LA DOTD Aviation Newsletter Volume V June 2016

Louisiana Aviaiton History

By: Vincent Caire

There is no question that Louisiana's heritage is rich with historical events that contributed significantly to the development of our Nation. However, contained within this heritage are significant contributions to the world of aviation that often go unnoticed to residents of the State that may have limited exposure to the aviation industries. These contributions are not limited to isolated regional areas. Quite the contrary. Generations of Louisiana's citizens spanning statewide and with a surprising range of personal backgrounds, have impacted how we incorporate aviation into our daily lives.

Louisiana has been the birthplace of a major airline, and significantly contributed to the development of two others. In 1929, Delta Air Service was founded in the Northeast agricultural farmlands of Monroe and Tallulah, Louisiana. Its original mission was the innovation and perfection of aerial crop dusting that revolutionized farming across the United States and in Central and South America. Delta's founder C.E. Woolman, transported his aircraft by ship from season to season across the Americas, but always based his operation in Monroe. His fascination with flight led to passenger service between Dallas, Texas and Jackson, Mississippi, through Monroe, that soon expanded across the southeastern United States. Renamed Delta Air Lines in 1935, the corporation was a Louisiana based company until it relocated to Atlanta, Georgia in late 1941.

The Wedell-Williams Air Service, based in Patterson and New Orleans and formed in 1929, was the byproduct of founder Jimmie Wedell's fascination with building his own racing planes. Wedell's collection of national trophies are on display at the Louisiana State Museum in Patterson. One of his students, millionaire Harry P. Williams, agreed to finance his passion if Wedell helped him start an airline that could carry airmail throughout the Southeast. The resulting company would operate through the mid 1930s, until both Wedell and Williams died in aircraft accidents. Williams' widow, actress Marguerite Clark, inherited the company and sold it to their friend, Eddie Rickenbacker, who incorporated the operation, especially the lucrative New Orleans to Houston route, into his own company, Eastern Airlines.

* *Continues on Pg. 11.*

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By: Bradley Brandt
Aviation Director

Airports are a critical part of Louisiana's transportation network and they have a significant impact on the state and local economies. The airport system in our state supports approximately 58,000 jobs, with a payroll of nearly $1.8 million and produces an economic impact to our state of over $6.7 billion annually.

Quality air transportation is a key driver in attracting and retaining important business relationships and tourism. Safe and efficient airport infrastructure is also key to assisting our airports with their ability to compete for these high demand services.

The mission of the Aviation office within the Louisiana Department of Transportation and Development is the overall responsibility for management, development, and safety for Louisiana's Airport System of over 780 public and private airports and heliports. Our main focus is to ensure a safe and modern system of airports which provides convenient and efficient access to the state for tourism, commerce, industrial interests, and recreation. We strive to keep up with the changing needs of the aviation industry in an effort to provide the safest operating environment for commercial, business and general aviation.

I would like to take this opportunity to let you know about some of the numerous activities that our office and staff have commenced over the last year and also let you know about some of the accomplishments that we have achieved as well. I am fortunate to have and work with such a diligent and hardworking group of professionals that offer the highest in customer service to the aviation industry throughout the state!

Over the past 11 months, the staff has been dutifully focused on delivering the Airport Construction and Development Program to enhance the safety and efficiency of our airport's infrastructure. The 2016 program was funded by the Legislature at just under $28.4 million this year, and to date, our team has executed over 114 contracts for airport improvement and investments throughout the state. In addition to the state funding invested in airports, the Federal Aviation Administration issued 42 grants to airports in our state worth over $53 million in 2015. These much needed funds help our airport system to continue to keep pace with the ever changing aviation industry in our state.

We also updated our website: www.dotd.la.gov/aviation to include helpful information, such as the FY 17 'proposed' funding for our airport system and our FY 18 Capital Improvement Program guidance letter to airport sponsors on filing applications with the department for next year's funding program.

With the warm weather returning, it is a great opportunity to get back out there and attend many of the great fly-ins and events and to show your support for our aviation industry and the airports that serve our communities.

Safe Travels

LOUISIANA AVIATION NOTAMS

FAA's B4UFLY App Will Help UAS Pilots Operate Safely & Legally

May 6, 2015
Contact: Les Dorr or Alison Duquette
Phone: (202) 267 - 3883

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) today demonstrated a new smartphone application called "B4UFLY," designed to help model aircraft and unmanned aircraft (UAS) users know if it is safe and legal to fly in their current or planned location.

"We want to make sure hobbyists and modelers know where it is and isn't okay to fly," said FAA Administrator Michael Huerta. "While there are other apps that provide model aircraft enthusiast with various types of data, we believe B4UFLY has the most user-friendly interface and the most up-to-date information."

B4UFLY is a simple, easy-to-use app that users can access before they operate their aircraft to determine whether there are any restrictions or requirements in effect at the location where they want to fly. The FAA announced the app at the Association for Unmanned Vehicle Systems International Unmanned Systems 2015 conference in Atlanta, Ga., and plans to release the app to approximately 1,000 beta testers later this summer.

Key features of the B4UFLY app include:

- A clear "status" indicator that immediately informs operators about their current or planned location.
- Information on the parameters that drive the status indicator.
- A "Planner Mode" for future flights in different locations.
- Informative, interactive maps with filtering options.
- Contact information for nearby airports.
- Links to other FAA UAS resources and regulatory information.

Screenshots of the app are available at http://www.faa.gov/uas/b4ufly/.

The beta test is expected to run for several months, after which the FAA plans to make B4UFLY available for the general public. The initial release is planned for iOS devices only, with an Android version to follow.

B4UFLY complements the Know Before You Fly educational campaign, which provides prospective UAS operators with information and guidance they need to fly safely and responsibly. The FAA is a partner in the effort with the Association for Unmanned Vehicle Systems International (AUVSI), Academy of Model Aeronautics (AMA), and the Small UAV Coalition.

For more information on the FAA and UAS, go to http://www.faa.gov/uas.

Welcome New DOTD Aviation Employee

Jason Ball, a resident of Ponchatoula, LA, is a graduate of Louisiana Tech University with a degree in Aviation Management. He has an amazing wife, Amiee, and two wonderful children. Jason began his aviation career managing one of our Louisiana airports for almost 10 years. After being out of the aviation industry for about a year, Jason rejoined aviation as our new Aviation Safety and Compliance Officer.

