

LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE

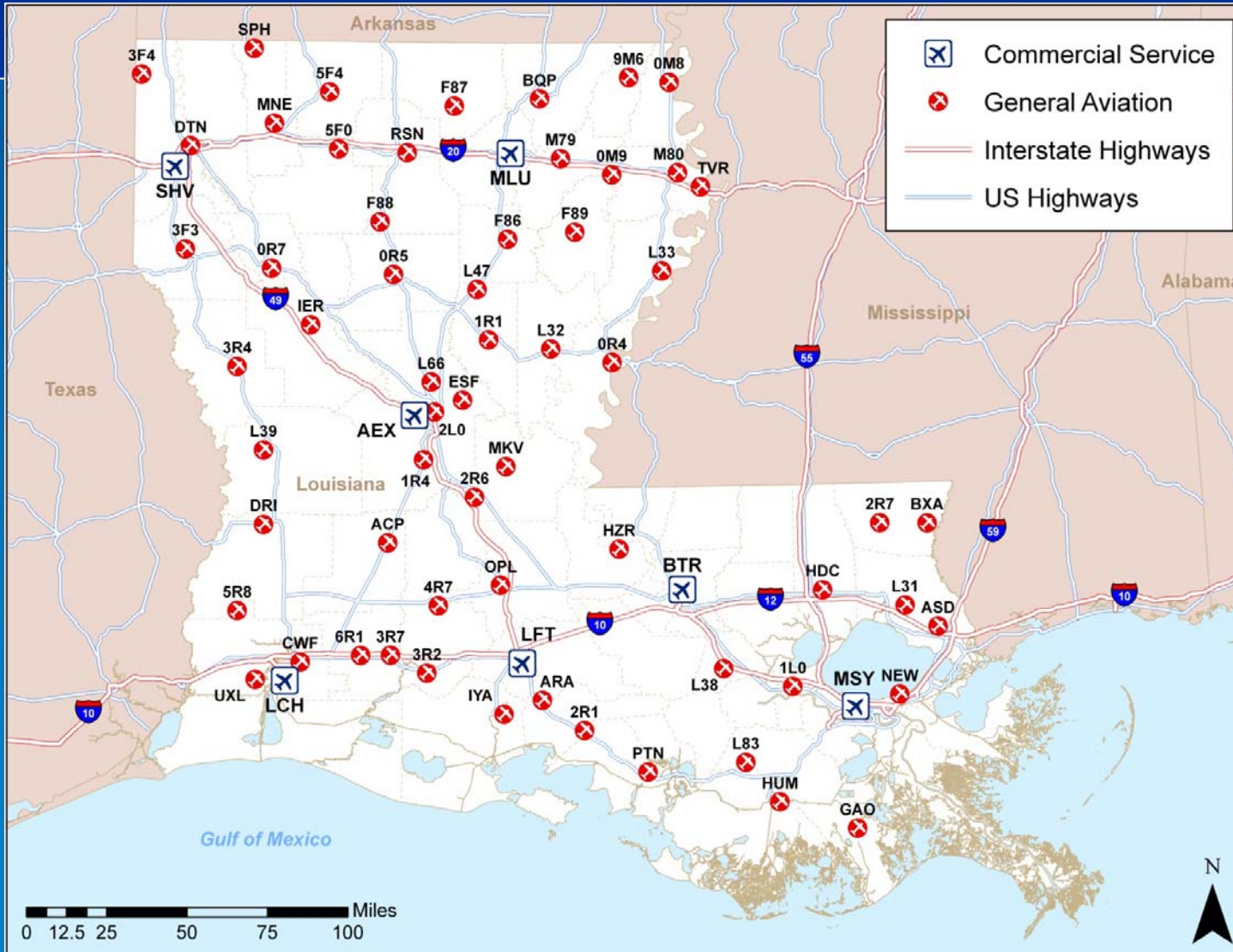
**CDM
Smith**

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October 1st, 2013



LASP System Airports



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

2013 LASP Categories	2003 LASP Categories	FAA Asset Categories
Commercial Service (7)	Commercial Service (7)	
Level 1 (6)	Reliever (2)	National (0)
Level 2 (18)	National (6)	Regional (9)
Level 3 (21)	Regional (17)	Local (19)
Level 4 (16)	Local (22)	Basic (7)
	Limited (17)	Unclassified (32)

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

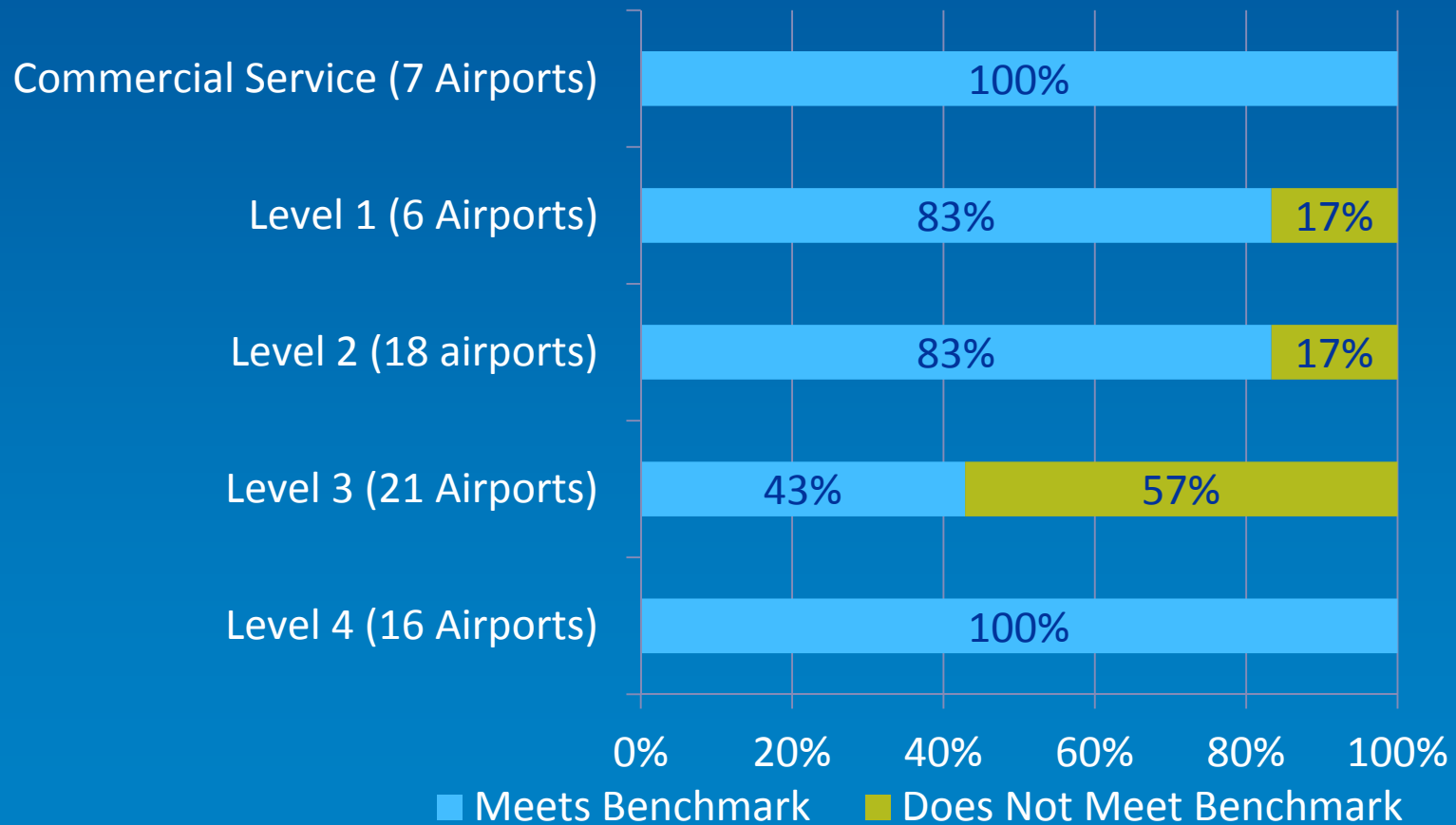
Performance Measure	Commercial Service	Level 1 Airports	Level 2 Airports	Level 3 Airports	Level 4 Airports
ARC	C-II or Design A/C	B-II or greater	B-II or greater	B-I or greater	A-I or turf
Runway Length	75% Large Aircraft at 60% useful load	6,500' Concrete	5,000'	4,000'	Maintain existing RW length
Runway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

