1	\$590	\$9,930,000
Springhill	Springhill	1,073	Tier 3	\$130	\$139,000
St. Joseph	Tensas Parish	1,683	Tier 2	\$145	\$244,000
Sulphur	Southland Field	5,105	Tier 2	\$145	\$740,000
Tallulah	Scott	3,366	Tier 2	\$145	\$488,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	1,403	Tier 2	\$145	\$203,000
Thibodaux	Thibodaux Municipal	1,287	Tier 3	\$130	\$167,000
Vidalia	Concordia Parish	1,502	Tier 3	\$130	\$195,000
Vivian	Vivian	3,432	Tier 3	\$130	\$446,000
Welsh	Welsh	2,805	Tier 2	\$145	\$407,000
Winnfield	David G. Joyce	1,073	Tier 3	\$130	\$139,000
Winnsboro	Winnsboro Municipal	2,805	Tier 2	\$145	\$407,000
Woodworth	Woodworth	4,488	Tier 2	\$145	\$651,000
<b>General Aviation Airports Total</b>		<b>258,159</b>		<b>\$381</b>	<b>\$98,449,000</b>
<b>All Airports Total</b>		<b>312,449</b>		<b>\$401</b>	<b>\$125,228,000</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022.

Detailed impacts were not available.

**Table A-4: Estimates of Commercial Service Visitors to Louisiana Airports**

Associated City	Airport	2021 Enplanements	Percent Visitors	Visitors
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	93,709	44.1%	41,326
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	271,229	44.5%	120,697
Lafayette	Lafayette Regional	211,948	40.5%	85,839
Lake Charles	Lake Charles Regional	51,934	40.6%	21,085
Monroe	Monroe Regional	79,656	42.7%	34,013
New Orleans	Louis Armstrong New Orleans International	4,018,897	53.1%	2,134,034
Shreveport	Shreveport Regional	255,414	41.6%	106,252
<b>Commercial Service Airports Total</b>		<b>4,982,787</b>	<b>51.0%</b>	<b>2,543,246</b>

Source: Mead & Hunt and IMPLAN.

**Table A-5: Estimates of Commercial Service Visitor Expenditures at Louisiana Airports**

Associated City	Airport	Visitors	Spending per Traveler	Visitor Expenditures (in millions of \$)
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	41,326	\$232	\$9.6
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	120,697	\$345	\$41.6
Lafayette	Lafayette Regional	85,839	\$348	\$29.9
Lake Charles	Lake Charles Regional	21,085	\$410	\$8.6
Monroe	Monroe Regional	34,013	\$345	\$11.7
New Orleans	Louis Armstrong New Orleans International	2,134,034	\$735	\$1,568.5
Shreveport	Shreveport Regional	106,252	\$379	\$40.3
<b>Commercial Service Airports Total</b>		<b>2,543,246</b>	<b>\$672</b>	<b>\$1,710.2</b>

Source: Mead & Hunt and IMPLAN.



**Table A-6: On-Airport Employment from Louisiana Airports**

Associated City	Airport Name	On-Airport Employment		
		Direct Employment	Multiplier Employment	Total Employment
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	435	727	1,162
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	493	691	1,184
Lafayette	Lafayette Regional	731	982	1,713
Lake Charles	Lake Charles Regional	665	918	1,583
Monroe	Monroe Regional	125	177	302
New Orleans	Louis Armstrong New Orleans Intl.	3,221	3,530	6,751
Shreveport	Shreveport Regional	440	578	1,018
<b>Commercial Service Airports Total</b>		<b>6,110</b>	<b>7,603</b>	<b>13,713</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	17	23	40
Alexandria	Esler Regional	126	231	357
Arcadia	Arcadia-Bienville Parish	1	-	1
Bastrop	Morehouse Memorial	4	6	10
Bogalusa	George R. Carr Memorial Air Field	3	3	6
Bunkie	Bunkie Municipal	5	9	14
Columbia	Caldwell Parish	1	-	1
Coushatta	Red River	3	4	7
Covington	St. Tammany Regional	1	2	3
Crowley	Le Gros Memorial	16	22	38
De Quincy	De Quincy Industrial Airport	2	2	4
De Ridder	Beauregard Regional	8	13	21
Delhi	Delhi Municipal	2	3	5
Eunice	Eunice	4	5	9
Farmerville	Union Parish	-	-	-
Franklinton	Franklinton	1	-	1
Galliano	South Lafourche Leonard Miller Jr.	259	357	616
Gonzales	Louisiana Regional	31	44	75
Hammond	Hammond Northshore Regional	531	924	1,455
Homer	Homer Municipal	-	-	-
Houma	Houma-Terrebonne	206	286	492
Jackson	Feliciana Airpark	-	-	-
Jeanerette	Le Maire Memorial	-	-	-
Jena	Jena	-	-	-
Jennings	Jennings	15	21	36
Jonesboro	Jonesboro	3	6	9
Jonesville	Jonesville	7	10	17
Lake Charles	Chennault International	975	1,830	2,805
Lake Providence	Byerley	4	5	9
Leesville	Leesville	1	2	3
Mansfield	C.E. "Rusty" Williams	5	8	13
Many	Hart	-	-	-
Marksville	Marksville Municipal	1	2	3
Minden	Minden	4	6	10
Natchitoches	Natchitoches Regional	34	48	82

Associated City	Airport Name	On-Airport Employment		
		Direct Employment	Multiplier Employment	Total Employment
New Iberia	Acadiana Regional	127	179	306
New Orleans	Lakefront	187	286	473
New Roads	False River Regional	17	25	42
Oak Grove	Kelly Dumas	7	10	17
Oakdale	Allen Parish	14	19	33
Opelousas	St. Landry Parish-Ahart Field	24	34	58
Patterson	Harry P. Williams Memorial	21	29	50
Pineville	Pineville Municipal	9	11	20
Pollock	Pollock Municipal	-	-	-
Rayville	John H. Hooks Jr. Memorial	24	32	56
Reserve	Port of South Louisiana Executive Regional	3	5	8
Ruston	Ruston Regional	45	61	106
Shreveport	Shreveport Downtown	31	41	72
Slidell	Slidell	65	91	156
Springhill	Springhill	1	-	1
St. Joseph	Tensas Parish	1	1	2
Sulphur	Southland Field	28	40	68
Tallulah	Scott	10	12	22
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	24	36	60
Thibodaux	Thibodaux Municipal	2	2	4
Vidalia	Concordia Parish	5	6	11
Vivian	Vivian	6	9	15
Welsh	Welsh	3	4	7
Winnfield	David G. Joyce	1	2	3
Winnsboro	Winnsboro Municipal	6	8	14
Woodworth	Woodworth	2	3	5
<b>General Aviation Airports Total</b>		<b>2,933</b>	<b>4,818</b>	<b>7,751</b>
<b>All Airports Total</b>		<b>9,043</b>	<b>12,421</b>	<b>21,464</b>

Source: Mead & Hunt and IMPLAN.

**Table A-7: CIP Employment from Louisiana Airports**

Associated City	Airport Name	CIP Employment		
		Direct Employment	Multiplier Employment	Total Employment
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	129	139	268
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	120	129	249
Lafayette	Lafayette Regional	472	511	983
Lake Charles	Lake Charles Regional	102	111	213
Monroe	Monroe Regional	63	69	132
New Orleans	Louis Armstrong New Orleans Intl.	687	746	1,433
Shreveport	Shreveport Regional	56	60	116
<b>Commercial Service Airports Total</b>		<b>1,629</b>	<b>1,765</b>	<b>3,394</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	7	7	14
Alexandria	Esler Regional	15	17	32
Arcadia	Arcadia-Bienville Parish	-	-	-
Bastrop	Morehouse Memorial	1	2	3
Bogalusa	George R. Carr Memorial Air Field	Less than 1	1	1
Bunkie	Bunkie Municipal	-	-	-
Columbia	Caldwell Parish	-	-	-
Coushatta	Red River	2	2	4
Covington	St. Tammany Regional	Less than 1	1	1
Crowley	Le Gros Memorial	2	2	4
De Quincy	De Quincy Industrial Airpark	3	2	5
De Ridder	Beauregard Regional	4	5	9
Delhi	Delhi Municipal	-	-	-
Eunice	Eunice	1	-	1
Farmerville	Union Parish	Less than 1	1	1
Franklinton	Franklinton	-	-	-
Galliano	South Lafourche Leonard Miller Jr.	3	3	6
Gonzales	Louisiana Regional	4	3	7
Hammond	Hammond Northshore Regional	55	60	115
Homer	Homer Municipal	Less than 1	1	1
Houma	Houma-Terrebonne	14	15	29
Jackson	Feliciana Airpark	-	-	-
Jeanerette	Le Maire Memorial	-	-	-
Jena	Jena	-	-	-
Jennings	Jennings	5	6	11
Jonesboro	Jonesboro	1	1	2
Jonesville	Jonesville	2	2	4
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	Less than 1	1	1
Leesville	Leesville	2	3	5
Mansfield	C.E. "Rusty" Williams	3	3	6
Many	Hart	4	5	9
Marksville	Marksville Municipal	2	3	5
Minden	Minden	5	6	11

Associated City	Airport Name	CIP Employment		
		Direct Employment	Multiplier Employment	Total Employment
Natchitoches	Natchitoches Regional	12	13	25
New Iberia	Acadiana Regional	13	15	28
New Orleans	Lakefront	41	45	86
New Roads	False River Regional	14	15	29
Oak Grove	Kelly Dumas	2	2	4
Oakdale	Allen Parish	2	3	5
Opelousas	St. Landry Parish-Ahart Field	2	3	5
Patterson	Harry P. Williams Memorial	4	5	9
Pineville	Pineville Municipal	-	-	-
Pollock	Pollock Municipal	-	-	-
Rayville	John H. Hooks Jr. Memorial	2	3	5
Reserve	Port of South Louisiana Executive Regional	3	2	5
Ruston	Ruston Regional	15	16	31
Shreveport	Shreveport Downtown	23	25	48
Slidell	Slidell	16	18	34
Springhill	Springhill	1	2	3
St. Joseph	Tensas Parish	-	-	-
Sulphur	Southland Field	8	8	16
Tallulah	Scott	1	1	2
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	7	8	15
Thibodaux	Thibodaux Municipal	1	1	2
Vidalia	Concordia Parish	1	1	2
Vivian	Vivian	1	1	2
Welsh	Welsh	Less than 1	1	1
Winnfield	David G. Joyce	-	-	-
Winnsboro	Winnsboro Municipal	1	1	2
Woodworth	Woodworth	-	-	-
<b>General Aviation Airports Total</b>		<b>305</b>	<b>341</b>	<b>646</b>
<b>All Airports Total</b>		<b>1,934</b>	<b>2,106</b>	<b>4,040</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available.