Welcome New Airport Manager for Winnsboro

Travis Shirley is a resident of Winnsboro, LA. After becoming an active part of the growing local aviation community in 2009, he became a pilot and graduated with a degree in Aviation Administration from University of Louisiana in Monroe. Travis is now continuing his career in aviation as the new airport manager for Winnsboro Municipal.

Is Your Airplane Ready for 2020?

By: Heidi Higginbotham

The FAA is deploying ADS-B technology because it is an environmentally friendly technology that will enhance safety and efficiency.

ADS-B technology will directly benefit pilots, controllers, airports, air carriers, and the public by modernizing the air transportation system and setting a foundation for NextGen. NextGen refers to the Federal Aviation Administration's (FAA) efforts in transforming air traffic control (ATC) to allow the control of larger volumes of aircrafts more efficiently.

Moving from ground radar and navigational aids to satellite signals will increase precision. As a pilot, flying an aircraft equipped with an ADS-B, you see what controllers see. ADS-B technology provides both flight crews and ATC with precise information regarding the location and speed of airplanes in the area.

In an airplane the two aspects of ADS-B's are In and Out. ADS-B Out signals are sent from the transmitting aircrafts to receivers on the ground or in other aircraft. ADS-B out uses GPS technology to determine the aircraft's location, airspeed and other data. The reception of ADS-B signals by a receiving aircraft are presented to the receiving pilot on a Cockpit Display of Traffic Information (CDTI) is called ADSB-In. The maximum range for CDTI is 100 nautical miles. Operators of aircraft equipped with ADS-B in can receive weather and traffic position information delivered directly to the cockpit.

We recommend that aircraft owners begin accomplishing the installations of the mandate as soon as possible. This will help aircraft owners avoid being a part of the expected rush of activity leading up to the 2020 deadline.

Which ADS-B equipment should be installed in my aircraft?

If an aircraft owner will be operating above FL180 or internationally, the aircraft should be equipped with Mode S transponder-based equipment certified to Technical Standard Order (TSO)-C166b. If the aircraft owner will be operating below FL180 with in U.S. airspace, the aircraft can be equipped with Mode S transponder or with UAT equipment certified to TSO-C154c. UAT provides the ability to receive traffic and weather data from TIS-B (traffic information service-broadcast) and FIS-B (flight information service-broadcast) which are no-cost broadcast services.

Uncertified ASD-B transmitters and uncertified GPS units do not comply with the 14 CFR 91.227 and will not be permitted to operate in airspace requiring ADS-B starting in 2020. Please see the list below for ADS-B equipment that meets FAA certification requirements. The FAA and LA DOTD Aviation do not endorse any product or manufacturer listed. You should refer to AC 20-165A for guidance on the installation and testing of ADS-B Out avionics on aircraft with a standard airworthiness certificate. Aircraft owners are recommended to read the equipment requirements in §§ 91.227 before undergoing an installation.

Manufacturer	ADS-B Model Number	Approved Position Source
ACSS	XS-950	RCI GLU-920 , RCI GLU-925
Honeywell	XS-852	CMC CMA-4024-1 SBAS
Trig-Avionics	TT-31	FreeFlight WAAS 1201 Accord Technology NexNav™ Mini GPS unit
FreeFlight	FDL-978-TX	FreeFlight WAAS 1201
ACSS	XS-950	RCI GLU-920 (A320), Thales TLS8755-01-0101A/0102B (A330)
Honeywell	ISP-80A.1	Honeywell ADIRU Part#'s HG2030BE02, BE03 or BE04
Trig-Avionics	TT-22	FreeFlight WAAS 1201
Garmin	GDL-88 GTX-23 GTX-33x w/ES GTX-330x GTX-3000 (GTX models require appropriate S/W rev)	Garmin GTN 625/635/650, GTN 725/750, GPS 400W, GNC 420W/420AW, GNS 430W/430AW, GPS 500W/530W (w/ or w/o TAWS) (all require appropriate S/W rev)
Honeywell	MRC XPDR w/ADS-B Out	CMC CMA-3024 SBAS GNSSU MK II and CMA-4024 SBAS GNSSU
Honeywell	XS-858B Transponder, P/N 7517402-970	Honeywell GPS module (made by CMC), P/N 245-604067-100
Honeywell	XS-858B P/N:7017401-970	Honeywell GNSS/MMR VIDL-G, P/N: 7026208-804
NavWorx	ADS600-B	Accord Technology NexNav™ Mini GPS unit
FreeFlight	FDL-978-XVR	FreeFlight WAAS 1201 (either external or integrated in FDL-978-XVR)
Rockwell	TDR-94D-550	Universal UNS-1Fw
Avidyne	AXP340	Avidyne GPS (including R9) Garmin GNS430W/530W Garmin GTN650/750 FreeFlight Model 1201/1204 NexNav™ mini-T (external)
BendixKing	KT-74	Accord NexNav™ Mini GPS unit FreeFlight WAAS 1201

Source: Federal Aviation Administration.

FAA Advisory Circular No: 90-114A The Federal Aviation Administration (FAA) has issued a new rule contained in Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.225 & 91.227. This rule requires Automatic Dependent Surveillance-Broadcast (ADS-B) Out performance when operating in designated classes of airspace within the U.S. National Airspace System after January 1, 2020.

The Hammond Flying Club: The newest flying club in Louisiana

By: Yasmina Platt,
Central Southwest Regional Manager
www.aopa.org/central-southwest-rm

Flying clubs are one of the very best ways to save money while you fly more, enjoy great access to aircraft, and spend time with friends and family. As the general aviation industry seeks to reverse rising costs and diminishing pilot numbers, flying clubs are one solution: They offer affordability, community, quality instruction, and an entry (or reentry) point to aviation.

Flying clubs are, in effect, "aviation co-ops" – a group of people coming together to share the cost of ownership. However, the value of a flying club often goes well beyond saving money. The most effective clubs bring people together and create a supportive environment of like-minded individuals who make it more likely any one individual will stick to his or her commitment to aviation. The club essentially acts as a "support group."

The Aircraft Owners and Pilots Association (AOPA) is committed to helping more pilots experience the special benefits of flying club membership as a valuable experience.