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

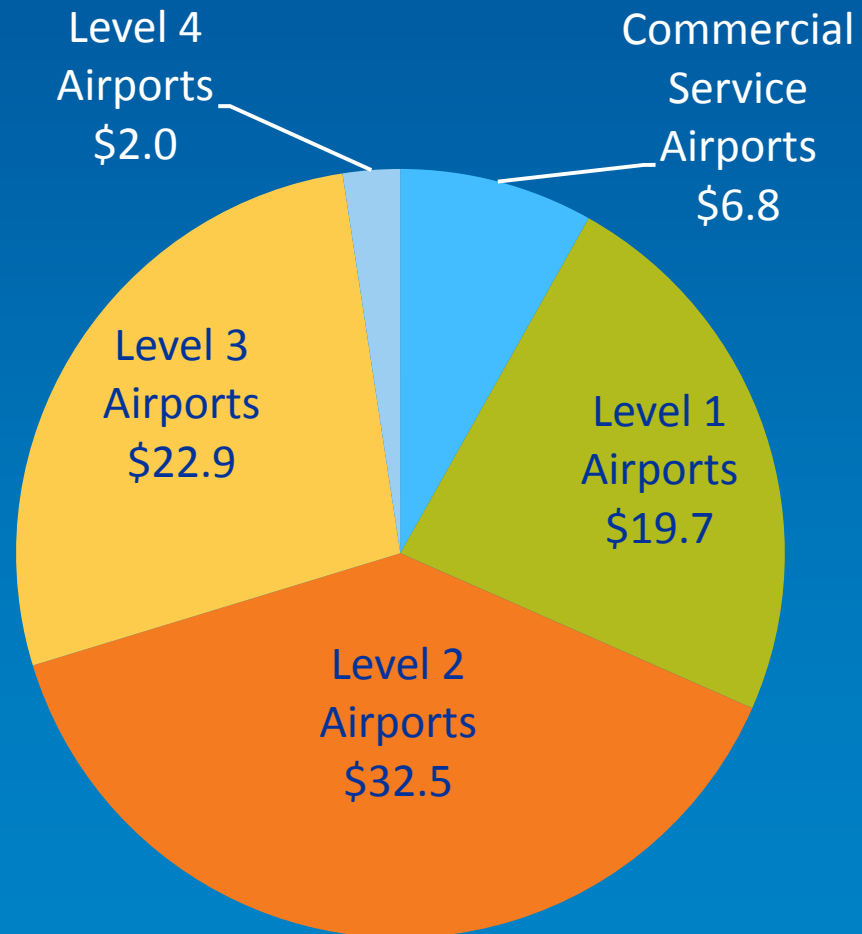
Airports Meeting Runway Length Benchmark



LASP Airport Improvements

Airport improvement costs by airport role (in millions)

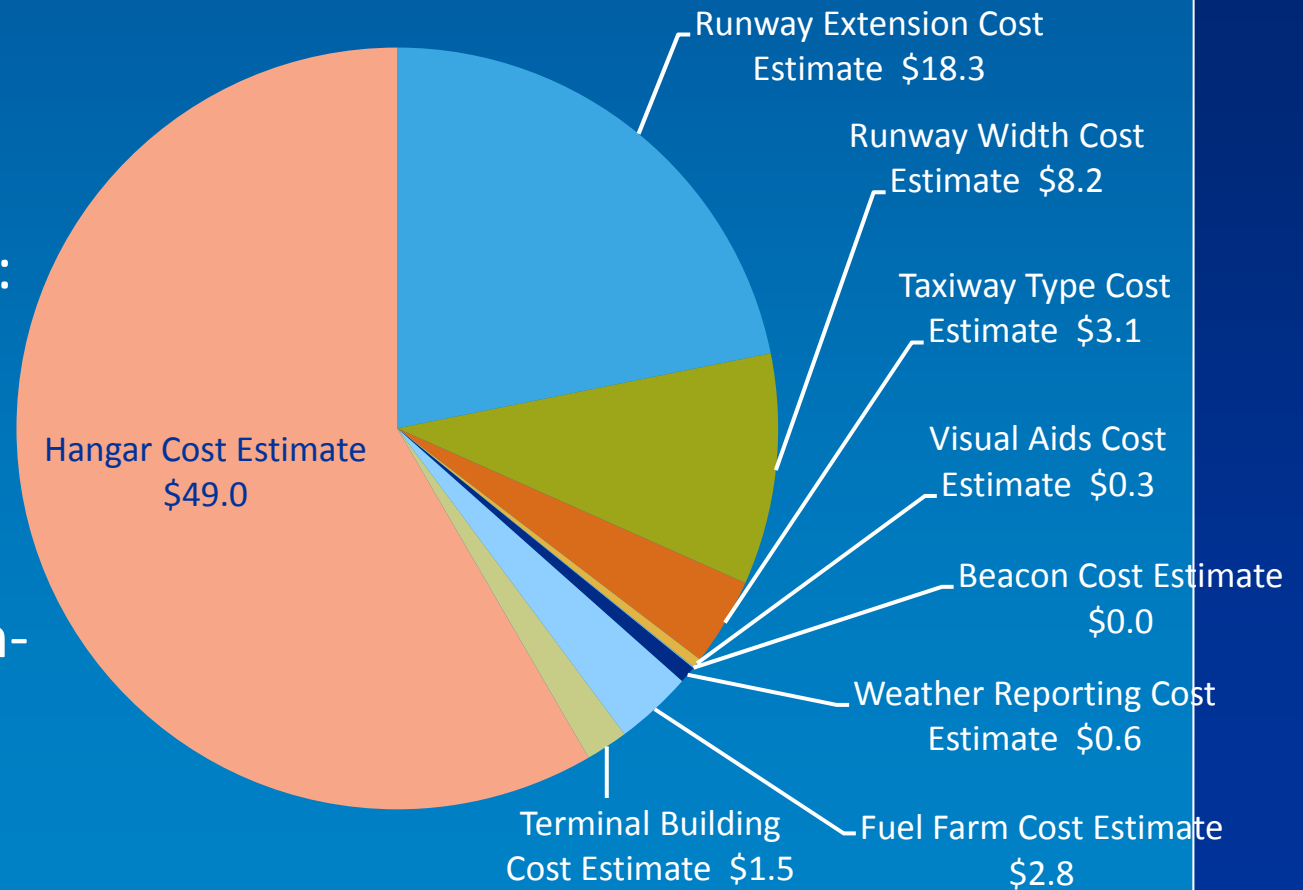
Total system improvement costs: \$83.9 million needed to bring system up to performance benchmarks



