LASP System Airports

Commercial Service
General Aviation
Interstate Highways
US Highways

Gulf of Mexico

0 12.5 25 50 75 100 Miles
LASP Process

Vision Phase
- Goals/Issues
- Inventory
- Forecasts

Choices Phase
- Facility/Service Objectives
- Benchmarking
- System Performance

Action Phase
- Costs/Funding
- Economic Impact
  - Recommended Actions
  - Implementation
LASP Airport Categories

- Includes 55 NPIAS airports and 13 non NPIAS
  - 1 NPIAS facility – New Orleans Downtown Heliport – not part of this study
- Chose not to use FAA National Asset Study Classifications

<table>
<thead>
<tr>
<th>2013 LASP Categories</th>
<th>2003 LASP Categories</th>
<th>FAA Asset Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Service (7)</td>
<td>Commercial Service (7)</td>
<td></td>
</tr>
<tr>
<td>Level 1 (6)</td>
<td>Reliever (2)</td>
<td>National (0)</td>
</tr>
<tr>
<td>Level 2 (18)</td>
<td>National (6)</td>
<td>Regional (9)</td>
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<tr>
<td>Level 3 (21)</td>
<td>Regional (17)</td>
<td>Local (19)</td>
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<tr>
<td>Level 4 (16)</td>
<td>Local (22)</td>
<td>Basic (7)</td>
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<tr>
<td></td>
<td>Limited (17)</td>
<td>Unclassified (32)</td>
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</table>
LASP Airport Categories

- Airport role stratification methodology
  - Analyzed 15 aviation and economic factors for each airport
  - Scored each airport on a 0 to 5 scale for each factor
  - Points totaled
  - Airports ranked by total points
  - Analyzed rankings and grouped airports by category
  - Benchmarked each airport in 13 performance measures
## LASP Airport Categories

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Commercial Service</th>
<th>Level 1 Airports</th>
<th>Level 2 Airports</th>
<th>Level 3 Airports</th>
<th>Level 4 Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARC</td>
<td>C-II or Design A/C</td>
<td>B-II or greater</td>
<td>B-II or greater</td>
<td>B-I or greater</td>
<td>A-I or turf</td>
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<tr>
<td>Runway Length</td>
<td>75% Large Aircraft at 60% useful load</td>
<td>6,500’ Concrete</td>
<td>5,000’</td>
<td>4,000’</td>
<td>Maintain existing RW length</td>
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<tr>
<td>Runway Width</td>
<td>To meet ARC</td>
<td>To meet ARC</td>
<td>To meet ARC</td>
<td>60’ (NPIAS)</td>
<td>50’ (paved)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>50’ (non-NPIAS)</td>
<td>100’ (turf)</td>
</tr>
<tr>
<td>Taxiway</td>
<td>Full parallel</td>
<td>Full parallel</td>
<td>Partial parallel</td>
<td>Turnarounds and connectors</td>
<td>Turnarounds or connectors</td>
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<tr>
<td>IAP</td>
<td>ILS or LPV</td>
<td>LPV</td>
<td>VNAV</td>
<td>LNAV or non-precision</td>
<td>Not applicable</td>
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<tr>
<td>Visual Aids Lighting</td>
<td>MALSR, PAPI</td>
<td>PAPI</td>
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<td>PAPI</td>
<td>Not applicable</td>
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<tr>
<td></td>
<td>MIRL, Beacon</td>
<td>MIRL, Beacon</td>
<td>MIRL, Beacon</td>
<td>MIRL, Beacon</td>
<td>Reflectors or LIRL, Beacon</td>
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<tr>
<td>Weather Reporting</td>
<td>Automated weather reporting</td>
<td>Automated weather reporting</td>
<td>Automated weather reporting</td>
<td>Not applicable</td>
<td>Not applicable</td>
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<tr>
<td>Services</td>
<td>FBO, maintenance, ground transportation</td>
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<td>FBO, maintenance, ground transportation</td>
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<td>Not applicable</td>
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<tr>
<td>Fuel</td>
<td>Jet-A, 100LL</td>
<td>Jet-A, 100LL</td>
<td>Jet-A, 100LL</td>
<td>100LL</td>
<td>Not applicable</td>
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<tr>
<td>Facilities</td>
<td>Terminal, aircraft apron, hangars, auto parking</td>
<td>Terminal, aircraft apron, hangars, auto parking</td>
<td>Pilot lounge, aircraft apron, hangars, auto parking</td>
<td>Aircraft apron, hangars, auto parking</td>
<td></td>
</tr>
<tr>
<td>Cell Phone Service Area</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Backup Generator</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>
System Performance and Evaluation

- Measure the performance of airport system against previously established benchmarks
- Identify shortfalls within the system and at individual airports
- Craft development alternatives to address shortfalls
- Estimate system improvement costs
- Evaluate system coverage
LASP Airport Benchmark Example

