



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE  
ADVISORY COUNCIL MEETINGS – ROUND ONE  
AVIATION ADVISORY COUNCIL MEETING SUMMARY**

*March 20, 2013 • 9:00AM to 12:00PM  
LA DOTD, Baton Rouge, LA*

Last Name	First Name	Affiliation
<b>Advisory Council Members</b>		
Allen (Chair)	Heath	Lake Charles Regional Airport
Burrows	Michael	Lafayette Regional Airport
Capone	Brian	Baton Rouge Flight Standards District Office (FSDO)
Chenevert	Yvonne	False River Regional Airport
Francis	Bryant	Shreveport Airport Authority
Gammel	Scott	Alexandria International Airport
Krygowski	Walter	Louis Armstrong New Orleans International Airport
Marino	Anthony	Baton Rouge Metropolitan Airport
Platt	Yasmina	Aircraft Owners and Pilots Association (AOPA)
Robb	Randy	Chennault International Airport Authority
Windham	Steve	Office of the Lieutenant Governor
<b>Other Attendees</b>		
Troth	Wade	LA DOTD
Brandt	Bradley	LA DOTD
Jones	Phil	LA DOTD
Bartel	Jamie	CDM Smith
Maynard (Facilitator)	Mike	CDM Smith
Vary	Don	CDM Smith
Carpenter	Linda	CDM Smith

**PURPOSE**

The purpose of the First Round of Advisory Council meetings was to give the Advisory Councils a briefing on the status of the Plan update and to allow each Council to discuss issues regarding their mode. Attendees also received the Draft Vision, Goals, Objectives and Performance Measures to review and provide feedback, as well as the previous Policy Recommendations to consider for the next round of meetings.

*Note: This meeting summary is a compilation of the input received from the advisory council members and accurately reflects the views expressed.*

**HANDOUTS**

- Agenda
- Opening PowerPoint Presentation
- Aviation Advisory Council PowerPoint Presentation

- Aviation Technical PowerPoint Presentation
- Initial Aviation Issues
- Draft Vision, Goals, Objectives, and Performance Measures
- Aviation Policy Recommendations from 2008 Review and Status Report

## MEETING SUMMARY

### Opening Session

In the opening session, the Aviation Advisory Council and the Community Development and Enhancement Advisory Council members heard information about the status of the plan and an initial overview of conditions and issues, presented by Don Vary of CDM Smith. Highlights included:

- Plan Status
  - Draft vision, goals, objectives, and performance measures based on input from DOTD leadership interviews, state legislator questionnaire, public telephone survey, and a visioning workshop as well as initial technical analyses of conditions
  - Round One Advisory Council meetings are focusing on issues and a review of the vision, goals, objectives, and performance measures
  - Plan completion scheduled for mid-2014
- Initial Overview of Issues
  - Overall Issues, regardless of mode include:
    - Asset Management: maintaining what exists in good condition
    - Mobility: to support and encourage economic growth and quality of life
    - Governance: more cooperation and collaboration, especially relative to land use and transportation
    - Safety: developing programs and practices that deal with changing times – more elderly, more trucks, etc.
    - Revenue: developing sustainable funding options
  - The individual Advisory Councils will be discussing issues related to their particular mode/topic area

### Aviation Advisory Council Meeting

The agenda for the breakout Aviation Advisory Council meeting included:

- Introductions/Opening Remarks
- Technical presentation of Aviation System Plan status
- Aviation Issue Discussion
- Review of Vision, Goals, Objectives, and Performance Measures
- Handout of Previous Plan Policy Recommendations

A copy of all materials will be posted on the web along with these meeting notes.

### Introductions/Opening Remarks

Mike Maynard, CDM Smith Task Leader for the Aviation System Plan, introduced the Chair, Heath Allen, and then there were self introductions by all attendees. Mr. Maynard reminded the group that there are two plan elements being prepared: 1) a detailed Louisiana Aviation System Plan; and 2) an aviation element of the Statewide Transportation Plan Update, using information developed in the System Plan. Mr. Maynard said he would lead off with a brief presentation of the System Plan and then proceed to the Statewide Transportation Plan discussions relating to aviation.

### Louisiana Aviation System Plan Presentation

Mr. Maynard defined the plan process that includes a vision phase, a choices phase, and a final action phase where recommendations, costs/funding, implementation steps, and economic impact elements are included. The plan focuses on addressing access to aviation (drive times to airports), physical condition of facilities, and the economic impact of aviation.

He indicated that for each airport, minimum thresholds for facility requirements and service levels would be established and compared to existing/planned conditions. The ultimate plan will include short-range, mid-range, and long-range projects as well as projects beyond the planning horizon.