**Table A-8: General Aviation Visitor-Related Employment from Louisiana Airports**

Associated City	Airport Name	GA Visitor-Related Employment		
		Direct Employment	Multiplier Employment	Total Employment
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	11	4	15
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	164	63	227
Lafayette	Lafayette Regional	93	36	129
Lake Charles	Lake Charles Regional	48	19	67
Monroe	Monroe Regional	18	6	24
New Orleans	Louis Armstrong New Orleans Intl.	51	20	71
Shreveport	Shreveport Regional	58	22	80
<b>Commercial Service Airports Total</b>		<b>443</b>	<b>170</b>	<b>613</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	95	36	131
Alexandria	Esler Regional	5	2	7
Arcadia	Arcadia-Bienville Parish	3	1	4
Bastrop	Morehouse Memorial	13	6	19
Bogalusa	George R. Carr Memorial Air Field	11	4	15
Bunkie	Bunkie Municipal	2	1	3
Columbia	Caldwell Parish	5	2	7
Coushatta	Red River	1	1	2
Covington	St. Tammany Regional	13	6	19
Crowley	Le Gros Memorial	2	1	3
De Quincy	De Quincy Industrial Airpark	2	1	3
De Ridder	Beauregard Regional	8	4	12
Delhi	Delhi Municipal	4	1	5
Eunice	Eunice	7	2	9
Farmerville	Union Parish	5	2	7
Franklinton	Franklinton	7	3	10
Galliano	South Lafourche Leonard Miller Jr.	7	3	10
Gonzales	Louisiana Regional	137	52	189
Hammond	Hammond Northshore Regional	192	73	265
Homer	Homer Municipal	1	-	1
Houma	Houma-Terrebonne	63	25	88
Jackson	Feliciano Airpark	1	-	1
Jeanerette	Le Maire Memorial	7	3	10
Jena	Jena	7	2	9
Jennings	Jennings	88	33	121
Jonesboro	Jonesboro	4	1	5
Jonesville	Jonesville	55	21	76
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	2	1	3
Leesville	Leesville	4	2	6
Mansfield	C.E. "Rusty" Williams	5	1	6

Associated City	Airport Name	GA Visitor-Related Employment		
		Direct Employment	Multiplier Employment	Total Employment
Many	Hart	3	1	4
Marksville	Marksville Municipal	2	1	3
Minden	Minden	2	1	3
Natchitoches	Natchitoches Regional	5	2	7
New Iberia	Acadiana Regional	15	5	20
New Orleans	Lakefront	214	82	296
New Roads	False River Regional	86	33	119
Oak Grove	Kelly Dumas	5	1	6
Oakdale	Allen Parish	5	2	7
Opelousas	St. Landry Parish-Ahart Field	12	5	17
Patterson	Harry P. Williams Memorial	126	48	174
Pineville	Pineville Municipal	13	6	19
Pollock	Pollock Municipal	-	-	-
Rayville	John H. Hooks Jr. Memorial	8	3	11
Reserve	Port of South Louisiana Executive Regional	5	2	7
Ruston	Ruston Regional	34	13	47
Shreveport	Shreveport Downtown	104	40	144
Slidell	Slidell	164	63	227
Springhill	Springhill	2	1	3
St. Joseph	Tensas Parish	4	2	6
Sulphur	Southland Field	12	5	17
Tallulah	Scott	8	3	11
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	3	2	5
Thibodaux	Thibodaux Municipal	3	1	4
Vidalia	Concordia Parish	3	1	4
Vivian	Vivian	7	3	10
Welsh	Welsh	7	2	9
Winnfield	David G. Joyce	2	1	3
Winnsboro	Winnsboro Municipal	7	2	9
Woodworth	Woodworth	11	4	15
<b>General Aviation Airports Total</b>		<b>1,628</b>	<b>625</b>	<b>2,253</b>
<b>All Airports Total</b>		<b>2,071</b>	<b>795</b>	<b>2,866</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available

**Table A-9: Commercial Service Visitor-Related Employment from Louisiana Airports**

Associated City	Airport Name	Commercial Service Visitor-Related Employment		
		Direct Employment	Multiplier Employment	Total Employment
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	108	60	168
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	469	262	731
Lafayette	Lafayette Regional	336	189	525
Lake Charles	Lake Charles Regional	97	55	152
Monroe	Monroe Regional	132	74	206
New Orleans	Louis Armstrong New Orleans International	17,668	9,880	27,548
Shreveport	Shreveport Regional	454	253	707
<b>All Airports Total</b>		<b>19,264</b>	<b>10,773</b>	<b>30,037</b>

Source: Mead & Hunt and IMPLAN.

**Table A-10: Total Employment from Louisiana Airports**

Associated City	Airport Name	All Airport-Related Employment		
		Direct Employment	Multiplier Employment	Total Employment
Alexandria	Alexandria International	683	930	1,613
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	1,246	1,145	2,391
Lafayette	Lafayette Regional	1,632	1,718	3,350
Lake Charles	Lake Charles Regional	912	1,103	2,015
Monroe	Monroe Regional	338	326	664
New Orleans	Louis Armstrong New Orleans Intl.	21,627	14,176	35,803
Shreveport	Shreveport Regional	1,008	913	1,921
<b>Commercial Service Airports Total</b>		<b>27,446</b>	<b>20,311</b>	<b>47,757</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	119	66	185
Alexandria	Esler Regional	146	250	396
Arcadia	Arcadia-Bienville Parish	4	1	5
Bastrop	Morehouse Memorial	18	14	32
Bogalusa	George R. Carr Memorial Air Field	14	8	22
Bunkie	Bunkie Municipal	7	10	17
Columbia	Caldwell Parish	6	2	8
Coushatta	Red River	6	7	13
Covington	St. Tammany Regional	14	9	23
Crowley	Le Gros Memorial	20	25	45
De Quincy	De Quincy Industrial Airpark	7	5	12
De Ridder	Beauregard Regional	20	22	42
Delhi	Delhi Municipal	6	4	10
Eunice	Eunice	12	7	19
Farmerville	Union Parish	5	3	8
Franklinton	Franklinton	8	3	11
Galliano	South Lafourche Leonard Miller Jr.	269	363	632
Gonzales	Louisiana Regional	172	99	271
Hammond	Hammond Northshore Regional	778	1,057	1,835
Homer	Homer Municipal	1	1	2
Houma	Houma-Terrebonne	283	326	609
Jackson	Feliciana Airpark	1	-	1
Jeanerette	Le Maire Memorial	7	3	10
Jena	Jena	7	2	9
Jennings	Jennings	108	60	168
Jonesboro	Jonesboro	8	8	16
Jonesville	Jonesville	64	33	97
Lake Charles	Chennault International	975	1,830	2,805
Lake Providence	Byerley	6	7	13
Leesville	Leesville	7	7	14
Mansfield	C.E. "Rusty" Williams	13	12	25
Many	Hart	7	6	13



Associated City	Airport Name	All Airport-Related Employment		
		Direct Employment	Multiplier Employment	Total Employment
Marksville	Marksville Municipal	5	6	11
Minden	Minden	11	13	24
Natchitoches	Natchitoches Regional	51	63	114
New Iberia	Acadiana Regional	155	199	354
New Orleans	Lakefront	442	413	855
New Roads	False River Regional	117	73	190
Oak Grove	Kelly Dumas	14	13	27
Oakdale	Allen Parish	21	24	45
Opelousas	St. Landry Parish-Ahart Field	38	42	80
Patterson	Harry P. Williams Memorial	151	82	233
Pineville	Pineville Municipal	22	17	39
Pollock	Pollock Municipal	-	-	-
Rayville	John H. Hooks Jr. Memorial	34	38	72
Reserve	Port of South Louisiana Executive Regional	11	9	20
Ruston	Ruston Regional	94	90	184
Shreveport	Shreveport Downtown	158	106	264
Slidell	Slidell	245	172	417
Springhill	Springhill	4	3	7
St. Joseph	Tensas Parish	5	3	8
Sulphur	Southland Field	48	53	101
Tallulah	Scott	19	16	35
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	34	46	80
Thibodaux	Thibodaux Municipal	6	4	10
Vidalia	Concordia Parish	9	8	17
Vivian	Vivian	14	13	27
Welsh	Welsh	10	7	17
Winnfield	David G. Joyce	3	3	6
Winnsboro	Winnsboro Municipal	14	11	25
Woodworth	Woodworth	13	7	20
<b>General Aviation Airports Total</b>		<b>4,866</b>	<b>5,784</b>	<b>10,650</b>
<b>All Airports Total</b>		<b>32,312</b>	<b>26,095</b>	<b>58,407</b>

Source: Mead & Hunt and IMPLAN.