LASP Airport Improvements

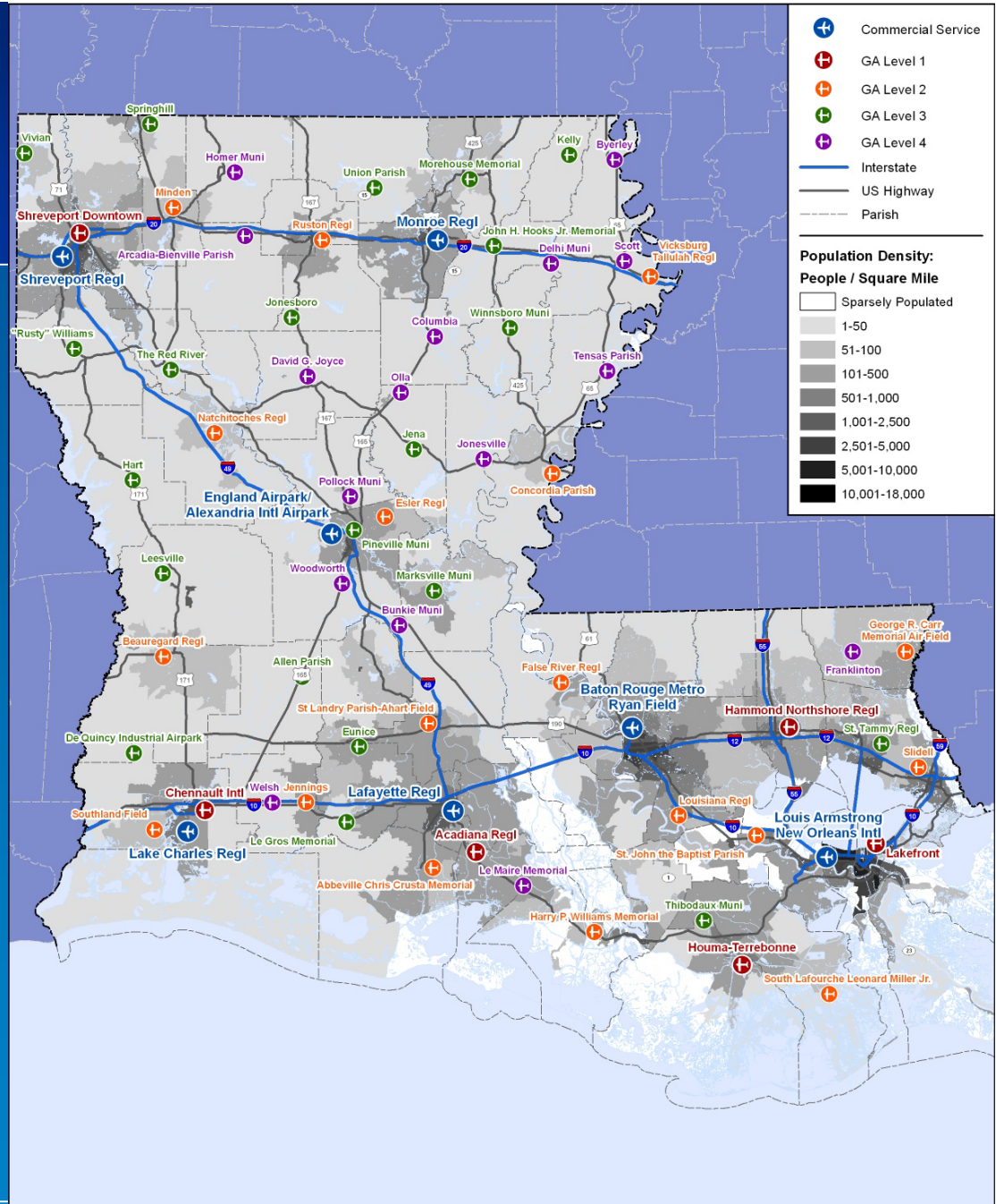
Airport improvement costs by type of improvement
(in millions)

Total system
improvement costs:
\$83.9 million
needed to bring
system up to
performance bench-
marks