It was on July 16, 2015 that I first met Russell Butz, a motivated pilot wanting to start a flying club to satisfy a need/void at the Hammond Regional Airport (KHDC) on the north shore of Lake Pontchartrain. AOPA's Airport Support Network (ASN) Volunteer Andy Condrey and I met with him and discussed some of the initial things to do: finding potential members, identifying the best aircraft for the intended missions, developing a mission statement, organizing the club, developing rules and bylaws, identifying the appropriate number of members, calculating expenses and revenues, securing and insuring the aircraft, etc. We left him with lots of information and an immediate next step of organizing an initial formation meeting to see how many people would be interested in joining. "The result was both surprising and exciting," Russell said. Thirty people showed up to the first meeting.

Vince Hayward developed a survey and collected a good amount of data to determine which direction the flying club should take. The majority of the potential members seemed interested in a "flying station wagon:" a well-equipped IFR aircraft, roomy for family trips, and with decent horsepower to perform well in Louisiana's hot and humid summers.

By the end of April 2016, the flying club had ten members (capped at 12 with each share costing between $2,000 and $2,500 depending on the time of application), a mission statement (below) and bylaws have been approved, rules are being finalized, and a Cherokee Six is undergoing a combined pre-buy / annual inspection. They are also close to establishing monthly dues and hourly rates and they are shopping for insurance and financing.

"It is formed by and for people with a common love of aviation, shared experiences, camaraderie, and affordable flying. Fly more. Spend less. Have fun!"

The flying club is also developing a list of approved flight instructors as they will need some CFIs soon after the arrival of their aircraft. Several of the members will need to learn the new avionics, get high performance ratings, and complete insurance check-outs.

Russell noted both the AOPA flying club resources (www.aopa.org/flyingclubs) and David Lobue, KHDC's airport manager, as tremendous help and very supportive of his effort.

Interested in learning more? Visit https://www.facebook.com/groups/1487572808225949/.

Interested in joining the Hammond Flying Club? Contact Russell at rbbutz@me.com.

Wanting to start your own flying club? Send me an e-mail to yasmina.platt@aopa.org.

Fly often, fly safe!

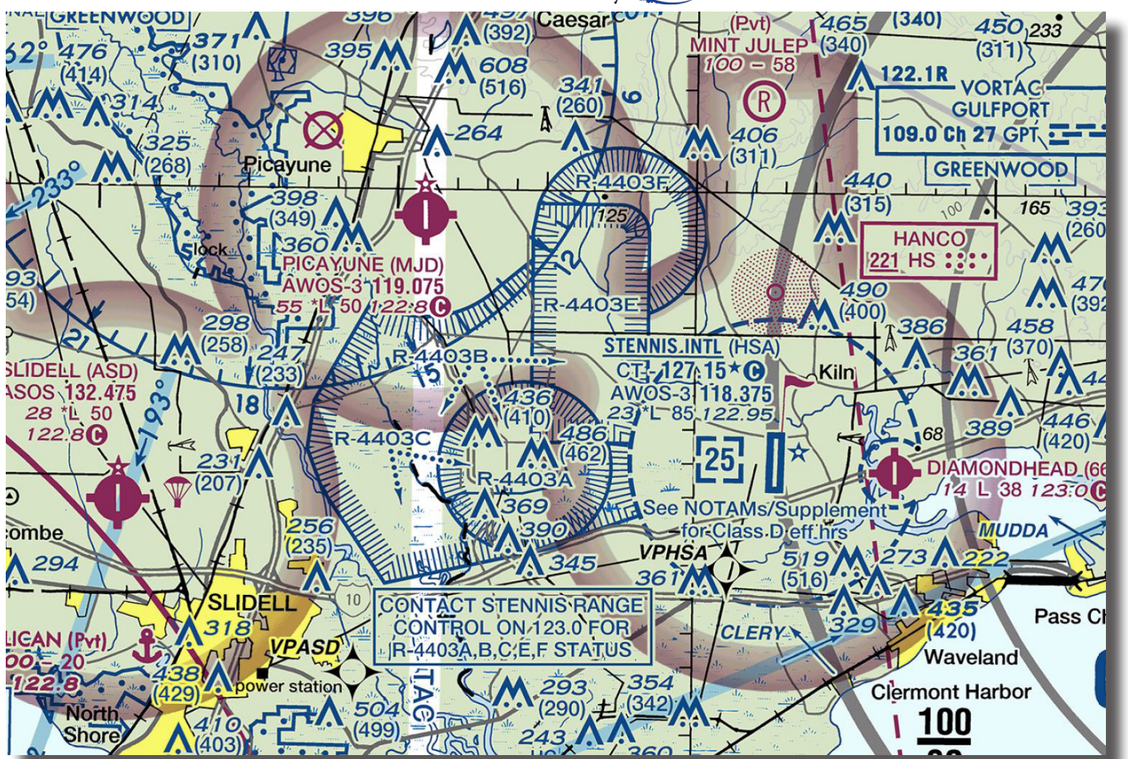
AOPA
your freedom to *fly*

Airspace Changes: Stennis Space Center Restricted Area

The restricted area R-4403 Gainesville, MS, established in 1965 to protect propulsion test facilities at Stennis Space Center (SSC), has been removed and replaced with an expanded area designated as R-4403A, B, C, E, and F. These airspace changes were implemented on May 26, 2016.

The need for these changes are due to the previous restricted area R-4403 being too small to fully contain the hazards from rocket engine tests and other NASA test requirements to meet their obligations under the National Space Policy. Concurrently, Naval Special Warfare Command (NSWC), a tenant of SSC struggled to find locations to conduct integrated special operations training. As a result the new restricted area R-4403 was created.

Please be aware of the restricted areas and times of activity shown below. Remember using updated charts and proper flight planning will help increase safety.



Sector	Using Agent	Altitutdes	Times of Use (Local Times)	Activity
R4403A	NASA	<12,000ft	1000-0300	NASA Rocket Propulsion Training
R4403B	NASA	<6,000ft	1000-0300	NASA Suborbital Lander Flight Testing, Experimental Unmanned Aerial Systems (UAS) Flight Testing
R4403C,E,F	NSWC	<10,000ft	2000-0500	Military Training Activity

FAA Corner: CIP Planning

By: Andy Velayos, FAA Lead Planner

What is the Capital Improvement Plan (CIP)?

The CIP is a 5-year plan for funding needed airport planning and development projects. The CIP process involves identifying your airport needs, prioritizing your needs, identifying and balancing potential funding sources, seeking feedback from funding sources, and submitting the CIP to the FAA/State.

What is the purpose of the CIP?