Airports Meeting Runway Length Benchmark

- **Commercial Service (7 Airports):** 100%
- **Level 1 (6 Airports):** 83% (Meets Benchmark), 17% (Does Not Meet Benchmark)
- **Level 2 (18 Airports):** 83% (Meets Benchmark), 17% (Does Not Meet Benchmark)
- **Level 3 (21 Airports):** 43% (Meets Benchmark), 57% (Does Not Meet Benchmark)
- **Level 4 (16 Airports):** 100%

0% 20% 40% 60% 80% 100%

Meets Benchmark | Does Not Meet Benchmark
LASP Airport Improvements

Airport improvement costs by airport role (in millions)

Total system improvement costs: $83.9 million needed to bring system up to performance benchmarks
LASP Airport Improvements

Airport improvement costs by type of improvement (in millions)

Total system improvement costs: $83.9 million needed to bring system up to performance benchmarks

- Hangar Cost Estimate $49.0
- Runway Extension Cost Estimate $18.3
- Runway Width Cost Estimate $8.2
- Taxiway Type Cost Estimate $3.1
- Visual Aids Cost Estimate $0.3
- Beacon Cost Estimate $0.0
- Weather Reporting Cost Estimate $0.6
- Fuel Farm Cost Estimate $2.8
- Terminal Building Cost Estimate $1.5

Total system improvement costs: $83.9 million needed to bring system up to performance benchmarks.
GIS Analysis

- Population Density
- 5 Airport Categories
  - 4 general aviation
  - 1 commercial airport
GIS Analysis

- 30 Minute Drive
- All System Airports
- 93% Pop. Coverage
- 45% Land Coverage
GIS Analysis

- 30 Minute Drive
- CS, Levels 1 & 2
- 81% Pop. Coverage
- 22% Land Coverage
LASP Recommendations

• Address NPIAS airport redundancies
• Address LASP Airport designations
• LASP Airport funding strategies
LASP Airports

- Coverage by 55 NPIAS airports
LASP Recommendations

- NPIAS airport redundancies
  - Byerley and Kelly
  - Remove Byerley from NPIAS and state system
    - 4 based aircraft
    - 3,196’ runway
    - Displaced thresholds
    - Development constraints
    - Overlapping markets
    - 20 miles from Kelly
LASP Recommendations

• NPIAS airport redundancies
  – Jennings and Le Gros
  – Keep Le Gros in LA system
  – Remove Le Gros from NPIAS based on:
    • 10 based aircraft
    • 4,304’ runway
    • Funding issues
    • Overlapping markets
    • 14 miles from Jennings
LASP Recommendations

- System airport issues
  - Thibodaux
  - Remove from NPIAS
  - Remove from LA system:
    - 8 based aircraft
    - 2,999’ runway
    - Ownership issues
    - Leased by city
    - Lease expires 2034
    - Private land
LASP Recommendations

• System airport redundancies
  – Jennings and Welsh
  – Remove Welsh from LA system based on:
    • 15 based aircraft
    • 2,700’ runway
    • Not in NPIAS
    • Funding issues
    • Overlapping markets
    • 11 miles from Jennings
LASP Recommendations

- System airport redundancies
  - Pollock Municipal
  - Not in NPIAS
  - Remove from LA system:
    - No based aircraft
    - 4,499’ runway
    - 1,000’ unusable
    - Funding issues
    - Overlapping markets
    - 11 miles from Esler
LASP Recommendations

- System airport redundancies
  - Olla Municipal
  - Not in NPIAS
  - Remove from LA system:
    - 1 based aircraft
    - 3,010’ runway
    - Maintenance issues
    - Overlapping markets
    - 19 miles from Columbia
    - 23 miles to Jena
LASP Options

- Additions to NPIAS
  - Columbia Airport
  - Currently LASP airport
  - Aviation issues:
    - 12 based aircraft
    - 3,501’ runway
    - Counters Olla designation to non system airport
    - Fills geographic gap
LASP Options

• Additions to LA airport system
  – Jackson Airport
  – Not in NPIAS or LASP
  – Aviation issues:
    • 1 based aircraft
    • 3,000’ runway
    • Local support
LASP Options

• Additions to LA airport system
  – Plaquemines Parish
  – Potential NPIAS airport
  – Aviation issues:
    • Site selection study completed 2009
    • 25 projected based aircraft
    • 4,200’ runway
    • Local support
    • Support oil and gas development
    • Coastal erosion issues
LASP Options

- Additions to LA airport system
  - Livingston Parish
  - Potential NPIAS airport
  - Aviation issues:
    - Site selection study completed
    - 26 projected based aircraft
    - 5,000’ runway
    - Local support
    - Growing market area
Next Steps

- Airport Performance Analysis
- Recommended System
- CIP Cost Analysis
- GIS Analysis
- Draft Tech Report(s)
- Draft Summary Brochures