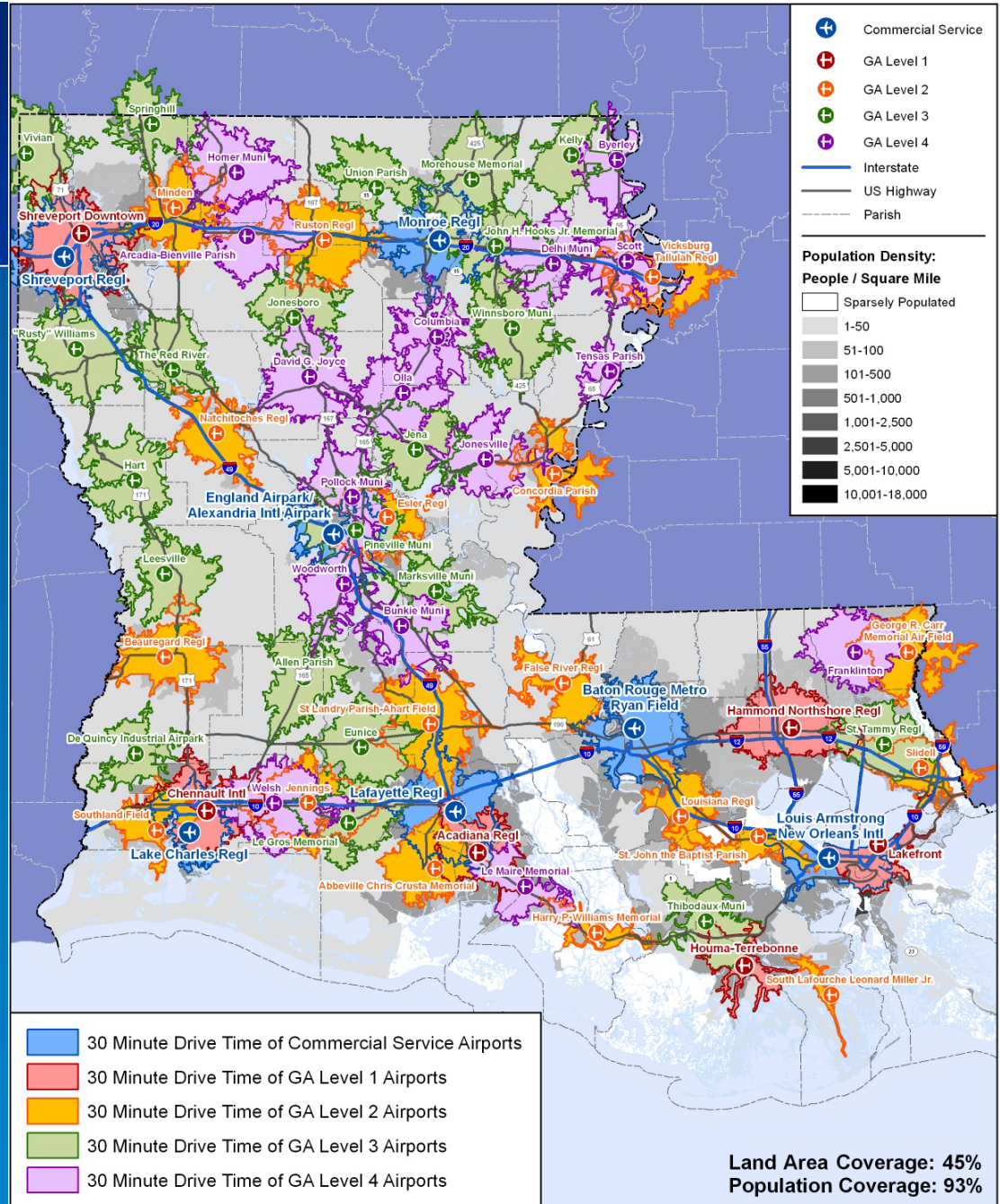
GIS Analysis

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



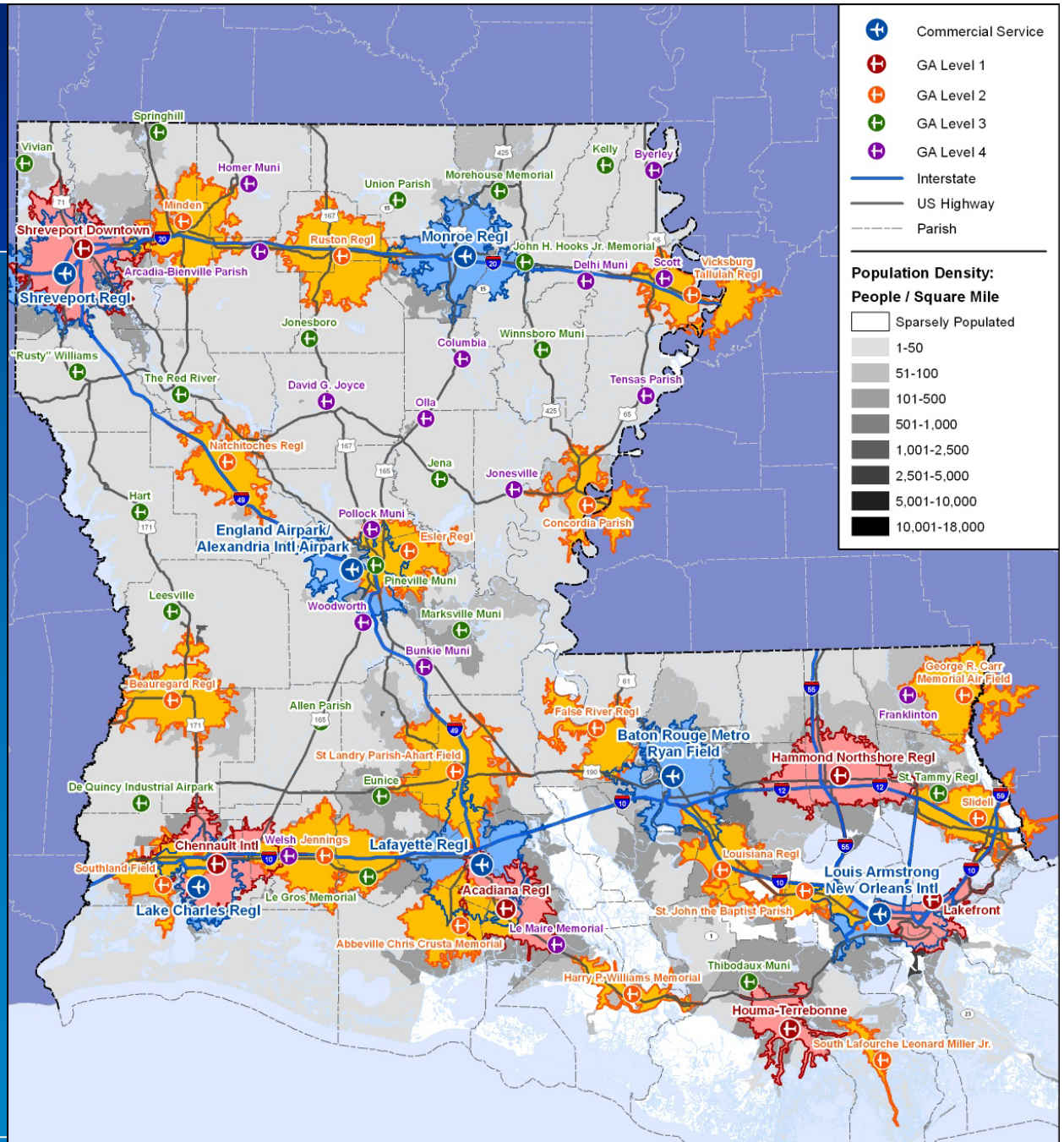
GIS Analysis

- 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

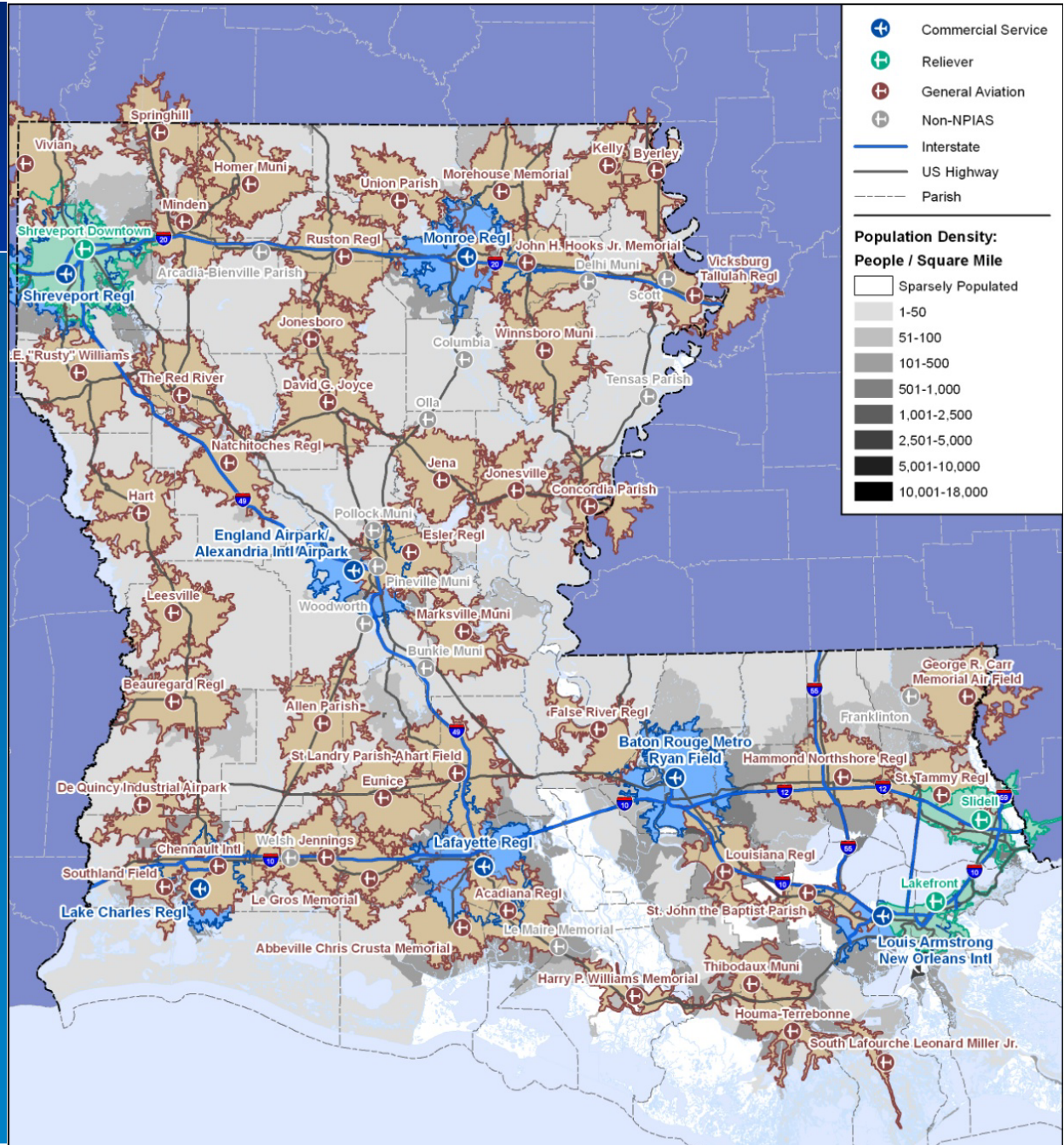


LASP Recommendations

- Address NPIAS airport redundancies
- Address LASP Airport designations
- LASP Airport funding strategies