**Table A-11: On-Airport Payroll from Louisiana Airports**

Associated City	Airport Name	On-Airport Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$28,546,000	\$38,030,000	\$66,576,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$32,284,000	\$36,463,000	\$68,747,000
Lafayette	Lafayette Regional	\$57,217,000	\$51,109,000	\$108,326,000
Lake Charles	Lake Charles Regional	\$33,799,000	\$32,868,000	\$66,667,000
Monroe	Monroe Regional	\$7,780,000	\$8,434,000	\$16,214,000
New Orleans	Louis Armstrong New Orleans Intl.	\$152,086,000	\$153,187,000	\$305,273,000
Shreveport	Shreveport Regional	\$26,863,000	\$28,560,000	\$55,423,000
<b>Commercial Service Airports Total</b>		<b>\$338,575,000</b>	<b>\$348,651,000</b>	<b>\$687,226,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$619,000	\$505,000	\$1,124,000
Alexandria	Esler Regional	\$7,012,000	\$10,029,000	\$17,041,000
Arcadia	Arcadia-Bienville Parish	\$14,000	\$21,000	\$35,000
Bastrop	Morehouse Memorial	\$196,000	\$187,000	\$383,000
Bogalusa	George R. Carr Memorial Air Field	\$57,000	\$64,000	\$121,000
Bunkie	Bunkie Municipal	\$9,000	\$12,000	\$21,000
Columbia	Caldwell Parish	\$14,000	\$21,000	\$35,000
Coushatta	Red River	\$228,000	\$190,000	\$418,000
Covington	St. Tammany Regional	\$40,000	\$59,000	\$99,000
Crowley	Le Gros Memorial	\$814,000	\$649,000	\$1,463,000
De Quincy	De Quincy Industrial Airpark	\$32,000	\$47,000	\$79,000
De Ridder	Beauregard Regional	\$525,000	\$548,000	\$1,073,000
Delhi	Delhi Municipal	\$94,000	\$84,000	\$178,000
Eunice	Eunice	\$83,000	\$95,000	\$178,000
Farmerville	Union Parish	\$0	\$0	\$0
Franklinton	Franklinton	\$14,000	\$21,000	\$35,000
Galliano	South Lafourche Leonard Miller Jr.	\$11,281,000	\$9,257,000	\$20,538,000
Gonzales	Louisiana Regional	\$1,432,000	\$1,256,000	\$2,688,000
Hammond	Hammond Northshore Regional	\$30,069,000	\$38,945,000	\$69,014,000
Homer	Homer Municipal	\$0	\$0	\$0
Houma	Houma-Terrebonne	\$9,726,000	\$8,257,000	\$17,983,000
Jackson	Feliciana Airpark	\$0	\$0	\$0
Jeanerette	Le Maire Memorial	\$0	\$0	\$0
Jena	Jena	\$0	\$0	\$0
Jennings	Jennings	\$552,000	\$485,000	\$1,037,000
Jonesboro	Jonesboro	\$10,000	\$15,000	\$25,000
Jonesville	Jonesville	\$300,000	\$238,000	\$538,000
Lake Charles	Chennault International	\$82,984,000	\$79,916,000	\$162,900,000
Lake Providence	Byerley	\$192,000	\$153,000	\$345,000
Leesville	Leesville	\$46,000	\$68,000	\$114,000

Associated City	Airport Name	On-Airport Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
Mansfield	C.E. "Rusty" Williams	\$212,000	\$278,000	\$490,000
Many	Hart	\$0	\$0	\$0
Marksville	Marksville Municipal	\$18,000	\$26,000	\$44,000
Minden	Minden	\$228,000	\$334,000	\$562,000
Natchitoches	Natchitoches Regional	\$1,852,000	\$1,675,000	\$3,527,000
New Iberia	Acadiana Regional	\$8,212,000	\$7,143,000	\$15,355,000
New Orleans	Lakefront	\$13,716,000	\$15,887,000	\$29,603,000
New Roads	False River Regional	\$1,279,000	\$1,259,000	\$2,538,000
Oak Grove	Kelly Dumas	\$302,000	\$312,000	\$614,000
Oakdale	Allen Parish	\$657,000	\$576,000	\$1,233,000
Opelousas	St. Landry Parish-Ahart Field	\$1,326,000	\$1,095,000	\$2,421,000
Patterson	Harry P. Williams Memorial	\$927,000	\$765,000	\$1,692,000
Pineville	Pineville Municipal	\$223,000	\$187,000	\$410,000
Pollock	Pollock Municipal	\$0	\$0	\$0
Rayville	John H. Hooks Jr. Memorial	\$1,570,000	\$1,247,000	\$2,817,000
Reserve	Port of South Louisiana Executive Regional	\$211,000	\$275,000	\$486,000
Ruston	Ruston Regional	\$2,221,000	\$1,828,000	\$4,049,000
Shreveport	Shreveport Downtown	\$1,569,000	\$1,380,000	\$2,949,000
Slidell	Slidell	\$4,228,000	\$3,634,000	\$7,862,000
Springhill	Springhill	\$19,000	\$28,000	\$47,000
St. Joseph	Tensas Parish	\$20,000	\$16,000	\$36,000
Sulphur	Southland Field	\$1,614,000	\$1,376,000	\$2,990,000
Tallulah	Scott	\$436,000	\$345,000	\$781,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$1,588,000	\$1,521,000	\$3,109,000
Thibodaux	Thibodaux Municipal	\$71,000	\$56,000	\$127,000
Vidalia	Concordia Parish	\$158,000	\$145,000	\$303,000
Vivian	Vivian	\$275,000	\$243,000	\$518,000
Welsh	Welsh	\$144,000	\$115,000	\$259,000
Winnfield	David G. Joyce	\$42,000	\$62,000	\$104,000
Winnsboro	Winnsboro Municipal	\$306,000	\$253,000	\$559,000
Woodworth	Woodworth	\$139,000	\$110,000	\$249,000
<b>General Aviation Airports Total</b>		<b>\$189,906,000</b>	<b>\$193,293,000</b>	<b>\$383,199,000</b>
<b>All Airports Total</b>		<b>\$528,481,000</b>	<b>\$541,944,000</b>	<b>\$1,070,425,000</b>

Source: Mead & Hunt and IMPLAN.

**Table A-12: CIP Payroll from Louisiana Airports**

Associated City	Airport Name	CIP Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$5,219,000	\$3,780,000	\$8,999,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$4,861,000	\$3,521,000	\$8,382,000
Lafayette	Lafayette Regional	\$19,151,000	\$13,873,000	\$33,024,000
Lake Charles	Lake Charles Regional	\$4,158,000	\$3,012,000	\$7,170,000
Monroe	Monroe Regional	\$2,568,000	\$1,860,000	\$4,428,000
New Orleans	Louis Armstrong New Orleans Intl.	\$27,912,000	\$20,219,000	\$48,131,000
Shreveport	Shreveport Regional	\$2,264,000	\$1,640,000	\$3,904,000
<b>Commercial Service Airports Total</b>		<b>\$66,133,000</b>	<b>\$47,905,000</b>	<b>\$114,038,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$275,000	\$199,000	\$474,000
Alexandria	Esler Regional	\$615,000	\$445,000	\$1,060,000
Arcadia	Arcadia-Bienville Parish	\$0	\$0	\$0
Bastrop	Morehouse Memorial	\$49,000	\$35,000	\$84,000
Bogalusa	George R. Carr Memorial Air Field	\$14,000	\$10,000	\$24,000
Bunkie	Bunkie Municipal	\$0	\$0	\$0
Columbia	Caldwell Parish	\$0	\$0	\$0
Coushatta	Red River	\$76,000	\$55,000	\$131,000
Covington	St. Tammany Regional	\$18,000	\$13,000	\$31,000
Crowley	Le Gros Memorial	\$71,000	\$51,000	\$122,000
De Quincy	De Quincy Industrial Airpark	\$104,000	\$76,000	\$180,000
De Ridder	Beauregard Regional	\$166,000	\$120,000	\$286,000
Delhi	Delhi Municipal	\$1,000	\$0	\$1,000
Eunice	Eunice	\$26,000	\$19,000	\$45,000
Farmerville	Union Parish	\$10,000	\$8,000	\$18,000
Franklinton	Franklinton	\$2,000	\$2,000	\$4,000
Galliano	South Lafourche Leonard Miller Jr.	\$107,000	\$78,000	\$185,000
Gonzales	Louisiana Regional	\$144,000	\$104,000	\$248,000
Hammond	Hammond Northshore Regional	\$2,234,000	\$1,618,000	\$3,852,000
Homer	Homer Municipal	\$19,000	\$13,000	\$32,000
Houma	Houma-Terrebonne	\$573,000	\$415,000	\$988,000
Jackson	Feliciano Airpark	\$2,000	\$1,000	\$3,000
Jeanerette	Le Maire Memorial	\$0	\$0	\$0
Jena	Jena	\$8,000	\$6,000	\$14,000
Jennings	Jennings	\$220,000	\$159,000	\$379,000
Jonesboro	Jonesboro	\$43,000	\$31,000	\$74,000
Jonesville	Jonesville	\$69,000	\$49,000	\$118,000
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	\$15,000	\$11,000	\$26,000
Leesville	Leesville	\$97,000	\$71,000	\$168,000
Mansfield	C.E. "Rusty" Williams	\$117,000	\$86,000	\$203,000