The System Plan will include development of airport promotional materials and the quantification of the economic contribution of Louisiana's 68 airports in terms of overall economic impact, tax impacts, air cargo impacts, and benefits to business.

Key points discussed after the presentation included:

- The standards were minimum standards.
- That the important helicopter service supporting Gulf operations is considered if it is chartered out of an airport. A follow-up comment made clarified that FAA 5010 Form data often does not recognize helicopters. The FAA's rationale is that in their view rotorcrafts don't use runways. Many airport managers disagreed with that position. Not counting rotorcraft operations hurts Louisiana and other Gulf States airport operations figures.
- FAA's new Asset Study provides a four-tier system for airport categories but has relatively little use for Louisiana airports system.

### Aviation Issue Discussion

An initial list of aviation issues was developed to guide discussion by the group on key aviation issues that should be addressed. This initial list included:

- FAA Asset Study - Implications
- CIP Funding
  - LASP Study process
- Develop Administrative Policies for long term funding allocation of the airport system
- Intermodal connectivity – Transit (passengers and employees), Freight
- New Technologies Supporting Aviation

- Airport Emergency response support
- Conduct Statewide Economic Benefit Study for Aviation (Every Three Years)
- Continue program of land acquisition/aviation easements of Runway Protection Zones for Obstruction Removal
- Develop Pavement Management Plan for Airport System
- Development of Statewide Aviation Outreach/Education Program

The following are key points noted during the group discussion. Note that not all issues were discussed.

- FAA Asset Study
  - This recent study results in one-third of airports in Louisiana being unclassified as they are small rural airports as the study stands today. The Phase 2 of this study is relooking at this in Louisiana as well as other states. An example is that Chennault International Airport would not be considered in the National system category even though there are wide-body aircraft arriving from throughout the US and overseas.
  - The current classification system does not include helicopters or military operations, both of which are prevalent in Louisiana.
  - Some airport towers could be closed; it costs about \$500,000 to \$600,000 annually to operate a tower with about half that cost attributed to salaries.
  - In summary, there could be a significant change in FAA funding (reduced amounts particularly for smaller airports) given proposed changes to the classification system.
- Funding
  - It may be necessary for the state to pick up the slack in funding but there are more projects than available funds. Other states, such as Florida, are putting more state funds into aviation. There was discussion whether the plan will compare Louisiana's funding to other states.
- Intermodal Connectivity
  - Definitely an issue for Baton Rouge airport – getting students and workers to the terminal since cabs is expensive or not available, and the bus does not come directly to the terminal. (There is a Stop about 1,500 feet from the terminal). With the passage of a local transit referendum bus service to the BTR terminal appears more likely.
  - Access from the general aviation airports to rail and interstates for freight is an issue
- Direct Flights
  - The desire for more direct flights, including international, to New Orleans to promote tourism was noted. It was indicated that this is a market-driven service and can be difficult to have sufficient activity to support.
- Training/Education of Pilots
  - There is a concern that there will not be sufficient number of pilots in the future and there will be a need/opportunity for pilot education.
- Supporting Military Presence
  - It was indicated that military presence in Louisiana has a \$1.6 billion economic impact. Fort Polk, the number one employer in the state, is going to be reduced in size and there

is the possibility of further reductions through the next round of base realignment and closures. The aviation needs to support this military presence should be highlighted and addressed to support their continued presence.

#### Draft Vision, Goals, Objectives, and Performance Measures

Time did not permit any discussion on this, but the group was provided with a handout of the draft vision, goals, objectives, and performance measures and asked to review these in terms of aviation and provide any comments by April 15 to Dan Broussard (his email was provided).

#### Previous Plan Policy Recommendations

The group was provided with a handout of the recommendations from the previous statewide plan effort and asked to familiarize themselves with it and talk to colleagues about changes that would be needed to address the issues discussed on March 20. This will be the subject of the next round of Advisory Council meetings in the summer of 2013.