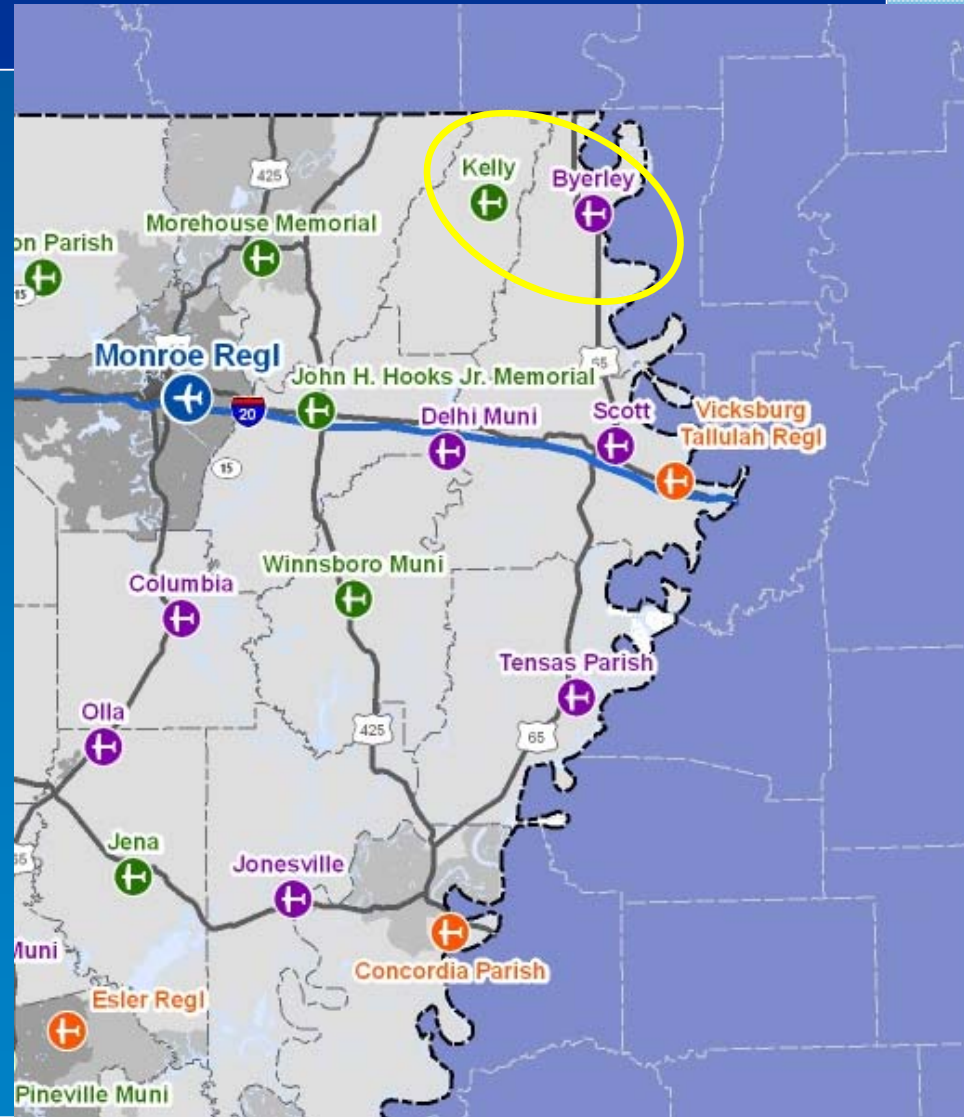
LASP Airports

- Coverage by 55 NPIAS airports



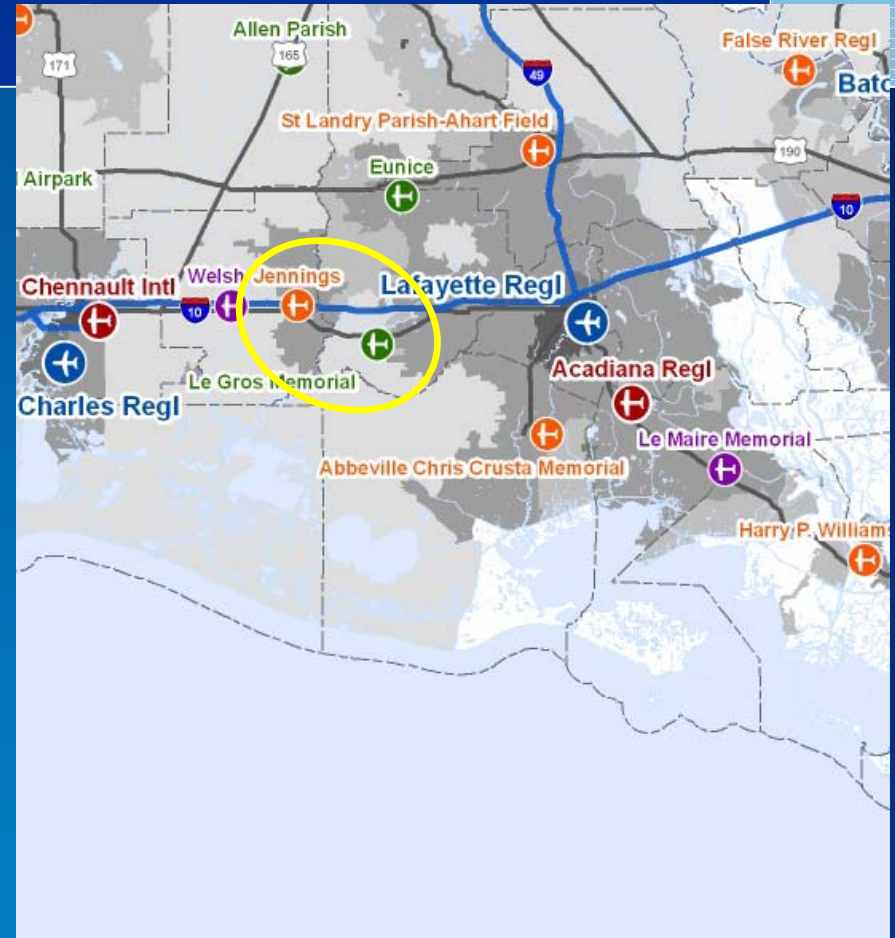
LASP Recommendations

- 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



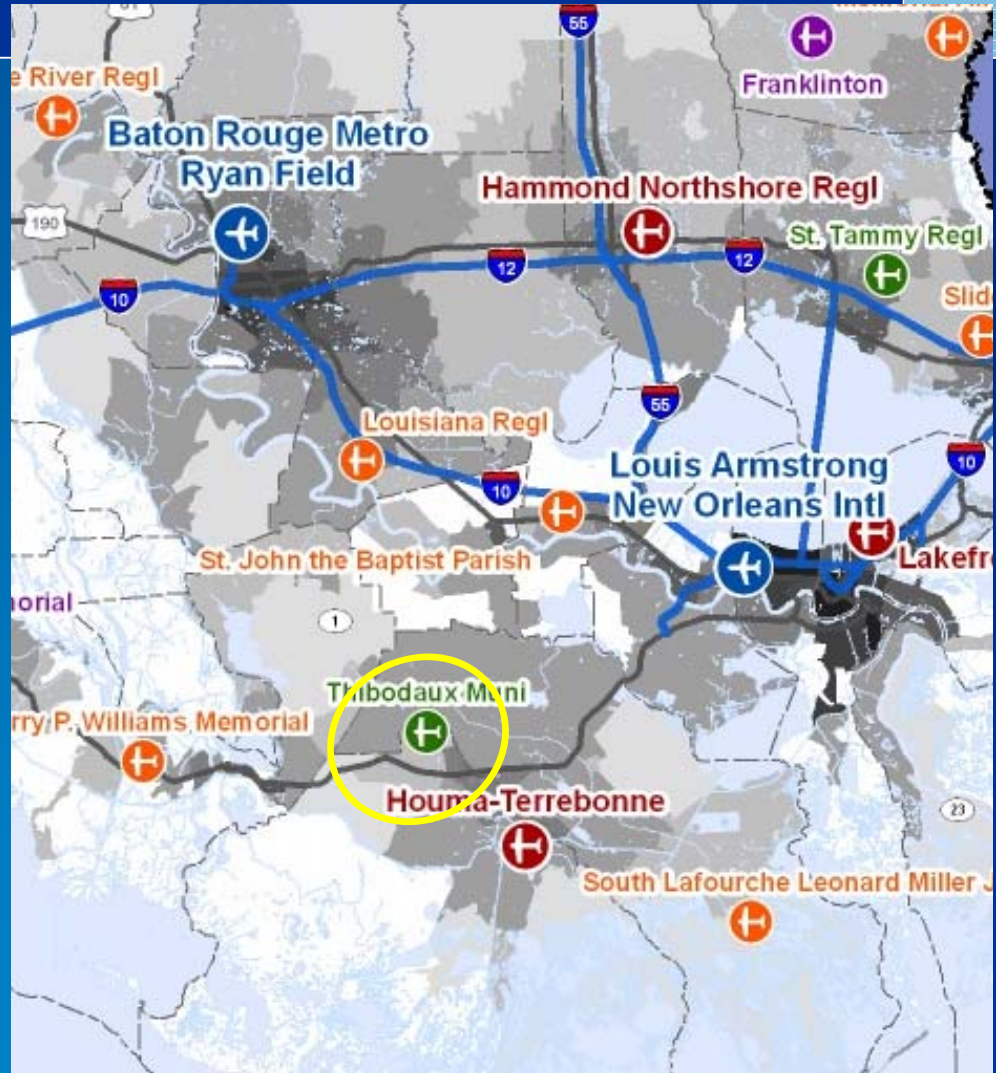