Associated City	Airport Name	CIP Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
Many	Hart	\$180,000	\$130,000	\$310,000
Marksville	Marksville Municipal	\$88,000	\$63,000	\$151,000
Minden	Minden	\$216,000	\$156,000	\$372,000
Natchitoches	Natchitoches Regional	\$493,000	\$356,000	\$849,000
New Iberia	Acadiana Regional	\$542,000	\$392,000	\$934,000
New Orleans	Lakefront	\$1,677,000	\$1,215,000	\$2,892,000
New Roads	False River Regional	\$573,000	\$415,000	\$988,000
Oak Grove	Kelly Dumas	\$72,000	\$53,000	\$125,000
Oakdale	Allen Parish	\$96,000	\$69,000	\$165,000
Opelousas	St. Landry Parish-Ahart Field	\$88,000	\$65,000	\$153,000
Patterson	Harry P. Williams Memorial	\$169,000	\$122,000	\$291,000
Pineville	Pineville Municipal	\$4,000	\$3,000	\$7,000
Pollock	Pollock Municipal	\$1,000	\$0	\$1,000
Rayville	John H. Hooks Jr. Memorial	\$100,000	\$73,000	\$173,000
Reserve	Port of South Louisiana Executive Regional	\$106,000	\$77,000	\$183,000
Ruston	Ruston Regional	\$612,000	\$444,000	\$1,056,000
Shreveport	Shreveport Downtown	\$933,000	\$676,000	\$1,609,000
Slidell	Slidell	\$660,000	\$477,000	\$1,137,000
Springhill	Springhill	\$53,000	\$38,000	\$91,000
St. Joseph	Tensas Parish	\$8,000	\$5,000	\$13,000
Sulphur	Southland Field	\$311,000	\$226,000	\$537,000
Tallulah	Scott	\$44,000	\$32,000	\$76,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$288,000	\$208,000	\$496,000
Thibodaux	Thibodaux Municipal	\$33,000	\$23,000	\$56,000
Vidalia	Concordia Parish	\$41,000	\$29,000	\$70,000
Vivian	Vivian	\$32,000	\$24,000	\$56,000
Welsh	Welsh	\$16,000	\$11,000	\$27,000
Winnfield	David G. Joyce	\$2,000	\$2,000	\$4,000
Winnsboro	Winnsboro Municipal	\$29,000	\$22,000	\$51,000
Woodworth	Woodworth	\$7,000	\$6,000	\$13,000
<b>General Aviation Airports Total</b>		<b>\$12,549,000</b>	<b>\$9,087,000</b>	<b>\$21,636,000</b>
<b>All Airports Total</b>		<b>\$78,682,000</b>	<b>\$56,992,000</b>	<b>\$135,674,000</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available

**Table A-13: General Aviation Visitor-Related Payroll from Louisiana Airports**

Associated City	Airport Name	GA Visitor-Related Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$258,000	\$166,000	\$424,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$3,940,000	\$2,531,000	\$6,471,000
Lafayette	Lafayette Regional	\$2,236,000	\$1,435,000	\$3,671,000
Lake Charles	Lake Charles Regional	\$1,161,000	\$745,000	\$1,906,000
Monroe	Monroe Regional	\$421,000	\$270,000	\$691,000
New Orleans	Louis Armstrong New Orleans Intl.	\$1,225,000	\$786,000	\$2,011,000
Shreveport	Shreveport Regional	\$1,390,000	\$893,000	\$2,283,000
<b>Commercial Service Airports Total</b>		<b>\$10,631,000</b>	<b>\$6,826,000</b>	<b>\$17,457,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$2,275,000	\$1,461,000	\$3,736,000
Alexandria	Esler Regional	\$117,000	\$76,000	\$193,000
Arcadia	Arcadia-Bienville Parish	\$71,000	\$45,000	\$116,000
Bastrop	Morehouse Memorial	\$323,000	\$207,000	\$530,000
Bogalusa	George R. Carr Memorial Air Field	\$258,000	\$166,000	\$424,000
Bunkie	Bunkie Municipal	\$44,000	\$29,000	\$73,000
Columbia	Caldwell Parish	\$121,000	\$78,000	\$199,000
Coushatta	Red River	\$33,000	\$22,000	\$55,000
Covington	St. Tammany Regional	\$323,000	\$207,000	\$530,000
Crowley	Le Gros Memorial	\$44,000	\$29,000	\$73,000
De Quincy	De Quincy Industrial Airpark	\$58,000	\$37,000	\$95,000
De Ridder	Beauregard Regional	\$200,000	\$129,000	\$329,000
Delhi	Delhi Municipal	\$89,000	\$56,000	\$145,000
Eunice	Eunice	\$161,000	\$104,000	\$265,000
Farmerville	Union Parish	\$113,000	\$73,000	\$186,000
Franklinton	Franklinton	\$178,000	\$114,000	\$292,000
Galliano	South Lafourche Leonard Miller Jr.	\$170,000	\$110,000	\$280,000
Gonzales	Louisiana Regional	\$3,285,000	\$2,109,000	\$5,394,000
Hammond	Hammond Northshore Regional	\$4,598,000	\$2,954,000	\$7,552,000
Homer	Homer Municipal	\$17,000	\$10,000	\$27,000
Houma	Houma-Terrebonne	\$1,521,000	\$977,000	\$2,498,000
Jackson	Feliciano Airpark	\$17,000	\$10,000	\$27,000
Jeanerette	Le Maire Memorial	\$178,000	\$114,000	\$292,000
Jena	Jena	\$161,000	\$104,000	\$265,000
Jennings	Jennings	\$2,102,000	\$1,350,000	\$3,452,000
Jonesboro	Jonesboro	\$89,000	\$56,000	\$145,000
Jonesville	Jonesville	\$1,314,000	\$844,000	\$2,158,000
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	\$44,000	\$29,000	\$73,000
Leesville	Leesville	\$97,000	\$62,000	\$159,000
Mansfield	C.E. "Rusty" Williams	\$111,000	\$71,000	\$182,000
Many	Hart	\$66,000	\$43,000	\$109,000

Associated City	Airport Name	GA Visitor-Related Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
Marksville	Marksville Municipal	\$49,000	\$31,000	\$80,000
Minden	Minden	\$50,000	\$32,000	\$82,000
Natchitoches	Natchitoches Regional	\$128,000	\$82,000	\$210,000
New Iberia	Acadiana Regional	\$349,000	\$224,000	\$573,000
New Orleans	Lakefront	\$5,139,000	\$3,301,000	\$8,440,000
New Roads	False River Regional	\$2,069,000	\$1,329,000	\$3,398,000
Oak Grove	Kelly Dumas	\$111,000	\$71,000	\$182,000
Oakdale	Allen Parish	\$113,000	\$73,000	\$186,000
Opelousas	St. Landry Parish-Ahart Field	\$291,000	\$186,000	\$477,000
Patterson	Harry P. Williams Memorial	\$3,022,000	\$1,941,000	\$4,963,000
Pineville	Pineville Municipal	\$323,000	\$207,000	\$530,000
Pollock	Pollock Municipal	\$6,000	\$3,000	\$9,000
Rayville	John H. Hooks Jr. Memorial	\$194,000	\$124,000	\$318,000
Reserve	Port of South Louisiana Executive Regional	\$129,000	\$83,000	\$212,000
Ruston	Ruston Regional	\$815,000	\$523,000	\$1,338,000
Shreveport	Shreveport Downtown	\$2,496,000	\$1,604,000	\$4,100,000
Slidell	Slidell	\$3,942,000	\$2,531,000	\$6,473,000
Springhill	Springhill	\$55,000	\$36,000	\$91,000
St. Joseph	Tensas Parish	\$97,000	\$62,000	\$159,000
Sulphur	Southland Field	\$294,000	\$189,000	\$483,000
Tallulah	Scott	\$194,000	\$124,000	\$318,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$81,000	\$52,000	\$133,000
Thibodaux	Thibodaux Municipal	\$66,000	\$43,000	\$109,000
Vidalia	Concordia Parish	\$77,000	\$50,000	\$127,000
Vivian	Vivian	\$177,000	\$114,000	\$291,000
Welsh	Welsh	\$161,000	\$104,000	\$265,000
Winnfield	David G. Joyce	\$55,000	\$36,000	\$91,000
Winnsboro	Winnsboro Municipal	\$161,000	\$104,000	\$265,000
Woodworth	Woodworth	\$258,000	\$166,000	\$424,000
<b>General Aviation Airports Total</b>		<b>\$39,080,000</b>	<b>\$25,101,000</b>	<b>\$64,181,000</b>
<b>All Airports Total</b>		<b>\$49,711,000</b>	<b>\$31,927,000</b>	<b>\$81,638,000</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available.

**Table A-14: Commercial Service Visitor-Related Payroll from Louisiana Airports**

Associated City	Airport Name	Commercial Service Visitor-Related Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$2,592,000	\$1,988,000	\$4,580,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$11,257,000	\$8,634,000	\$19,891,000
Lafayette	Lafayette Regional	\$8,076,000	\$6,194,000	\$14,270,000
Lake Charles	Lake Charles Regional	\$2,337,000	\$1,793,000	\$4,130,000
Monroe	Monroe Regional	\$3,172,000	\$2,433,000	\$5,605,000
New Orleans	Louis Armstrong New Orleans International	\$424,041,000	\$325,224,000	\$749,265,000
Shreveport	Shreveport Regional	\$10,887,000	\$8,349,000	\$19,236,000
<b>Commercial Service Airports Total</b>		<b>\$462,362,000</b>	<b>\$354,615,000</b>	<b>\$816,977,000</b>

Source: Mead & Hunt and IMPLAN.



