



## LOUISIANA AVIATION SYSTEM PLAN

# EXECUTIVE SUMMARY

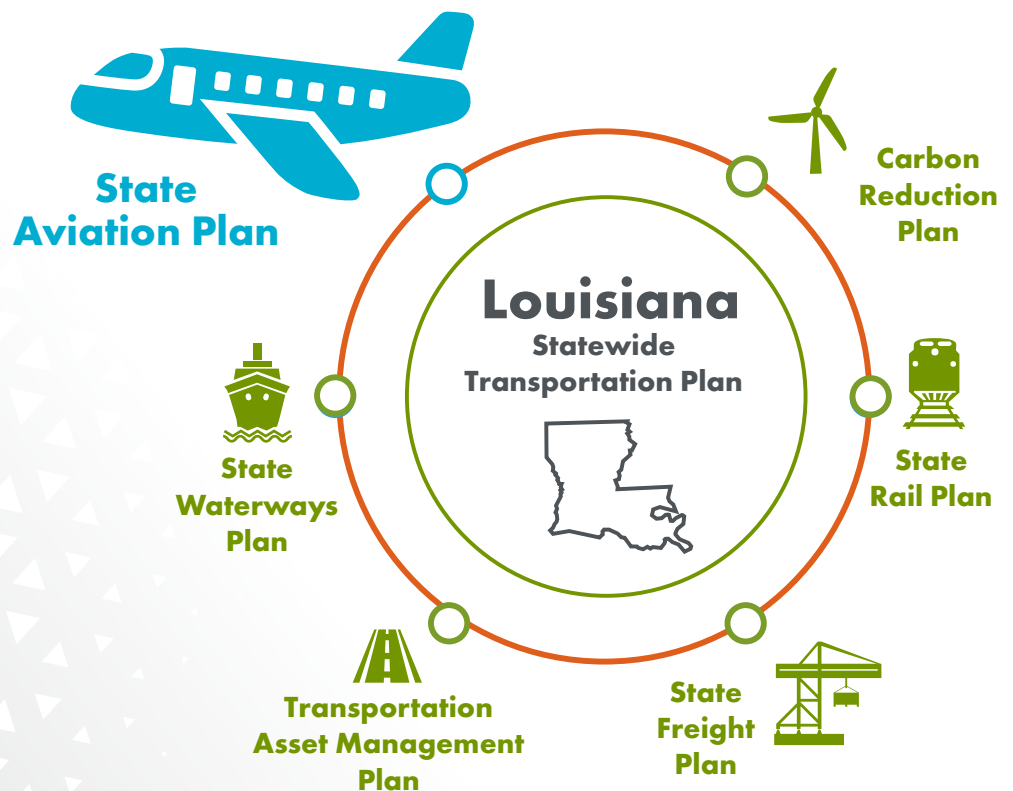
2025



# PLAN OVERVIEW

The Louisiana Aviation System Plan (LASP) is a long-term strategic initiative designed to assess the state's aviation needs and serve as a roadmap for the future growth of its network of public-use airports. It is designed to ensure the system can accommodate both present demand and future challenges. As part of the Louisiana Statewide Transportation Plan (LSTP), the LASP contributes to shaping the future development of the state's transportation infrastructure over the coming decades.

**This Executive Summary is a companion piece to the LASP's online Virtual Interactive Report (VIR). Additional information regarding the process, analysis, implementation plan, and airport summaries can be found on the VIR.**