LASP Recommendations

- 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



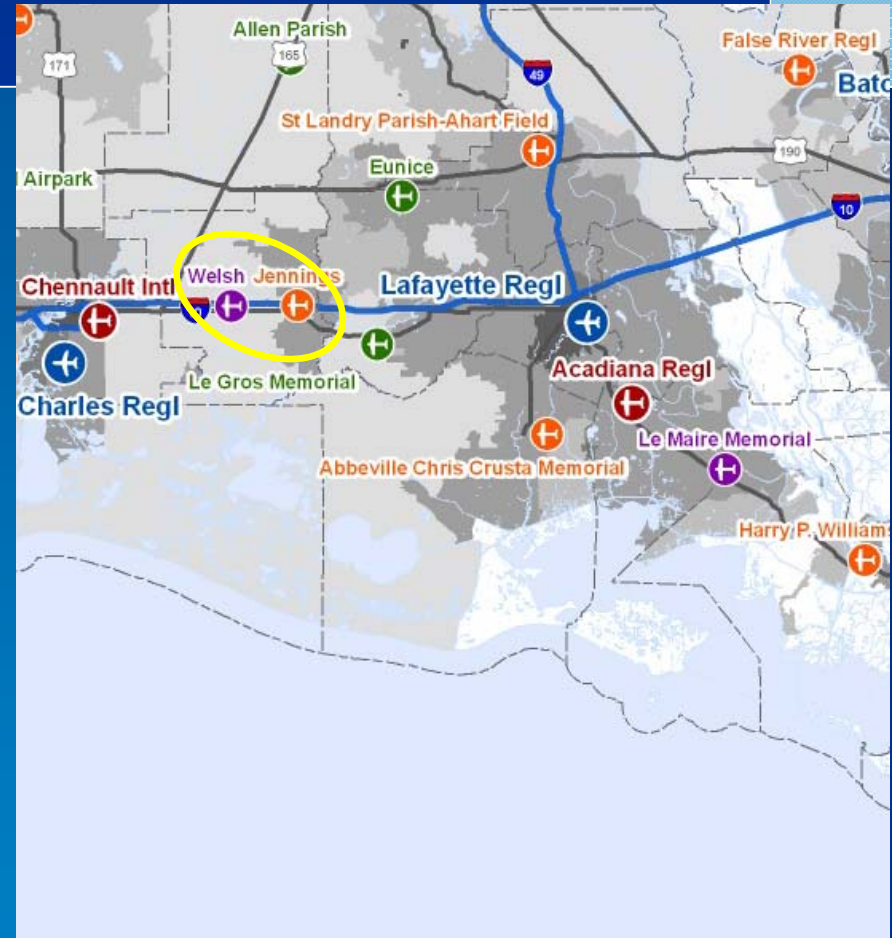
LASP Recommendations

- 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



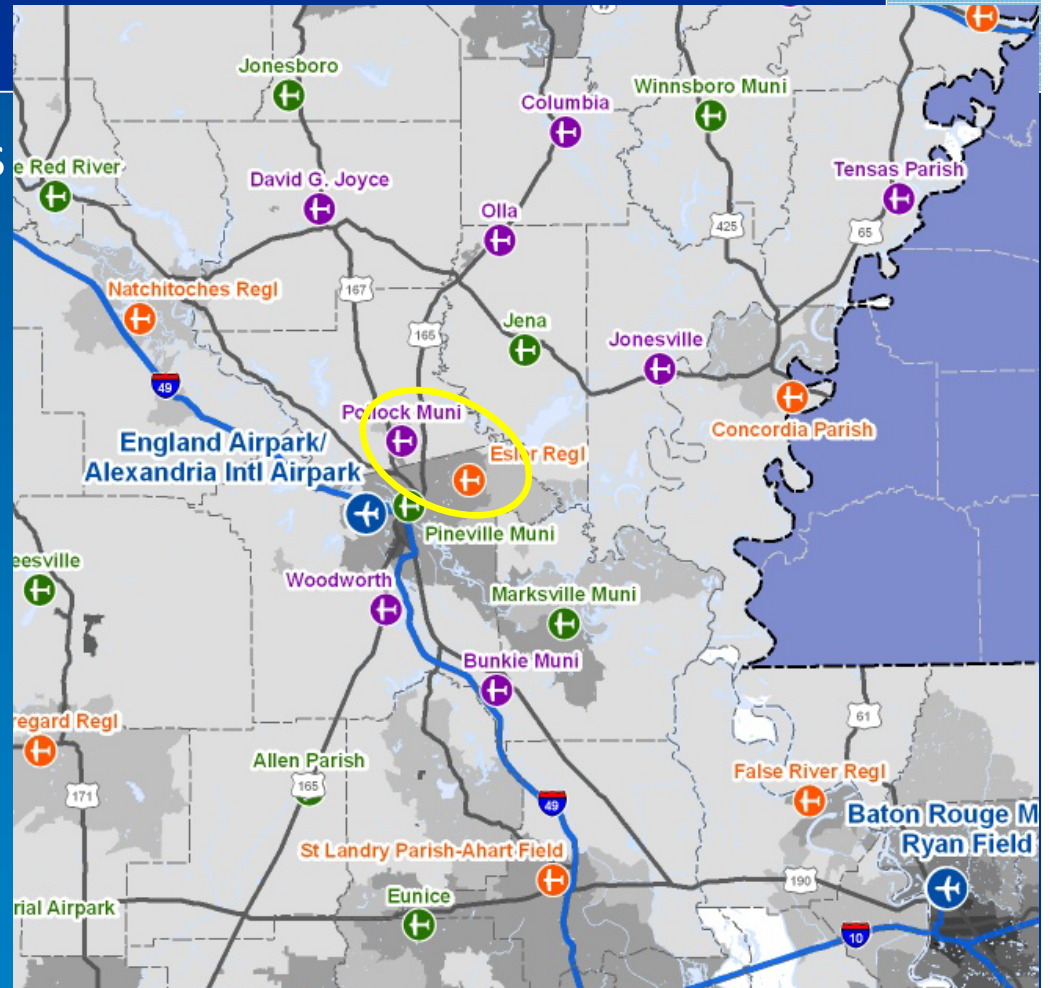
LASP Recommendations