**Table A-15: Total Payroll from Louisiana Airports**

Associated City	Airport Name	All Airport-Related Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
Alexandria	Alexandria International	\$36,615,000	\$43,964,000	\$80,579,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$52,342,000	\$51,149,000	\$103,491,000
Lafayette	Lafayette Regional	\$86,680,000	\$72,611,000	\$159,291,000
Lake Charles	Lake Charles Regional	\$41,455,000	\$38,418,000	\$79,873,000
Monroe	Monroe Regional	\$13,941,000	\$12,997,000	\$26,938,000
New Orleans	Louis Armstrong New Orleans Intl.	\$605,264,000	\$499,416,000	\$1,104,680,000
Shreveport	Shreveport Regional	\$41,404,000	\$39,442,000	\$80,846,000
<b>Commercial Service Airports Total</b>		<b>\$877,701,000</b>	<b>\$757,997,000</b>	<b>\$1,635,698,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$3,169,000	\$2,165,000	\$5,334,000
Alexandria	Esler Regional	\$7,744,000	\$10,550,000	\$18,294,000
Arcadia	Arcadia-Bienville Parish	\$85,000	\$66,000	\$151,000
Bastrop	Morehouse Memorial	\$568,000	\$429,000	\$997,000
Bogalusa	George R. Carr Memorial Air Field	\$329,000	\$240,000	\$569,000
Bunkie	Bunkie Municipal	\$53,000	\$41,000	\$94,000
Columbia	Caldwell Parish	\$135,000	\$99,000	\$234,000
Coushatta	Red River	\$337,000	\$267,000	\$604,000
Covington	St. Tammany Regional	\$381,000	\$279,000	\$660,000
Crowley	Le Gros Memorial	\$929,000	\$729,000	\$1,658,000
De Quincy	De Quincy Industrial Airpark	\$194,000	\$160,000	\$354,000
De Ridder	Beauregard Regional	\$891,000	\$797,000	\$1,688,000
Delhi	Delhi Municipal	\$184,000	\$140,000	\$324,000
Eunice	Eunice	\$270,000	\$218,000	\$488,000
Farmerville	Union Parish	\$123,000	\$81,000	\$204,000
Franklinton	Franklinton	\$194,000	\$137,000	\$331,000
Galliano	South Lafourche Leonard Miller Jr.	\$11,558,000	\$9,445,000	\$21,003,000
Gonzales	Louisiana Regional	\$4,861,000	\$3,469,000	\$8,330,000
Hammond	Hammond Northshore Regional	\$36,901,000	\$43,517,000	\$80,418,000
Homer	Homer Municipal	\$36,000	\$23,000	\$59,000
Houma	Houma-Terrebonne	\$11,820,000	\$9,649,000	\$21,469,000
Jackson	Feliciana Airpark	\$19,000	\$11,000	\$30,000
Jeanerette	Le Maire Memorial	\$178,000	\$114,000	\$292,000
Jena	Jena	\$169,000	\$110,000	\$279,000
Jennings	Jennings	\$2,874,000	\$1,994,000	\$4,868,000
Jonesboro	Jonesboro	\$142,000	\$102,000	\$244,000
Jonesville	Jonesville	\$1,683,000	\$1,131,000	\$2,814,000
Lake Charles	Chennault International	\$82,984,000	\$79,916,000	\$162,900,000
Lake Providence	Byerley	\$251,000	\$193,000	\$444,000
Leesville	Leesville	\$240,000	\$201,000	\$441,000

Associated City	Airport Name	All Airport-Related Payroll		
		Direct Payroll	Multiplier Payroll	Total Payroll
Mansfield	C.E. "Rusty" Williams	\$440,000	\$435,000	\$875,000
Many	Hart	\$246,000	\$173,000	\$419,000
Marksville	Marksville Municipal	\$155,000	\$120,000	\$275,000
Minden	Minden	\$494,000	\$522,000	\$1,016,000
Natchitoches	Natchitoches Regional	\$2,473,000	\$2,113,000	\$4,586,000
New Iberia	Acadiana Regional	\$9,103,000	\$7,759,000	\$16,862,000
New Orleans	Lakefront	\$20,532,000	\$20,403,000	\$40,935,000
New Roads	False River Regional	\$3,921,000	\$3,003,000	\$6,924,000
Oak Grove	Kelly Dumas	\$485,000	\$436,000	\$921,000
Oakdale	Allen Parish	\$866,000	\$718,000	\$1,584,000
Opelousas	St. Landry Parish-Ahart Field	\$1,705,000	\$1,346,000	\$3,051,000
Patterson	Harry P. Williams Memorial	\$4,118,000	\$2,828,000	\$6,946,000
Pineville	Pineville Municipal	\$550,000	\$397,000	\$947,000
Pollock	Pollock Municipal	\$7,000	\$3,000	\$10,000
Rayville	John H. Hooks Jr. Memorial	\$1,864,000	\$1,444,000	\$3,308,000
Reserve	Port of South Louisiana Executive Regional	\$446,000	\$435,000	\$881,000
Ruston	Ruston Regional	\$3,648,000	\$2,795,000	\$6,443,000
Shreveport	Shreveport Downtown	\$4,998,000	\$3,660,000	\$8,658,000
Slidell	Slidell	\$8,830,000	\$6,642,000	\$15,472,000
Springhill	Springhill	\$127,000	\$102,000	\$229,000
St. Joseph	Tensas Parish	\$125,000	\$83,000	\$208,000
Sulphur	Southland Field	\$2,219,000	\$1,791,000	\$4,010,000
Tallulah	Scott	\$674,000	\$501,000	\$1,175,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$1,957,000	\$1,781,000	\$3,738,000
Thibodaux	Thibodaux Municipal	\$170,000	\$122,000	\$292,000
Vidalia	Concordia Parish	\$276,000	\$224,000	\$500,000
Vivian	Vivian	\$484,000	\$381,000	\$865,000
Welsh	Welsh	\$321,000	\$230,000	\$551,000
Winnfield	David G. Joyce	\$99,000	\$100,000	\$199,000
Winnsboro	Winnsboro Municipal	\$496,000	\$379,000	\$875,000
Woodworth	Woodworth	\$404,000	\$282,000	\$686,000
<b>General Aviation Airports Total</b>		<b>\$241,535,000</b>	<b>\$227,481,000</b>	<b>\$469,016,000</b>
<b>All Airports Total</b>		<b>\$1,119,236,000</b>	<b>\$985,478,000</b>	<b>\$2,104,714,000</b>

Source: Mead & Hunt and IMPLAN.

**Table A-16: On-Airport Output from Louisiana Airports**

Associated City	Airport Name	On-Airport Output		
		Direct Output	Multiplier Output	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$71,305,000	\$54,582,000	\$125,887,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$98,548,000	\$69,163,000	\$167,711,000
Lafayette	Lafayette Regional	\$311,451,000	\$204,833,000	\$516,284,000
Lake Charles	Lake Charles Regional	\$171,442,000	\$113,877,000	\$285,319,000
Monroe	Monroe Regional	\$30,452,000	\$21,755,000	\$52,207,000
New Orleans	Louis Armstrong New Orleans Intl.	\$670,846,000	\$462,991,000	\$1,133,837,000
Shreveport	Shreveport Regional	\$93,622,000	\$64,804,000	\$158,426,000
<b>Commercial Service Airports Total</b>		<b>\$1,447,666,000</b>	<b>\$992,005,000</b>	<b>\$2,439,671,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$3,767,000	\$2,441,000	\$6,208,000
Alexandria	Esler Regional	\$12,117,000	\$9,784,000	\$21,901,000
Arcadia	Arcadia-Bienville Parish	\$28,000	\$24,000	\$52,000
Bastrop	Morehouse Memorial	\$894,000	\$602,000	\$1,496,000
Bogalusa	George R. Carr Memorial Air Field	\$227,000	\$164,000	\$391,000
Bunkie	Bunkie Municipal	\$32,000	\$27,000	\$59,000
Columbia	Caldwell Parish	\$28,000	\$24,000	\$52,000
Coushatta	Red River	\$813,000	\$529,000	\$1,342,000
Covington	St. Tammany Regional	\$99,000	\$83,000	\$182,000
Crowley	Le Gros Memorial	\$3,163,000	\$2,054,000	\$5,217,000
De Quincy	De Quincy Industrial Airpark	\$267,000	\$221,000	\$488,000
De Ridder	Beauregard Regional	\$1,685,000	\$1,174,000	\$2,859,000
Delhi	Delhi Municipal	\$301,000	\$199,000	\$500,000
Eunice	Eunice	\$239,000	\$166,000	\$405,000
Farmerville	Union Parish	\$0	\$0	\$0
Franklinton	Franklinton	\$28,000	\$24,000	\$52,000
Galliano	South Lafourche Leonard Miller Jr.	\$71,112,000	\$46,252,000	\$117,364,000
Gonzales	Louisiana Regional	\$4,708,000	\$3,098,000	\$7,806,000
Hammond	Hammond Northshore Regional	\$61,659,000	\$45,825,000	\$107,484,000
Homer	Homer Municipal	\$102,000	\$85,000	\$187,000
Houma	Houma-Terrebonne	\$51,067,000	\$33,153,000	\$84,220,000
Jackson	Feliciana Airpark	\$5,000	\$4,000	\$9,000
Jeanerette	Le Maire Memorial	\$32,000	\$27,000	\$59,000
Jena	Jena	\$17,000	\$15,000	\$32,000
Jennings	Jennings	\$3,284,000	\$2,135,000	\$5,419,000
Jonesboro	Jonesboro	\$20,000	\$17,000	\$37,000
Jonesville	Jonesville	\$1,123,000	\$727,000	\$1,850,000
Lake Charles	Chennault International	\$159,327,000	\$81,473,000	\$240,800,000
Lake Providence	Byerley	\$1,422,000	\$915,000	\$2,337,000
Leesville	Leesville	\$101,000	\$84,000	\$185,000
Mansfield	C.E. "Rusty" Williams	\$1,415,000	\$1,137,000	\$2,552,000