The CIP process provides airports with a structured manner of identifying and planning for the funding of needed airport planning and development projects. The FAA uses this information to determine the overall needs of the National Airspace System (NAS), to populate the NPIAS database, and to report to Congress the overall needs of the NAS. Secondly, the FAA uses the CIPs to create the "Airports" Capital Improvement Plan (ACIP), which is the FAA's 3-year funding plan for planning and development projects using federal AIP grants.

What sources provide information for creating the CIP?

Sources vary but may include but are not limited to: airport manager/director's input, airport operations input (e.g. maintenance records), Airport Master Record (i.e. 5010) details and subsequent inspections, FAA Part 139 site visits and reports (as applicable), tenant needs, FAA/State initiatives and goals, Airport Master Plans, State Airport System Plans, and information received from other FAA Lines of Business (LOBs) such as the Airport Traffic Control Tower (ATCT), Flights Standards District Office (FSDO), and Flight Procedures Office (FPO).

Guiding Principle for creating the CIP

Sponsors should always plan on using their AIP entitlements on their highest priority projects before planning for the use of "other than entitlement" AIP funding, i.e. where entitlement funds do not fully meet the financial needs of the project.

CIP Format

Airport sponsor submittals should show all funding sources, i.e. not just AIP funds. You should ensure that you start with your accurate current entitlement amounts (i.e. carried over entitlements) and anticipated future annual allocations. Projects listed must be "ripe," i.e. that they will be implemented when the need actually "exists." Projects should be listed in the priority of the needs of the airport. Always ensure that all your airfield needs (from the center of the runway and out) are addressed before adding any revenue-producing projects; please remember revenue-producing facilities are eligible at non-primary locations only.

5-Year Capital Improvement Plan - Non Primary Airport Example

Carryover Entitlement Balance $ 100,000

Fiscal Year	AIP		Other Funds		3/15/2016
Project Description	Entitlement	State	Local	State	Total
2017					
Sealcoat TW B	$ 250,000	$ 130,000	$ 10,000	$ 10,000	$ 400,000
	$ 250,000	$ 130,000	$ 10,000	$ 10,000	$ 400,000
2018					
Roll-over	$ -		$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -
2019					
Extend TW A - Phase 1 Plan and Enviro	$ 42,750		$ 1,125	$ 1,125	$ 45,000
	$ 42,750	$ -	$ 1,125	$ 1,125	$ 45,000
2020					
Extend TW A - Phase 2 Design	$ 118,750		$ 3,125	$ 3,125	$ 125,000
	$ 118,750	$ -	$ 3,125	$ 3,125	$ 125,000
2021					
Extend TW A - Phase 3 Construct	$ 438,500	$ 891,500	$ 35,000	$ 35,000	$ 1,400,000
	$ 438,500	$ 891,500	$ 35,000	$ 35,000	$ 1,400,000
Averages	$ 170,000	$ 204,300	$ 9,850	$ 9,850	$ 394,000

Example of Capital Improvement Plan for a non Primary Airport with $150,000 Non Primary Entitlements

Louisiana Regional Airport Wins 2016 Transportation Excellence Award for Runway Extension Project

By: Heidi Higginbotham

The Louisiana Transportation Conference (LTC) is a biannual opportunity for the engineering community to gather and exchange information. It has been traditional to recognize special achievement in engineering and construction projects.

Louisiana Regional Airport won the Transportation Excellence Award in the Intermodal/Public Works Design Project Development Category for their Runway Extension Project. Louisiana Regional Airport is a General Aviation airport located in Ascension Parish. The Runway 17/35 & Taxiway Extension Project was constructed for the "Ascension-St. James Airport Authority" by Professional Engineering Consultants Corporation. The Runway 17/35 & Taxiway Extension Project was constructed to the Southern end of the existing 3998ft x 100ft runway and parallel Taxiway. This project included the construction of subsurface drainage, the extension of an existing 3-10x10 box culvert drainage structures, earthwork, pavement construction to include sub-base, base, and asphaltic pavement surface placement, the installation of new LED taxiway, Runway, guidance signs, and the pavement markings. This project has been prompted due to the condition of an existing runway that did not provide the available length for the larger corporate jets to take off and land safely during high temperature months during summer customary to this airfield.

The project funding was provided through the Airport Improvement Program (AIP) from he Federal Aviation Administration (FAA) consisting of a ninety percent (90%) Federal funding with a match of ten percent (10%) from the Louisiana Department of Transportation and Development for all eligible project items. Total cost for this project was approximately 4.6 million dollars.

Project Contractor - Kort's Construction
Project Engineer - PEC Corporation

*Partial excerpts from Engineer's Report

Airport Spotlights

By: Steven Burdeaux
Minden Airport Manager

The Minden Airport is growing! Currently, there are multiple ongoing projects that have been funded by LA DOTD Aviation. In addition to the new completed apron, including a midfield connector and partial parallel taxiway, there are 30 T-hangars which were opened in November 2015.

We've also just broken ground on a new terminal as well as a new self-serve fuel facility consisting of 10,000 gallon JET-A and 100LL systems. We've also given our website, designed and hosted by Controller, a full update with a whole new look and more mobile friendly format…go check it out at www.mindenairport.net.

Airport Spotlights

By: Vincent Caire
Airport Manager

Only a few years ago, St. John the Baptist Parish Airport (1L0) was a sleepy recreational facility. Not quite 20 miles west of KMSY, it was barely noticeable by transient aircraft entering the New Orleans Class B airspace. Its principal landmark is the Reserve (RQR) VOR/DME, recently repositioned from open water in Lake Pontchartrain to the center of a neighboring sugar cane field immediately west of the airport. In the past, a well kept though very underutilized 3,999 ft. X 75 ft. asphalt runway, a trailer substituting for the gutted FBO building that was ravaged by Hurricane Isaac, and a borrowed underground storage tank used to sell 100LL, were the primary attractions.

On occasion, small jets and turboprops would arrive, transporting executives to the industries located throughout the Mississippi River industrial corridor between New Orleans and Baton Rouge, carrying enough fuel on board for a round trip, because there was no Jet-A available on the field. The convenient proximity to a multitude of ground destinations, especially the corridor, plantation homes, historic sites, and for that matter anything west of downtown New Orleans, is undeniable.