#### **COMMENTS RECEIVED AFTER AC MEETING**

The following comments were received after the Advisory Council Meeting through April 22, 2013:

- I would like to see high speed rail included (Houston to New Orleans and return) as a necessity.
- PCI ratings have been conducted on all airports within the State of Louisiana and each airport received the findings as related to that particular airport (this was very important for me as far as my preventive maintenance program is concerned)
- The Department of Aviation has an aggressive approach to improve the lighting on all airports within the state for the sake of safety of pilots and aircraft
- Issues critical to aviation are the price of fuel and funding for capital improvement projects in addition to safety projects
- There is no need to entertain the idea of building a new general aviation airport since doing so will "bleed" tenants from airports within a 50 mile radius costing those airports much needed revenues
- In reference to the Aviation Recommendations from 2008 Review and Status Report: I feel if there has been no progress since 2008 then the item should be deleted. The items shown as ongoing status I am familiar with and associated with in varying aspects. I agree with what is shown as added status.
- Whatever can be done to keep the military on the aviation side should be done. To have them leave would be very detrimental to the airports where they are based and/or use on a continuous basis.
- Innovative improvements that help reduce costs that airports control to make them more attractive to airlines.
- Capacity increase through new or renovated infrastructure. (Terminals, Runways, Ramps)
- Has the advent of Next Gen been studied to show its complete effect on the aviation system as a whole to include its impact on funding?( If the routes that aircraft are using are more

straight-lined, which reduces fuel burn, and our trust fund is built on the taxes on fuel, where is the funding gap going to come from?)

- If all of the indicators show increased growth of aircraft, both GA and Commercial in the state, a review of the states ATF may need to be in order to ensure that the aviation funding system is maintaining accurate levels for this increase in traffic for future infrastructure improvements. (The State aviation system does not need the value of the dollar to continue to drop, construction costs continue to increase and the aviation funding mechanism to remain steady, it must grow.)
- According to one of the slides given at the first Aviation Council Meeting, 94% of the population is within 60 minutes of a commercial airport and 98% of the population is within 30 minutes of any airport.
  - Has a study been completed to show the utilization rate of these airports?
  - What is the Economic Benefit of each airport individually and as part of the statewide system?
  - What Economic Developments have occurred at each airport within the last 5-10 years?
  - What Safety, Capacity, other developments have occurred at these airports to show their viability?
  - Since there is this much coverage throughout the state, why are we entertaining new airports, when we may have available developmental and operational aspects at existing airports within the same region?
  - What is the total impact to funding, operations, and future economic development, if a new airport is to be constructed that cannot produce and will likely not produce new economic development, and would likely draw from other airports within the region thus effectively reducing their overall impact and viability?
  - Criteria could be established that could effectively reduce the number of airports that are not being properly utilized.
- Educational seminars given to the public, local and elected officials to understand the impact and responsibilities of the airport in their everyday lives.
- We recommend a representative from the FAA's Southwest Airport District Office (ADO) is invited as a member of the Aviation Advisory Council. Lacey Spriggs would be a great addition. We are unsure why the Flight Standards District Office (FSDO) is included but not the ADO. If only one FAA office can be included, we suggest it is the ADO.
- As a follow up from the March 20th discussion: Helicopters are included in 5010 forms. They get counted as operations and based aircraft; however, they are not included in the overall based aircraft count. It appears the ASSET II team might be looking at this.
- Airport Benchmarking
  - Where are Louisiana's airports today regarding benchmarking and minimum standards? Could we get a list of airports and where they currently stand (what standards they meet and which ones they do not)?
  - Will this study measure how much (time, cost, etc) it would take to bring all airports to minimum standards?

- Is there a ranking of importance or priority levels within the benchmarking requirements? Is it more important for airports to ensure they have a parallel taxiway over having automated weather, for example?
- Is there a timeline for ensuring all airports meet the benchmarking requirements? What happens if we reach that timeline and some airports do not meet all minimum requirements?
- Does Louisiana have any stand-alone public use helipads?
- Aviation megaprojects: We have not identified any to date.
- We would add the following aviation issues to the existing list:
  - Sequestration
  - Future alternative fuel to 100LL
- Aviation Recommendations from 2008 Review and Status Report:
  - a. We agree with the two suggested additions (A-17 and A-18).
  - b. We suggest LA DOTD reach out to Helicopter Association International (HAI) to help with recommendation A-8.
- We are considering developing a quick survey to ask our Airport Support Network (ASN) volunteers in the state if they have any additional issues or recommendations.
- Under the goal of “Infrastructure Preservation and Maintenance” we believe the Indirect Measure relative to airports is vague and unclear. In establishing performance measures, we do not believe state standards would capture requirements applicable at commercial airports that must comply with FAA/Federal requirements. The same is true for the performance measure identified for airports under the Safety goal (particularly state standard for lighting – which would not apply to commercial airports). Clarification of these measures to be more inclusive for all aviation facilities in Louisiana will best serve the plan.
- We also believe that there should be a metric/measure for airports under economic/community development. As you know, airports are economic engines. The more passengers (and general aviation activity) that happens in the state – more economic activity is taking place. Providing incentives and better access to airports based on an equitable based formulary of airport activity strengthens community/economic development and quality of life in the surrounding community.