Associated City	Airport Name	On-Airport Output		
		Direct Output	Multiplier Output	Total Output
Many	Hart	\$59,000	\$49,000	\$108,000
Marksville	Marksville Municipal	\$73,000	\$61,000	\$134,000
Minden	Minden	\$389,000	\$324,000	\$713,000
Natchitoches	Natchitoches Regional	\$9,439,000	\$6,234,000	\$15,673,000
New Iberia	Acadiana Regional	\$22,901,000	\$15,485,000	\$38,386,000
New Orleans	Lakefront	\$41,929,000	\$29,376,000	\$71,305,000
New Roads	False River Regional	\$4,671,000	\$3,178,000	\$7,849,000
Oak Grove	Kelly Dumas	\$1,416,000	\$937,000	\$2,353,000
Oakdale	Allen Parish	\$4,537,000	\$2,973,000	\$7,510,000
Opelousas	St. Landry Parish-Ahart Field	\$5,826,000	\$3,845,000	\$9,671,000
Patterson	Harry P. Williams Memorial	\$4,909,000	\$3,199,000	\$8,108,000
Pineville	Pineville Municipal	\$843,000	\$548,000	\$1,391,000
Pollock	Pollock Municipal	\$6,000	\$6,000	\$12,000
Rayville	John H. Hooks Jr. Memorial	\$6,121,000	\$3,943,000	\$10,064,000
Reserve	Port of South Louisiana Executive Regional	\$867,000	\$688,000	\$1,555,000
Ruston	Ruston Regional	\$9,731,000	\$6,321,000	\$16,052,000
Shreveport	Shreveport Downtown	\$5,902,000	\$3,957,000	\$9,859,000
Slidell	Slidell	\$12,201,000	\$8,056,000	\$20,257,000
Springhill	Springhill	\$56,000	\$47,000	\$103,000
St. Joseph	Tensas Parish	\$100,000	\$66,000	\$166,000
Sulphur	Southland Field	\$6,167,000	\$4,103,000	\$10,270,000
Tallulah	Scott	\$2,914,000	\$1,878,000	\$4,792,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$5,165,000	\$3,461,000	\$8,626,000
Thibodaux	Thibodaux Municipal	\$93,000	\$67,000	\$160,000
Vidalia	Concordia Parish	\$845,000	\$569,000	\$1,414,000
Vivian	Vivian	\$893,000	\$589,000	\$1,482,000
Welsh	Welsh	\$1,076,000	\$695,000	\$1,771,000
Winnfield	David G. Joyce	\$268,000	\$224,000	\$492,000
Winnsboro	Winnsboro Municipal	\$1,028,000	\$667,000	\$1,695,000
Woodworth	Woodworth	\$609,000	\$393,000	\$1,002,000
<b>General Aviation Airports Total</b>		<b>\$530,116,000</b>	<b>\$334,402,000</b>	<b>\$864,518,000</b>
<b>All Airports Total</b>		<b>\$1,977,782,000</b>	<b>\$1,326,407,000</b>	<b>\$3,304,189,000</b>

Source: Mead & Hunt and IMPLAN.

**Table A-17: CIP Output from Louisiana Airports**

Associated City	Airport Name	CIP Output		
		Direct Output	Multiplier Output	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$20,499,000	\$16,047,000	\$36,546,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$19,092,000	\$14,946,000	\$34,038,000
Lafayette	Lafayette Regional	\$75,222,000	\$58,888,000	\$134,110,000
Lake Charles	Lake Charles Regional	\$16,332,000	\$12,785,000	\$29,117,000
Monroe	Monroe Regional	\$10,086,000	\$7,896,000	\$17,982,000
New Orleans	Louis Armstrong New Orleans Intl.	\$109,634,000	\$85,826,000	\$195,460,000
Shreveport	Shreveport Regional	\$8,894,000	\$6,962,000	\$15,856,000
<b>Commercial Service Airports Total</b>		<b>\$259,759,000</b>	<b>\$203,350,000</b>	<b>\$463,109,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$1,080,000	\$845,000	\$1,925,000
Alexandria	Esler Regional	\$2,414,000	\$1,889,000	\$4,303,000
Arcadia	Arcadia-Bienville Parish	\$0	\$0	\$0
Bastrop	Morehouse Memorial	\$191,000	\$150,000	\$341,000
Bogalusa	George R. Carr Memorial Air Field	\$54,000	\$42,000	\$96,000
Bunkie	Bunkie Municipal	\$0	\$0	\$0
Columbia	Caldwell Parish	\$0	\$0	\$0
Coushatta	Red River	\$298,000	\$233,000	\$531,000
Covington	St. Tammany Regional	\$71,000	\$56,000	\$127,000
Crowley	Le Gros Memorial	\$278,000	\$217,000	\$495,000
De Quincy	De Quincy Industrial Airpark	\$409,000	\$320,000	\$729,000
De Ridder	Beauregard Regional	\$651,000	\$510,000	\$1,161,000
Delhi	Delhi Municipal	\$2,000	\$2,000	\$4,000
Eunice	Eunice	\$102,000	\$81,000	\$183,000
Farmerville	Union Parish	\$40,000	\$32,000	\$72,000
Franklinton	Franklinton	\$8,000	\$7,000	\$15,000
Galliano	South Lafourche Leonard Miller Jr.	\$422,000	\$330,000	\$752,000
Gonzales	Louisiana Regional	\$566,000	\$443,000	\$1,009,000
Hammond	Hammond Northshore Regional	\$8,774,000	\$6,869,000	\$15,643,000
Homer	Homer Municipal	\$73,000	\$57,000	\$130,000
Houma	Houma-Terrebonne	\$2,251,000	\$1,762,000	\$4,013,000
Jackson	Feliciana Airpark	\$8,000	\$6,000	\$14,000
Jeanerette	Le Maire Memorial	\$0	\$0	\$0
Jena	Jena	\$32,000	\$25,000	\$57,000
Jennings	Jennings	\$863,000	\$675,000	\$1,538,000
Jonesboro	Jonesboro	\$170,000	\$133,000	\$303,000
Jonesville	Jonesville	\$270,000	\$211,000	\$481,000
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	\$59,000	\$47,000	\$106,000
Leesville	Leesville	\$383,000	\$299,000	\$682,000
Mansfield	C.E. "Rusty" Williams	\$461,000	\$362,000	\$823,000

Associated City	Airport Name	CIP Output		
		Direct Output	Multiplier Output	Total Output
Many	Hart	\$707,000	\$553,000	\$1,260,000
Marksville	Marksville Municipal	\$345,000	\$270,000	\$615,000
Minden	Minden	\$847,000	\$662,000	\$1,509,000
Natchitoches	Natchitoches Regional	\$1,935,000	\$1,514,000	\$3,449,000
New Iberia	Acadiana Regional	\$2,127,000	\$1,666,000	\$3,793,000
New Orleans	Lakefront	\$6,587,000	\$5,157,000	\$11,744,000
New Roads	False River Regional	\$2,251,000	\$1,762,000	\$4,013,000
Oak Grove	Kelly Dumas	\$284,000	\$223,000	\$507,000
Oakdale	Allen Parish	\$377,000	\$294,000	\$671,000
Opelousas	St. Landry Parish-Ahart Field	\$348,000	\$272,000	\$620,000
Patterson	Harry P. Williams Memorial	\$662,000	\$519,000	\$1,181,000
Pineville	Pineville Municipal	\$17,000	\$13,000	\$30,000
Pollock	Pollock Municipal	\$3,000	\$1,000	\$4,000
Rayville	John H. Hooks Jr. Memorial	\$393,000	\$308,000	\$701,000
Reserve	Port of South Louisiana Executive Regional	\$417,000	\$326,000	\$743,000
Ruston	Ruston Regional	\$2,405,000	\$1,882,000	\$4,287,000
Shreveport	Shreveport Downtown	\$3,665,000	\$2,869,000	\$6,534,000
Slidell	Slidell	\$2,591,000	\$2,028,000	\$4,619,000
Springhill	Springhill	\$208,000	\$163,000	\$371,000
St. Joseph	Tensas Parish	\$30,000	\$23,000	\$53,000
Sulphur	Southland Field	\$1,223,000	\$958,000	\$2,181,000
Tallulah	Scott	\$174,000	\$136,000	\$310,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$1,130,000	\$885,000	\$2,015,000
Thibodaux	Thibodaux Municipal	\$128,000	\$100,000	\$228,000
Vidalia	Concordia Parish	\$160,000	\$126,000	\$286,000
Vivian	Vivian	\$127,000	\$99,000	\$226,000
Welsh	Welsh	\$62,000	\$49,000	\$111,000
Winnfield	David G. Joyce	\$9,000	\$8,000	\$17,000
Winnsboro	Winnsboro Municipal	\$115,000	\$91,000	\$206,000
Woodworth	Woodworth	\$29,000	\$22,000	\$51,000
<b>General Aviation Airports Total</b>		<b>\$49,286,000</b>	<b>\$38,582,000</b>	<b>\$87,868,000</b>
<b>All Airports Total</b>		<b>\$309,045,000</b>	<b>\$241,932,000</b>	<b>\$550,977,000</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available.