However, St. John the Baptist Parish confronted an all too common dilemma that many small municipalities operating an airport experience. Often, there are limited resident aircraft owners; the majority, are operators from out of the jurisdiction. The upkeep was expensive and, there was little in the Parish budget to spare for promoting airport use. Seeing minimal definitive prospects for future development, including hangar construction, the leadership openly resolved to find a solution.

The Port of South Louisiana, a political subdivision of the State headquartered in St. John Parish, believed it might have the best suggestion – to let them take over operation of the airport.

The Port's economic base is vast. In addition to St. John, it manages Mississippi River business development within St. Charles Parish to the east beside New Orleans International Airport, and St. James Parish to the west toward Baton Rouge. Businesses operating within the Port's fifty-four mile span along the Mississippi River often flew to commercial airports in New Orleans or Baton Rouge, only to endure a long round of ground transportation to a destination near the St. John Airport itself.

"It just made sense to incorporate the airport into our operation," said, Port Executive Director Paul Aucoin. "St. John Parish was trying to find the right home for the airport, and the Port was trying to find more ways to make access to the region easier for our guests, our tenants, and their customers." After much study and application, the FAA approved an airport sponsorship change, resulting in the Port assuming its operation from the Parish.

"We got to work immediately," said Joey Murray, the Port's Airport Committee Chairman, who is a pilot and owner of a Cessna 402, and a Cessna 210. "I was convinced that the airport could be a much larger economic engine for the region. It's close to New Orleans, and it's a welcomed GA option, often less than 30-minutes on Interstate-10, and below KMSY's Class B airspace. Flying as often as I do, I knew that if more people knew about it, that it would quickly become a popular destination."

The first improvement initiated by the Port was completing a runway extension. Total length was increased to 5,150 ft., an obvious necessity for larger jet traffic. Almost immediately after the extension opened, a state of the art AWOS system was put into operation on the field.

Aircraft fueling was next on the upgrade list. An entirely new plan for full service aviation fueling was begun. In 2014, the Port installed new above ground storage tanks, one for Jet-A, and another for 100LL, to replace the old underground system. The Jet-A system was custom built by Fuel Tech, Inc. (FTI) in Mims, Florida. A new fuel vendor partnership was signed with Shell/ Eastern Aviation Fuels, Inc., one of the largest distributors of aviation fuel products in the United States, and a new, full service Jet-A refueler was added to the operation.

There's an added bonus. Both Avgas and Jet-A customers who like self-service, can utilize this options on both of these dispenser systems. It has been well received, especially by helicopter crews operating in the region, along the Gulf of Mexico, and by single engine fixed wing turbine aircraft pilots.

Another important step was to get out of the temporary trailer, and rebuild the FBO terminal damaged by Hurricane Isaac, a project completed by the Port last year. The renovated building includes a new crew lounge and a conference room, which did not exist in the original smaller Parish design. The airport master plan will incorporate a larger FBO facility in the future. Construction of public and tenant contract hangars is also underway.

With all of these changes, the Port's Commissioners decided it would be best to change the name of the airport to reflect the airport's entire service area between New Orleans and Baton Rouge, one that emphasizes the community –both business and pleasure, historic culture and good fun that will welcome pilots and passengers. A public contest offering prizes for name suggestions was a great success.

The Port received nearly 200 entries ranging from comical to perfect fits. "We chose a suggestion made by a local military Veteran of Reserve, LA, Mr. Scott Terrio, who suggested "Southeast Louisiana Regional," said Aucoin. Too similar to another nearby airport, Mr. Terrio's entry was modified to Port of South Louisiana Executive Regional Airport." For his winning suggestion Mr. Terrio was given a $450 gift certificate and an overnight stay at Oak Alley Plantation, located on historic River Road, 5 miles west of the airport. A new three letter identifier – (KAPS) for ***A**ir**P**ort of **S**outh Louisiana*, will be incorporated upon activation by the FAA, which is expected to occur later this year.

So far, this new business formula has been promising. "It has become attractive for personal flying, small business, corporate, or charter services into our region, which in fact spans from west of Greater New Orleans to Ascension Parish near Baton Rouge." added Aucoin.

Over the next several years, billions of dollars of large industrial development will commence construction in the Port's district adding more value to the airport.


Inspector's Report:

These Lips Aren't Made for Talking

By: Robert Sehon & Jason Ball
Aviation Safety & Compliance Officers

Of course when you hear the word lip you think of those two flaps of skin on your face that not only keep your food from escaping your mouth, but get all dried out and cracked during the winter! Your lips play a crucial role in helping you speak. Without them you would be unable to properly sound out the letters M,P,V,F, and B. Go ahead, you know you are going to try…I told you. The trends we, as inspectors, have been seeing at our airports in Louisiana have to do with lips, but they aren't the ones on your face. During our routine 5010 safety inspections, we have noticed that almost every airport deals with erosion issues leading to exposed pavement lip edges that eventually become compliance issues. The regulation states that a maximum allowable lip edge should be less than 3 inches. The reasoning for this regulation is that a typical aircraft tire can roll over an edge less than 3 inches tall but when it becomes greater, it is posing a risk of stopping the tire which could result in the aircraft overturning. Erosion is a large contributor to the formation of this problem and typically happens for a few reasons. One reason for the erosion is spraying herbicide around concrete lighting pads. We understand that it limits the risk of a mower coming into contact with the pad or light, but by killing the grass completely off you are allowing rainwater to slowly pull soil away from the pad instead of the grass holding it in place. We will typically note on their inspections any possible issues with the pavement edges. If they are below 3 inches they may recommend the addition of dirt before a compliance issue occurs. If the pavement lip edge is already greater than 3 inches it will be written up as a hazard and could possibly affect the use of the facility.


The solution to this issue is one that requires very little effort. The addition of dirt, some compaction and grading, and possibly some erosion control methods could solve this issue and keep your airport in compliance year to year. We recommend performing a self-inspection once a year that does not coincide with the annual 5010 inspection to ensure that the airports are properly maintained and in full compliance. Catching many of the common issues early on could not only prove to be cost effective to the airport, but could possibly save a life.

LA DOTD Aviation Training Workshop

Louisiana DOTD Aviation is happy to announce our next training workshop. We would like to thank the Alexandria International airport for hosting us.

We will have lots of great speakers joining us. Hope to see you there!

Date: Wednesday,
June 22, 2016

Location: Alexandria International Airport,
Terminal's 3rd Floor Conference Room

Please Register and return your form to your Aviation Program Manager by June 15th.