- 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



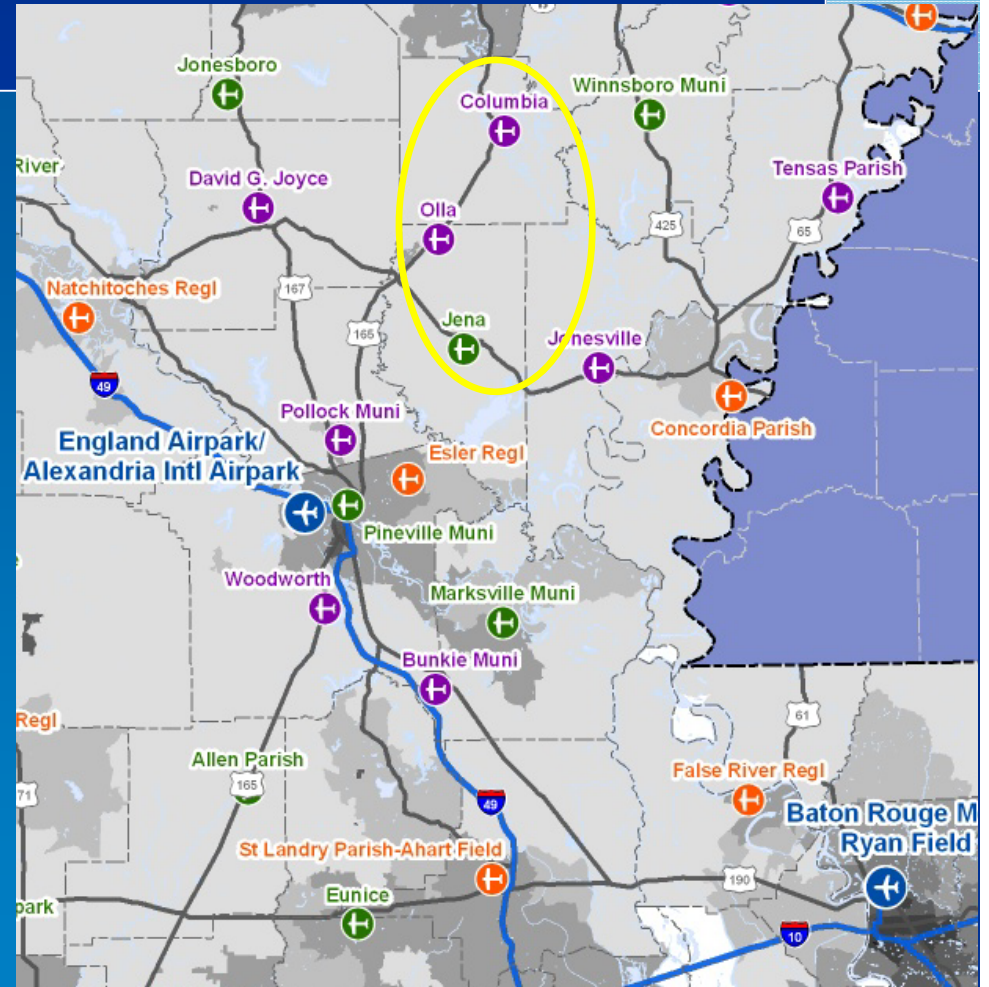
LASP Recommendations

- 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



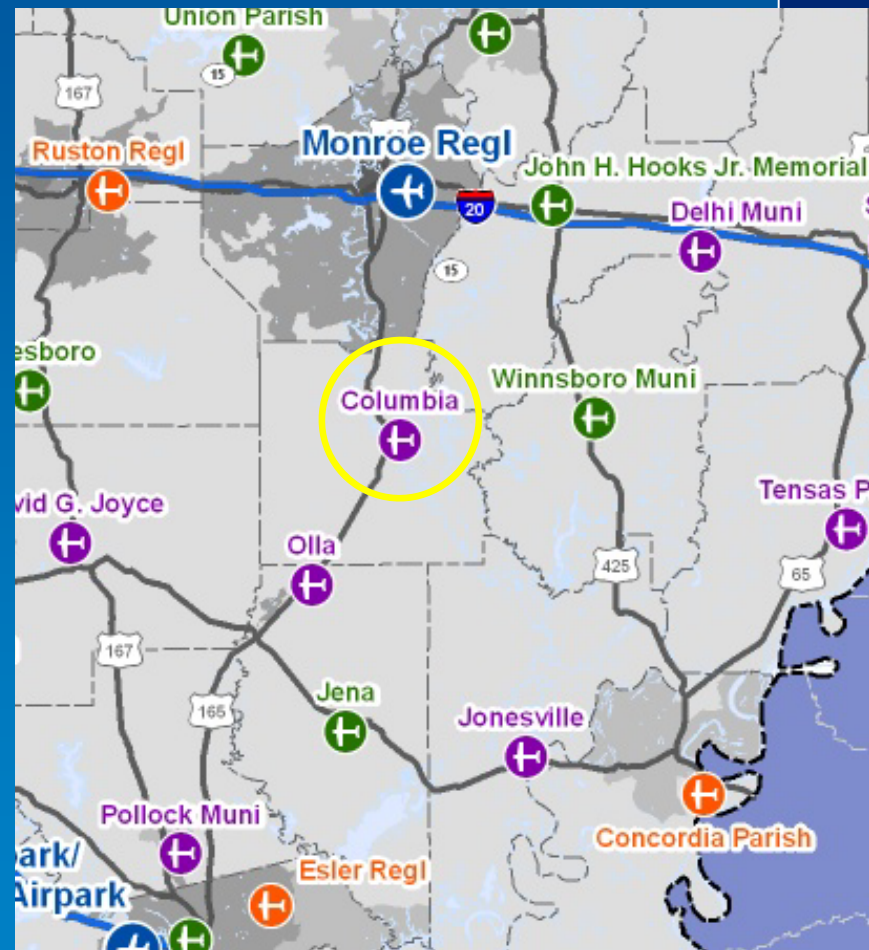
LASP Recommendations