**Table A-18: General Aviation Visitor-Related Output from Louisiana Airports**

Associated City	Airport Name	GA Visitor-Related Output		
		Direct Output	Multiplier Output	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$650,000	\$431,000	\$1,081,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$9,925,000	\$6,565,000	\$16,490,000
Lafayette	Lafayette Regional	\$5,632,000	\$3,724,000	\$9,356,000
Lake Charles	Lake Charles Regional	\$2,924,000	\$1,934,000	\$4,858,000
Monroe	Monroe Regional	\$1,061,000	\$701,000	\$1,762,000
New Orleans	Louis Armstrong New Orleans Intl.	\$3,085,000	\$2,041,000	\$5,126,000
Shreveport	Shreveport Regional	\$3,502,000	\$2,316,000	\$5,818,000
<b>Commercial Service Airports Total</b>		<b>\$26,779,000</b>	<b>\$17,712,000</b>	<b>\$44,491,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$5,730,000	\$3,790,000	\$9,520,000
Alexandria	Esler Regional	\$296,000	\$195,000	\$491,000
Arcadia	Arcadia-Bienville Parish	\$178,000	\$118,000	\$296,000
Bastrop	Morehouse Memorial	\$813,000	\$538,000	\$1,351,000
Bogalusa	George R. Carr Memorial Air Field	\$651,000	\$430,000	\$1,081,000
Bunkie	Bunkie Municipal	\$112,000	\$73,000	\$185,000
Columbia	Caldwell Parish	\$305,000	\$202,000	\$507,000
Coushatta	Red River	\$84,000	\$55,000	\$139,000
Covington	St. Tammany Regional	\$813,000	\$538,000	\$1,351,000
Crowley	Le Gros Memorial	\$112,000	\$73,000	\$185,000
De Quincy	De Quincy Industrial Airpark	\$145,000	\$96,000	\$241,000
De Ridder	Beauregard Regional	\$504,000	\$334,000	\$838,000
Delhi	Delhi Municipal	\$223,000	\$148,000	\$371,000
Eunice	Eunice	\$407,000	\$269,000	\$676,000
Farmerville	Union Parish	\$285,000	\$188,000	\$473,000
Franklinton	Franklinton	\$447,000	\$296,000	\$743,000
Galliano	South Lafourche Leonard Miller Jr.	\$429,000	\$284,000	\$713,000
Gonzales	Louisiana Regional	\$8,275,000	\$5,472,000	\$13,747,000
Hammond	Hammond Northshore Regional	\$11,585,000	\$7,661,000	\$19,246,000
Homer	Homer Municipal	\$42,000	\$27,000	\$69,000
Houma	Houma-Terrebonne	\$3,832,000	\$2,534,000	\$6,366,000
Jackson	Feliciana Airpark	\$42,000	\$27,000	\$69,000
Jeanerette	Le Maire Memorial	\$447,000	\$296,000	\$743,000
Jena	Jena	\$407,000	\$269,000	\$676,000
Jennings	Jennings	\$5,296,000	\$3,502,000	\$8,798,000
Jonesboro	Jonesboro	\$223,000	\$148,000	\$371,000
Jonesville	Jonesville	\$3,310,000	\$2,189,000	\$5,499,000
Lake Charles	Chennault International	Not available		
Lake Providence	Byerley	\$112,000	\$73,000	\$185,000
Leesville	Leesville	\$244,000	\$161,000	\$405,000
Mansfield	C.E. "Rusty" Williams	\$279,000	\$184,000	\$463,000



Associated City	Airport Name	GA Visitor-Related Output		
		Direct Output	Multiplier Output	Total Output
Many	Hart	\$167,000	\$111,000	\$278,000
Marksville	Marksville Municipal	\$123,000	\$81,000	\$204,000
Minden	Minden	\$126,000	\$84,000	\$210,000
Natchitoches	Natchitoches Regional	\$322,000	\$213,000	\$535,000
New Iberia	Acadiana Regional	\$878,000	\$581,000	\$1,459,000
New Orleans	Lakefront	\$12,946,000	\$8,562,000	\$21,508,000
New Roads	False River Regional	\$5,213,000	\$3,448,000	\$8,661,000
Oak Grove	Kelly Dumas	\$279,000	\$184,000	\$463,000
Oakdale	Allen Parish	\$285,000	\$188,000	\$473,000
Opelousas	St. Landry Parish-Ahart Field	\$732,000	\$484,000	\$1,216,000
Patterson	Harry P. Williams Memorial	\$7,613,000	\$5,034,000	\$12,647,000
Pineville	Pineville Municipal	\$813,000	\$538,000	\$1,351,000
Pollock	Pollock Municipal	\$14,000	\$9,000	\$23,000
Rayville	John H. Hooks Jr. Memorial	\$488,000	\$323,000	\$811,000
Reserve	Port of South Louisiana Executive Regional	\$325,000	\$216,000	\$541,000
Ruston	Ruston Regional	\$2,052,000	\$1,357,000	\$3,409,000
Shreveport	Shreveport Downtown	\$6,289,000	\$4,159,000	\$10,448,000
Slidell	Slidell	\$9,930,000	\$6,567,000	\$16,497,000
Springhill	Springhill	\$139,000	\$93,000	\$232,000
St. Joseph	Tensas Parish	\$244,000	\$161,000	\$405,000
Sulphur	Southland Field	\$740,000	\$490,000	\$1,230,000
Tallulah	Scott	\$488,000	\$323,000	\$811,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$203,000	\$135,000	\$338,000
Thibodaux	Thibodaux Municipal	\$167,000	\$111,000	\$278,000
Vidalia	Concordia Parish	\$195,000	\$129,000	\$324,000
Vivian	Vivian	\$446,000	\$295,000	\$741,000
Welsh	Welsh	\$407,000	\$269,000	\$676,000
Winnfield	David G. Joyce	\$139,000	\$93,000	\$232,000
Winnsboro	Winnsboro Municipal	\$407,000	\$269,000	\$676,000
Woodworth	Woodworth	\$651,000	\$430,000	\$1,081,000
<b>General Aviation Airports Total</b>		<b>\$98,449,000</b>	<b>\$65,107,000</b>	<b>\$163,556,000</b>
<b>All Airports Total</b>		<b>\$125,228,000</b>	<b>\$82,819,000</b>	<b>\$208,047,000</b>

Source: Mead & Hunt and IMPLAN.

Note: Total impacts for Chennault International were drawn from the document *From White Elephant to Economic Driver: The Economic Impact of Chennault International Airport on the Calcasieu Parish Economy*, March 2022. Detailed impacts were not available.



**Table A-19: Commercial Service Visitor-Related Output from Louisiana Airports**

Associated City	Airport Name	Commercial Service Visitor-Related Output		
		Direct Output	Multiplier Output	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	\$9,588,000	\$6,120,000	\$15,708,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$41,640,000	\$26,582,000	\$68,222,000
Lafayette	Lafayette Regional	\$29,872,000	\$19,069,000	\$48,941,000
Lake Charles	Lake Charles Regional	\$8,645,000	\$5,519,000	\$14,164,000
Monroe	Monroe Regional	\$11,735,000	\$7,490,000	\$19,225,000
New Orleans	Louis Armstrong New Orleans International	\$1,568,515,000	\$1,001,285,000	\$2,569,800,000
Shreveport	Shreveport Regional	\$40,270,000	\$25,706,000	\$65,976,000
<b>Commercial Service Airports Total</b>		<b>\$1,710,265,000</b>	<b>\$1,091,771,000</b>	<b>\$2,802,036,000</b>

Source: Mead & Hunt and IMPLAN.

Table A-20: Total Output from Louisiana Airports

Associated City	Airport Name	All Airport-Related Output		
		Direct Output	Multiplier Output	Total Output
Alexandria	Alexandria International	\$102,042,000	\$77,180,000	\$179,222,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$169,205,000	\$117,256,000	\$286,461,000
Lafayette	Lafayette Regional	\$422,177,000	\$286,514,000	\$708,691,000
Lake Charles	Lake Charles Regional	\$199,343,000	\$134,115,000	\$333,458,000
Monroe	Monroe Regional	\$53,334,000	\$37,842,000	\$91,176,000
New Orleans	Louis Armstrong New Orleans Intl.	\$2,352,080,000	\$1,552,143,000	\$3,904,223,000
Shreveport	Shreveport Regional	\$146,288,000	\$99,788,000	\$246,076,000
<b>Commercial Service Airports Total</b>		<b>\$3,444,469,000</b>	<b>\$2,304,838,000</b>	<b>\$5,749,307,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	\$10,577,000	\$7,076,000	\$17,653,000
Alexandria	Esler Regional	\$14,827,000	\$11,868,000	\$26,695,000
Arcadia	Arcadia-Bienville Parish	\$206,000	\$142,000	\$348,000
Bastrop	Morehouse Memorial	\$1,898,000	\$1,290,000	\$3,188,000
Bogalusa	George R. Carr Memorial Air Field	\$932,000	\$636,000	\$1,568,000
Bunkie	Bunkie Municipal	\$144,000	\$100,000	\$244,000
Columbia	Caldwell Parish	\$333,000	\$226,000	\$559,000
Coushatta	Red River	\$1,195,000	\$817,000	\$2,012,000
Covington	St. Tammany Regional	\$983,000	\$677,000	\$1,660,000
Crowley	Le Gros Memorial	\$3,553,000	\$2,344,000	\$5,897,000
De Quincy	De Quincy Industrial Airpark	\$821,000	\$637,000	\$1,458,000
De Ridder	Beauregard Regional	\$2,840,000	\$2,018,000	\$4,858,000
Delhi	Delhi Municipal	\$526,000	\$349,000	\$875,000
Eunice	Eunice	\$748,000	\$516,000	\$1,264,000
Farmerville	Union Parish	\$325,000	\$220,000	\$545,000
Franklinton	Franklinton	\$483,000	\$327,000	\$810,000
Galliano	South Lafourche Leonard Miller Jr.	\$71,963,000	\$46,866,000	\$118,829,000
Gonzales	Louisiana Regional	\$13,549,000	\$9,013,000	\$22,562,000
Hammond	Hammond Northshore Regional	\$82,018,000	\$60,355,000	\$142,373,000
Homer	Homer Municipal	\$217,000	\$169,000	\$386,000
Houma	Houma-Terrebonne	\$57,150,000	\$37,449,000	\$94,599,000
Jackson	Feliciano Airpark	\$55,000	\$37,000	\$92,000
Jeanerette	Le Maire Memorial	\$479,000	\$323,000	\$802,000
Jena	Jena	\$456,000	\$309,000	\$765,000
Jennings	Jennings	\$9,443,000	\$6,312,000	\$15,755,000
Jonesboro	Jonesboro	\$413,000	\$298,000	\$711,000
Jonesville	Jonesville	\$4,703,000	\$3,127,000	\$7,830,000
Lake Charles	Chennault International	\$159,327,000	\$81,473,000	\$240,800,000
Lake Providence	Byerley	\$1,593,000	\$1,035,000	\$2,628,000
Leesville	Leesville	\$728,000	\$544,000	\$1,272,000
Mansfield	C.E. "Rusty" Williams	\$2,155,000	\$1,683,000	\$3,838,000