Forms may be found online:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Aviation/Pages/Training-Resources-and-Guides-.aspx

8:45 - 9:00	**Registration** (Coffee & Donuts)
9:00 - 9:30	**Welcome**
	Updates from the Director's desk. *Brad Brandt, Aviation Director, LA DOTD*
9:30 - 10:30	**Help us help you! Pavement condition index (PCI) study for your airport.** *Kyle Potvin, Senior Engineer, Applied Pavement Technology*
10:30 - 10:45	**Break**
10:45 - 11:30	**Tricks of the trade on pavement maintenance.** *Kyle Potvin, Senior Engineer, Applied Pavement Technology*
11:30 - 12:30	**Lunch** (Provided)
12:30 - 1:15	**How to seek funding outside of FAA/DOTD. Capital outlay overview (Part I).** *Simonne R. Whitmore, P.E., Capital Outlay Administrator, Office of Facility Planning & Control, Division of Administration*
1:15 - 1:30	**Break**
1:30 - 2:15	**How to seek funding outside of FAA/DOTD. Capital outlay overview (Part II).** *Simonne R. Whitmore, P.E., Capital Outlay Administrator, Office of Facility Planning & Control, Division of Administration*
2:15 - 2:45	**Did you forget anything? LA DOTD Aviation reminders.** *Aviation Program Manager Team, LA DOTD*
2:45 - 4:00	**Breakout session with your Program Manager for CIP discussion (Optional).** *If interested, please contact your Program Manager and schedule a meeting regarding your CIP. Please bring your DRAFT CIP to discuss.*

Louisiana Aviation Career Education Camps

The Louisiana Department of Transportation and Development's (DOTD) Aviation Section, in its continuing efforts to reach out to young people and introduce them to aviation and flying, is pleased to announce the Louisiana Aviation Career Education (ACE) Camp Program this summer.

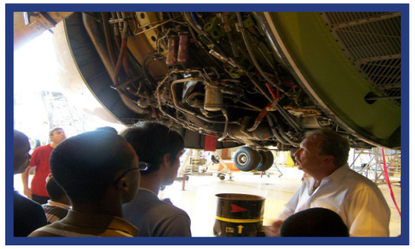
DOTD Aviation, in partnership with LaAviator.com, Louisiana Airport Managers & Associates (LAMA) and Louisiana Airports, will co-sponsor three, week-long camps that are aimed at high school students between the ages of 15 and 18 considering a career or hobby in aviation.

During the course of the week, participants will be introduced to a wide variety of aviation career opportunities, from commercial pilot to airport management. They will participate in hands-on activities related to various aviation topics, such as power plants, flight instruments, airports, flight safety, aeronautical charts, airspace, pilot math, and leadership training. The content of the material presented will focus on four major components: Airplane & Aviator, Airport Environment, Weather Environment, and Airport Design.

The camps will be held at the following locations:

- **Louisiana Regional Airport**
  June 6 - 10

- **Southland Field Airport**
  June 20 - 24



Louisiana Aviaiton History

By: Vincent Caire

Continued...

Rickenbacker expanded the original Wedell-Williams air mail and passenger routes to the west, inaugurating Eastern's first flights outside of its home territory.

What is today American Airlines is the result of countless airline mergers spanning as far back as the 1930s. Contrary to popular myth, many Americans, the majority of whom were simply trying to survive the great depression at that time, believed that flying offered no benefit to them, much less that it was the transportation infrastructure of the future. One of the first airlines absorbed by American was Southern Air Transport which operated a route between New Orleans and Chicago with numerous stops between these two cities. With the Port of New Orleans providing international mail from Central and South America into the heart of the nation and northeast, the air mail revenue from this route sustained American during the early days of the great depression. In 1934, a national air mail scandal forced American to give up the route, and it was divided among other airlines.

When Amelia Earhart planned her fateful flight around the world in 1937, she included New Orleans "Shushan Airport" as one of her domestic overnight stops. Her mechanic, Mr. Rutkins "Bo" McKneely, was a former employee of the Wedell-Williams Air Service. The pair had become close friends and upon his recommendation, Earhart incorporated the city into her historic attempt to fly around the world.

There are other significant events in Louisiana's aviation history. Some are obvious to individuals making careers in this industry. Sharing these stories often helps reinforce and demonstrate the support aviation offers our communities, which as we all know is sometimes taken for granted. It is important that aviation professionals remind fellow residents of the economic impact flying has had, and will continue to have on the past, present and future generations of our state.

2016 Aviation Art Contest

Our 2013 Aviation Art Contest was a tremendous success this year!! We had 875 entries from 33 schools. Our theme for this year was "Air Sports in Harmony with Nature." Not only did the participants compete in the state competition, they had the opportunity to compete at the National Association of State Aviation Officials (NASAO) Art Contest.

The winners from the state were as follows:

Class I (Ages 6-7)

1st Place: Ethan Pickering *St. John Primary*
2nd Place: Audrey Manda *St. John Primary*
3rd Place: Kayleigh Gary *St. John Primary*

Class II (Ages 8-9)

1st Place: Lola Avery *St. John Primary*
2nd Place: Jordan Wingerter *St. Theresa Middle*
3rd Place: Evan Tramonte *St. John Primary*

Class III (Ages 10-11)

1st Place: Trinity Hills *Chateau Estates*
2nd Place: Jenna Tramonte *St. Theresa Middle*
3rd Place: Mia Lancellotti *Chateau Estates*

Class IV (Ages 12-13)

1st Place: Paola Alarcon *Chateau Estates*
2nd Place: Anthony Pellerano *Chateau Estates*
3rd Place: Claire Cyrus *Saint Joseph*

Class V (Ages 14-15)

1st Place: Anna Grace Tuminaro *Sacred Heart High*
2nd Place: Whitney Tate *Sacred Heart High*
3rd Place: Martin Bustos *Chateau Estates*

Class VI (Ages 16-17)

1st Place: Caroline Mills *Riverfield Academy*
2nd Place: Brandon Guillory *Elton High School*
3rd Place: Natalie Middleton *Riverfield Academy*

The winners from each class were then grouped and judged for the opportunity to compete in the NASAO Art Contest. The Louisiana NASAO entries were as follows:

Category I (Ages 6-9)

1st Place: Jordan Wingerter *St. Theresa Middle*
2nd Place: Lola Avery *St. John Primary*
3rd Place: Ethan Pickering *St. John Primary*

Category II (Ages 10-13)