- 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



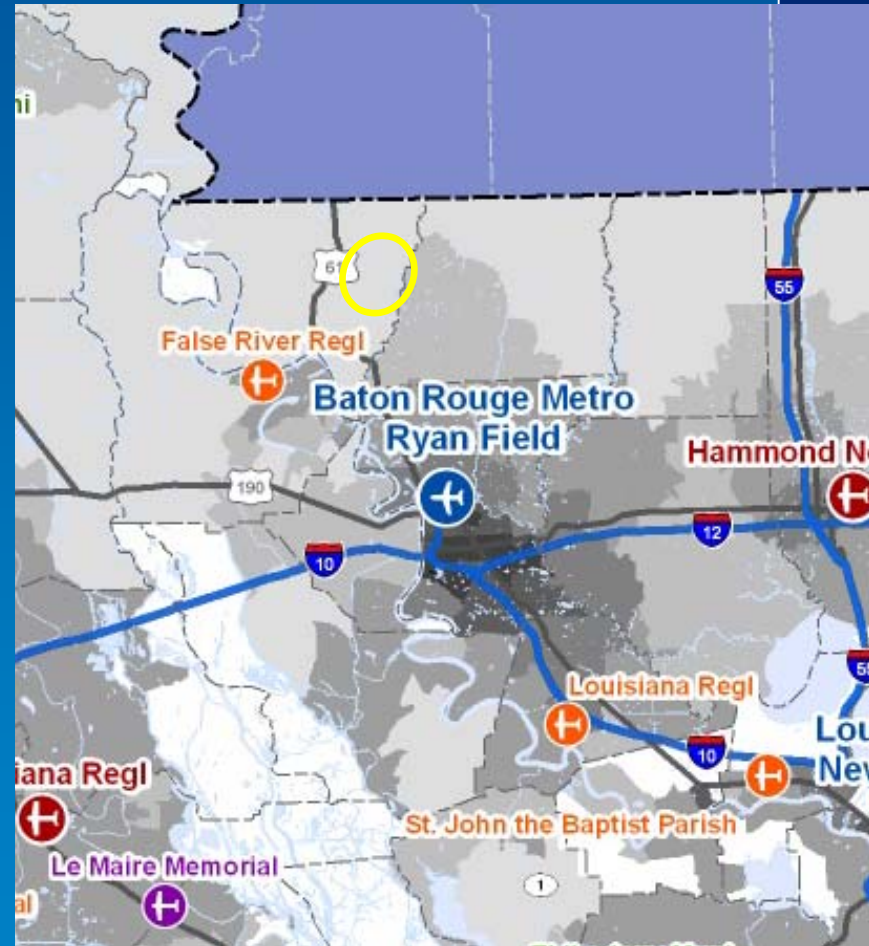
LASP Options

- 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



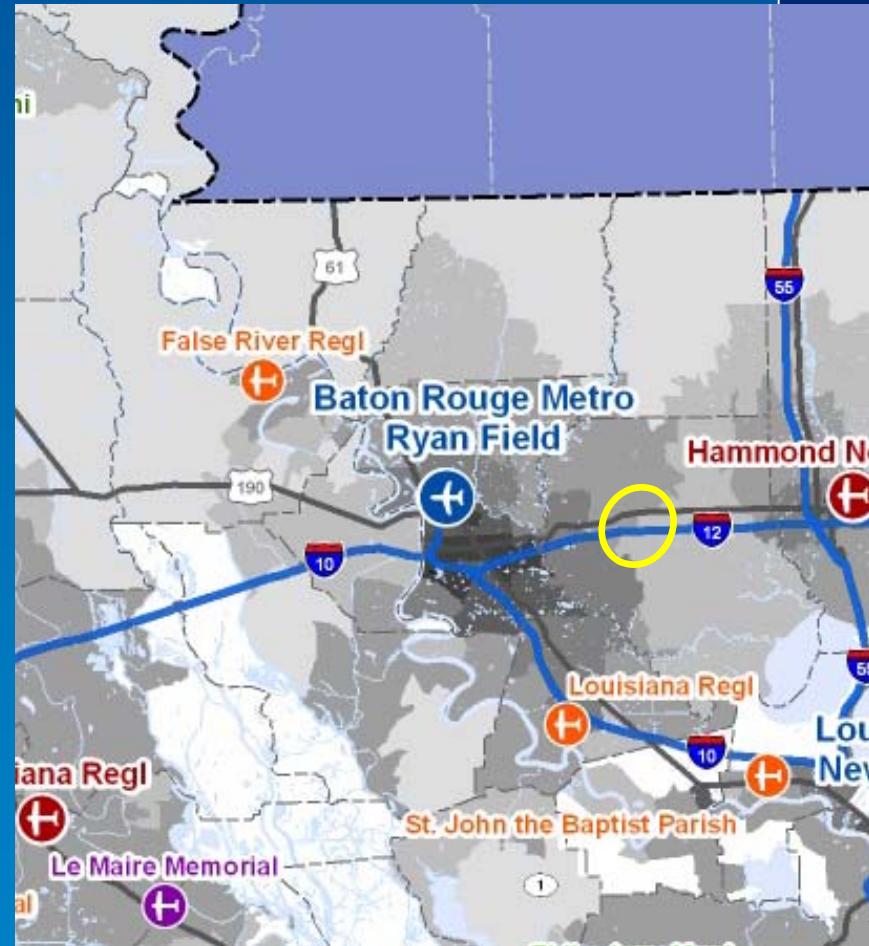
LASP Options

- 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