Associated City	Airport Name	All Airport-Related Output		
		Direct Output	Multiplier Output	Total Output
Many	Hart	\$933,000	\$713,000	\$1,646,000
Marksville	Marksville Municipal	\$541,000	\$412,000	\$953,000
Minden	Minden	\$1,362,000	\$1,070,000	\$2,432,000
Natchitoches	Natchitoches Regional	\$11,696,000	\$7,961,000	\$19,657,000
New Iberia	Acadiana Regional	\$25,906,000	\$17,732,000	\$43,638,000
New Orleans	Lakefront	\$61,462,000	\$43,095,000	\$104,557,000
New Roads	False River Regional	\$12,135,000	\$8,388,000	\$20,523,000
Oak Grove	Kelly Dumas	\$1,979,000	\$1,344,000	\$3,323,000
Oakdale	Allen Parish	\$5,199,000	\$3,455,000	\$8,654,000
Opelousas	St. Landry Parish-Ahart Field	\$6,906,000	\$4,601,000	\$11,507,000
Patterson	Harry P. Williams Memorial	\$13,184,000	\$8,752,000	\$21,936,000
Pineville	Pineville Municipal	\$1,673,000	\$1,099,000	\$2,772,000
Pollock	Pollock Municipal	\$23,000	\$16,000	\$39,000
Rayville	John H. Hooks Jr. Memorial	\$7,002,000	\$4,574,000	\$11,576,000
Reserve	Port of South Louisiana Executive Regional	\$1,609,000	\$1,230,000	\$2,839,000
Ruston	Ruston Regional	\$14,188,000	\$9,560,000	\$23,748,000
Shreveport	Shreveport Downtown	\$15,856,000	\$10,985,000	\$26,841,000
Slidell	Slidell	\$24,722,000	\$16,651,000	\$41,373,000
Springhill	Springhill	\$403,000	\$303,000	\$706,000
St. Joseph	Tensas Parish	\$374,000	\$250,000	\$624,000
Sulphur	Southland Field	\$8,130,000	\$5,551,000	\$13,681,000
Tallulah	Scott	\$3,576,000	\$2,337,000	\$5,913,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$6,498,000	\$4,481,000	\$10,979,000
Thibodaux	Thibodaux Municipal	\$388,000	\$278,000	\$666,000
Vidalia	Concordia Parish	\$1,200,000	\$824,000	\$2,024,000
Vivian	Vivian	\$1,466,000	\$983,000	\$2,449,000
Welsh	Welsh	\$1,545,000	\$1,013,000	\$2,558,000
Winnfield	David G. Joyce	\$416,000	\$325,000	\$741,000
Winnsboro	Winnsboro Municipal	\$1,550,000	\$1,027,000	\$2,577,000
Woodworth	Woodworth	\$1,289,000	\$845,000	\$2,134,000
<b>General Aviation Airports Total</b>		<b>\$677,851,000</b>	<b>\$438,091,000</b>	<b>\$1,115,942,000</b>
<b>All Airports Total</b>		<b>\$4,122,320,000</b>	<b>\$2,742,929,000</b>	<b>\$6,865,249,000</b>

Source: Mead & Hunt and IMPLAN.

Table A-21: Total Economic Impacts from Louisiana Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
<b>Commercial Service Airports</b>				
Alexandria	Alexandria International	1,613	\$80,579,000	\$179,222,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	2,391	\$103,491,000	\$286,461,000
Lafayette	Lafayette Regional	3,350	\$159,291,000	\$708,691,000
Lake Charles	Lake Charles Regional	2,015	\$79,873,000	\$333,458,000
Monroe	Monroe Regional	664	\$26,938,000	\$91,176,000
New Orleans	Louis Armstrong New Orleans Intl.	35,803	\$1,104,680,000	\$3,904,223,000
Shreveport	Shreveport Regional	1,921	\$80,846,000	\$246,076,000
<b>Commercial Service Airports Total</b>		<b>47,757</b>	<b>\$1,635,698,000</b>	<b>\$5,749,307,000</b>
<b>General Aviation Airports</b>				
Abbeville	Abbeville Chris Crusta Memorial	185	\$5,334,000	\$17,653,000
Alexandria	Esler Regional	396	\$18,294,000	\$26,695,000
Arcadia	Arcadia-Bienville Parish	5	\$151,000	\$348,000
Bastrop	Morehouse Memorial	32	\$997,000	\$3,188,000
Bogalusa	George R. Carr Memorial Air Field	22	\$569,000	\$1,568,000
Bunkie	Bunkie Municipal	17	\$94,000	\$244,000
Columbia	Caldwell Parish	8	\$234,000	\$559,000
Coushatta	Red River	13	\$604,000	\$2,012,000
Covington	St. Tammany Regional	23	\$660,000	\$1,660,000
Crowley	Le Gros Memorial	45	\$1,658,000	\$5,897,000
De Quincy	De Quincy Industrial Airpark	12	\$354,000	\$1,458,000
De Ridder	Beauregard Regional	42	\$1,688,000	\$4,858,000
Delhi	Delhi Municipal	10	\$324,000	\$875,000
Eunice	Eunice	19	\$488,000	\$1,264,000
Farmerville	Union Parish	8	\$204,000	\$545,000
Franklinton	Franklinton	11	\$331,000	\$810,000
Galliano	South Lafourche Leonard Miller Jr.	632	\$21,003,000	\$118,829,000
Gonzales	Louisiana Regional	271	\$8,330,000	\$22,562,000
Hammond	Hammond Northshore Regional	1,835	\$80,418,000	\$142,373,000
Homer	Homer Municipal	2	\$59,000	\$386,000
Houma	Houma-Terrebonne	609	\$21,469,000	\$94,599,000
Jackson	Felician Airpark	1	\$30,000	\$92,000
Jeanerette	Le Maire Memorial	10	\$292,000	\$802,000
Jena	Jena	9	\$279,000	\$765,000
Jennings	Jennings	168	\$4,868,000	\$15,755,000
Jonesboro	Jonesboro	16	\$244,000	\$711,000
Jonesville	Jonesville	97	\$2,814,000	\$7,830,000
Lake Charles	Chennault International	2,805	\$162,900,000	\$240,800,000
Lake Providence	Byerley	13	\$444,000	\$2,628,000
Leesville	Leesville	14	\$441,000	\$1,272,000

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Mansfield	C.E. "Rusty" Williams	25	\$875,000	\$3,838,000
Many	Hart	13	\$419,000	\$1,646,000
Marksville	Marksville Municipal	11	\$275,000	\$953,000
Minden	Minden	24	\$1,016,000	\$2,432,000
Natchitoches	Natchitoches Regional	114	\$4,586,000	\$19,657,000
New Iberia	Acadiana Regional	354	\$16,862,000	\$43,638,000
New Orleans	Lakefront	855	\$40,935,000	\$104,557,000
New Roads	False River Regional	190	\$6,924,000	\$20,523,000
Oak Grove	Kelly Dumas	27	\$921,000	\$3,323,000
Oakdale	Allen Parish	45	\$1,584,000	\$8,654,000
Opelousas	St. Landry Parish-Ahart Field	80	\$3,051,000	\$11,507,000
Patterson	Harry P. Williams Memorial	233	\$6,946,000	\$21,936,000
Pineville	Pineville Municipal	39	\$947,000	\$2,772,000
Pollock	Pollock Municipal	Less than 1	\$10,000	\$39,000
Rayville	John H. Hooks Jr. Memorial	72	\$3,308,000	\$11,576,000
Reserve	Port of South Louisiana Executive Regional	20	\$881,000	\$2,839,000
Ruston	Ruston Regional	184	\$6,443,000	\$23,748,000
Shreveport	Shreveport Downtown	264	\$8,658,000	\$26,841,000
Slidell	Slidell	417	\$15,472,000	\$41,373,000
Springhill	Springhill	7	\$229,000	\$706,000
St. Joseph	Tensas Parish	8	\$208,000	\$624,000
Sulphur	Southland Field	101	\$4,010,000	\$13,681,000
Tallulah	Scott	35	\$1,175,000	\$5,913,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	80	\$3,738,000	\$10,979,000
Thibodaux	Thibodaux Municipal	10	\$292,000	\$666,000
Vidalia	Concordia Parish	17	\$500,000	\$2,024,000
Vivian	Vivian	27	\$865,000	\$2,449,000
Welsh	Welsh	17	\$551,000	\$2,558,000
Winnfield	David G. Joyce	6	\$199,000	\$741,000
Winnsboro	Winnsboro Municipal	25	\$875,000	\$2,577,000
Woodworth	Woodworth	20	\$686,000	\$2,134,000
<b>General Aviation Airports Total</b>		<b>10,650</b>	<b>\$469,016,000</b>	<b>\$1,115,942,000</b>
<b>All Airports Total</b>		<b>58,407</b>	<b>\$2,104,714,000</b>	<b>\$6,865,249,000</b>

Source: Mead & Hunt and IMPLAN.