1st Place: Paola Alarcon *Chateau Estates*
2nd Place: Mia Lancellotti *Chateau Estates*
3rd Place: Trinity Hills *Chateau Estates*

Category III (Ages14-17)

1st Place: Anna Grace Tuminaro *Sacred Heart High*
2nd Place: Whitney Tate *Sacred Heart High*
3rd Place: Martin Bustos *Chateau Estates*

Congratulations to the 2016 Art Contest Winners

1st Place: Age 6-7
Ethan Pickering
St. John Primary

1st Place: Age 8-9
Lola Avery
St. John Primary

1st Place: Age 10-11
Trinity Hills
Chateau Estates

1st Place: Age 12-13
Paola Alarcon
Chateau Estates

1st Place: Age 14-15
Anna Grace Tuminaro
Sacred Heart High School

1st Place: Age 16-17
Caroline Mills
Riverfield Academy

The Journey Continues

By: Philip Thomas
President of Pilots for Patients
Non-Profit 501(c)3

The journey that started a short eight years ago continues to reach new heights! When I look back to our first mission on January 14, 2008 with just a handful of pilots and a dream I'm astounded that it has turned into a successful reality. Pilots for Patients is growing into the service that we all knew in our hearts was desperately needed throughout the state of Louisiana. We have worked diligently and methodically to expand our services to the families in our communities which we are so fortunate to be a part of. Because of the dedication of our board members, pilots, staff, volunteers, patrons, and partners we are expected to fly over 500 missions by years end. We are also approaching a new benchmark of 3000 missions that will happen sometime this summer. A mission consist of flying a patient that is ambulatory and medically stable and a caregiver.

The success of this organization is directly proportional to the increased number of dedicated people that are passionate about supporting our mission. For everyone of you we would like to extend our deepest gratitude and heartfelt thanks. Through our efforts to increase awareness of pilot outreach and pilots recruitment Pilots for Patients is working diligently to keep up with balancing our demand of ever increasing healthcare access for those in need of specialized treatment. I cannot say enough about the dedication of our pilots who truly make a difference in so many lives. You are more than just mere pilots to the patients you have chosen to fly. You help them in their hour of need and have erased the burden of travel when they are physically, financially, spiritually, and emotionally distraught. What a great way to share yourself with them and listen to their concerns that many do not share with their own family members! In fact it is more than a service. It is a ministry in itself.

If you cannot help your neighbors and friends who can you help?

The bottom line is we do not want any patient to go without medical treatment because of transportation cost or inaccessible issues due to the immune system being too low exposing them to large masses of people in airport terminals. Many of our St. Jude children have such problems. Recently on a broadcast this past Sunday for the Saint Jude dream home giveaway a local pediatric oncologist stated Louisiana ranked second in the nation with children receiving services at Saint Jude. With your help Pilots For Patients will be there for patients needing transportation to and from their medical treatment centers. We will also be there to provide hope and compassion to the patients in their hour of need . There is still much work to be done in recruiting pilots and volunteers around the state. Would you please consider joining the ranks of Pilots For Patients as a pilot or volunteer in your community? We would love you to become a hero in your own community . Please contact us at www.pilotsforpatients.org or 318-322-5112.

Pilot Seat:
Finding the Right CFI

By: Heidi Higginbotham

Are you a student pilot or a pilot seeking additional licenses and ratings?

Either way choosing the right Certified Flight Instructor (CFI) can be imperative to gaining the most from your flight training. You will be spending a lot of time with your instructor shoulder to shoulder in a cramped cockpit; therefore, liking that person is crucial. Some personalities do not blend well which can lead to frustration and distractions when training. Only you can determine which personality will best fit yours. I recommend doing a lesson with a CFI and test your compatibility.

Never feel obligated to stay with a CFI if you feel uncomfortable because this may lead to a more expenses and time for you to complete your training. You need to trust your instructor and be confident he or she will keep you safe during your training. A good flight instructor is knowledgeable, focused, and proficient. He or she should help you work on your weaknesses and praise your strengths.

The Federal Aviation Administration require all instructors to hold a commercial pilot certificate, pass two written exams and a practical exam. The training instructors endure is required to help them prepare for their future students. An instructor's goal is to help fulfill their students' needs and have a successful pass rate of students. Learning to fly can be a fun and exciting experience, with a good instructor to help you.

Louisiana Pilot Spotlight

We would like to recognize one of our Louisiana pilots for his great accomplishments in the aviation industry. Kevin Coleman came from a family of air show pilots. He started taking flight lessons at the age of 10 under Marion Cole, who was a world famous aviator. He holds a bachelor's degree in aviation management from Louisiana Tech University.

Coleman began performing in air shows at the age of 18 and earned a spot on the US Advanced Aerobatic Team that competes at the FAI World Aerobatic Championships. He was recognized as the highest placing debutant at the 2007 US aerobatic championship. He is the only American to ever compete in the Challenger Cup, and he was the youngest pilot to compete in the 2016 season. Coleman gives back to the aviation community through the Marion Cole Scholarship in memory of Marion Cole. The scholarship is presented once a year to young people from the ages of 16-25 interested in aviation.

Kevin flies an aerobatic monoplane capable of unlimited catergory competition with a 300 hoursepower Lycoming Engine called the Extra 300SPH . The cruise speed in his airplane is 170 kts or 253 mph. The airplane was designed in 1987 by Walter Extra, an award winning German aerobatic pilot and built by Extra Flugzeugbau.

To learn more about Kevin Coleman and to follow his flying events please visit his website: www.thekevincoleman.com.

Louisiana Aviation Events

Are you looking for a fun aviation event in Louisiana?

LaAviator has an aviation Calendar with a list of upcoming events from club meetings to airshows. If the weather is beautiful there is always an event to fly to.

We would like to spotlight of the upcoming events that will take place at the False River Airport in New Roads, Louisiana from November 9-13, 2016. The Rise Above Traveling Exhibit is one of a kind, highlighting the courage and determination of the Tuskegee Airman, who overcame obstacles to train and fight as U.S. Army Air Corps Pilots. The mission is to carry the lessons and legacy of the Tuskegee Airman into every classroom of America and inspire young people to realize how they can rise above the situations they find themselves in, the adversity in their lives, excitement of flight and encourage them to be contributors to society.

For additional details regarding the event and times please read the flyer below. You may also visit the website: http://www.redtail.org/our-mission/traveling-exhibit/ for more information on the exhibit.

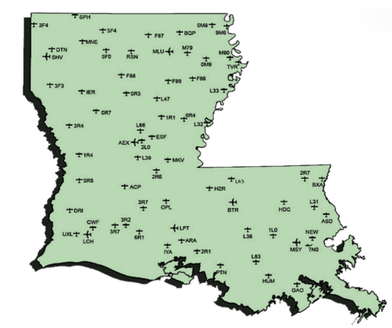
Louisiana Airport Directory 2016 is Updated

We are happy to announce that our state airport directory has been updated. Updates include contact information, airport services, local attractions, colored aerials of our airports and much more.

The Louisiana Airport Directory can be found online on our website. You may also access the directory by clicking on the map to the belowt.

Airport Managers that wish to make changes to their airport pages may contact Heidi Higginbotham at heidi.higginbotham@la.gov or at (225) 379-3047.

Any updates to the directory will be published online monthly.



2016 Louisiana Airport Managers & Associates Conference
Tenative Agenda

September 25 – 28, 2016
Clarion Inn & Suites Conference Center, Covington, LA

Sunday – September 25

8:00 AM – 4:00 PM	Exhibitor Setup	Lobby
3:00 p.m. –7:00 PM	Registration	Foyer
1:00 – 5:00 p.m.	FAA Wildlife Hazardous Training Cody Basciuska, Loomacres Inc.	Covington Fairgrounds
5:00 p.m. – 7:00 p.m.	Welcome Reception	Lobby/Foyer
7:00 p.m. – midnight	Hospitality Suite	Bogue Falaya

Monday, September 26

7:00 AM – 4:00 PM	Registration & Exhibit Hall Open	Foyer
8:30 AM – 4:00 PM	Spouse's Tour (Swamp tour / Lunch)	
8:00 AM – 9:00 AM	Breakfast and Exhibitors & GA 5010 Inspection 101 – DOTD Booth	Restaurant/Lobby
9:00 AM – 9:30 AM	WELCOME Janet Gonzales, President - LAMA	Grand Ballroom
9:30 AM – 10:15 AM	KEYNOTE ADDRESS TBD	Grand Ballroom
10:15 AM – 10:30 AM	Break with Exhibitors & GA 5010 Inspection 101- DOTD Booth	Foyer
10:30 AM – 11:45 AM	LA/NM AIRPORTS DISTRICT OFFICE: UAS, Noise, NextGen, & FAA Update Speakers: *Kelvin Solco - Regional Administrtor, FAA Southwest Region* *Lacey Spriggs - Manager, LA/NM Airports District Office* *Andy Velayos - Lead Planner* *John Dawson - Program Manager/Engineer* *Justin Barker - Program Manager*	Grand Ballroom
12:00 PM – 1:30 PM	LUNCH "LESSONS LEARNED" *Gregory Feith - Guest Speaker* *Aviation Safety Consultant*	Pontchartrain Room
1:45 PM – 2:45 PM	Airport Marketing – Ways To Market & Increase Activity At Your Airport *Yasmina Platt, Central Southwest Regional Manager, AOPA*	Grand Ballroom
2:45 PM – 3:30 PM	GIS Micah Richie, Morris P. Hebert Inc.	Grand Ballroom
3:30 PM – 4:30 PM	Terrorist Threat Update Larry Tortorich, DHS-TSA	Grand Ballroom
4:30 PM –5:00 PM	Visit with Exhibitors & GA 5010 Inspection 101 – DOTD Booth	Lobby
6:00 PM – 9:00 PM	SPECIAL EVENT ABITA SPRINGS BREWERY (meet in lobby; buses begin leaving at 5:30 pm; business casual attire)	
9:00 PM – MIDNIGHT	Hospitality Room	Bogue Falaya

Tuesday, September 27

8:30 AM – 4:00 PM	Spouse's Tour (Historic tour/Maritime Museum/Lunch)	
8:00 AM – 9:00 AM	Breakfast with Exhibitors & GA 5010 Inspection 101 – DOTD Booth	Restaurant/Lobby
9:00 AM – 10:00 AM	Washington Update Mark Kimberling, NASAO	Grand Ballroom
10:00 AM – 10:30 AM	TBD	Grand Ballroom
10:30 AM –10:45 AM	Break with Exhibitors & GA 5010 Inspection 101 – At DOTD Booth	Lobby
10:45 AM. – 11:45 PM	Airport Construction & Development Program & State Aviation Update *Brad Brandt, Director of Aviation, LaDOTD Aviation Division* *Michael Burrows, Assistant Director, LaDOTD Aviation Division*	Grand Ballroom
NOON – 1:30 PM	Awards Luncheon Janet Gonzales, President, LAMA Presentation of Scholarships Presentation of Corporate Award Presentation of Presidents Award	Pontchartrain Room
1:30 PM – 2:30 PM	FAA: 20:1 OBSTACLE UPDATE: New Procedures & Their Effect on Part 77 Surfaces	Grand Ballroom
2:30 PM – 4:00 PM	General Membership Meeting with ROUNDTABLE DISCUSSION & DOTD LISTENING SESSION	Grand Ballroom
6:00 PM – 9:00 PM	CAMP SALMEN NATURE PARK (meet in lobby, buses begin leaving at 5:30 pm; casual attire)	
9:00 PM – midnight	Hospitality Suite	Bogue Falaya

Wednesday, September 28

8:00 AM – 9:30 AM	Breakfast	Restaurant

Are you interested in a career in aviation? Louisiana has wonderful colleges with great aviation programs to kick start your career!

LOUISIANA TECH UNIVERSITY

Louisiana Tech University:

B.S. in Professional Aviation &
B.S. in Aviation Management

University of LOUISIANA Monroe

University of Louisiana at Monroe:

B.S. in Aviation &
Post-Baccalaureate Certificate in UAS Management

SUSLA
SOUTHERN UNIVERSITY SHREVEPORT LOUISIANA
Excellence • Integrity • Accountability • Service

Southern University Shreveport Louisiana:

Certificate in Airframe and Powerplant Maintenance

SOWELA
TECHNICAL COMMUNITY COLLEGE

SOWELA Technical Community College:

FAA-Certificated AMTS Associate of Applied Science in Aviation Maintenance Technology

baton rouge
COMMUNITY COLLEGE ™

Baton Rouge Community College:

Associate of Applied Science in Helicopter Pilot Operations