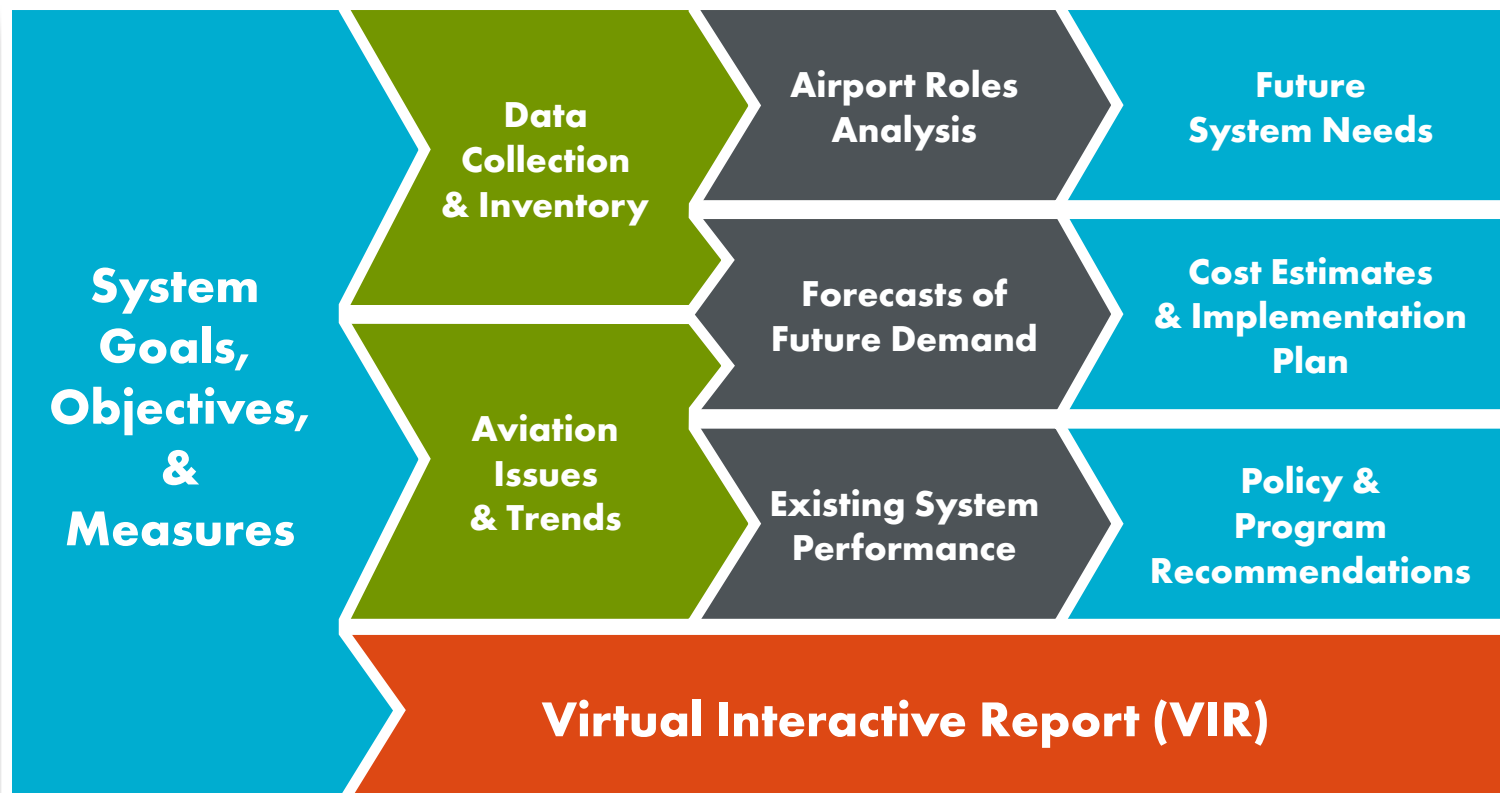






# AVIATION SYSTEM PLAN PROCESS

The LASP encompasses the creation of goals and performance metrics, along with an inventory of current facilities, an analysis of prevailing trends, and an evaluation of both current and future system performance. It also offers recommendations for the aviation system's growth through 2055. The core elements of the LASP were guided by the Federal Aviation Administration (FAA) Advisory Circular 150/5070-7, The Airport System Planning Process. Input from key aviation stakeholders was gathered through Advisory Group meetings to steer the development of the LASP.





# GOALS

The LASP is built on a foundation of goals, objectives, and performance metrics, offering a clear strategic framework that aligns with Louisiana's evolving aviation needs, boosts the state's economy, and enhances the quality of life for residents and visitors.

## GOAL #1: HEALTH & PRESERVATION



Promote a healthy airport system by meeting user needs and preserving existing airport infrastructure

- Meet airport facility objectives by LASP role
- Maintain existing pavements, navigational aids (NAVAIDs), and landside facilities
- Promote a healthy airport environment

## GOAL #2: ACCESSIBILITY & MOBILITY



Expand access to system airports and promote commerce linkages

- Provide accessibility to system users
- Promote multimodal commerce linkages



### GOAL #3: ECONOMIC DEVELOPMENT



Maximize economic contributions made by airports and invest in the airport system to support economic growth and competitiveness

- Identify on-airport sites/properties that can accommodate commerce development opportunities
- Support local and regional business community aviation needs
- Encourage a competitive economic environment at airports

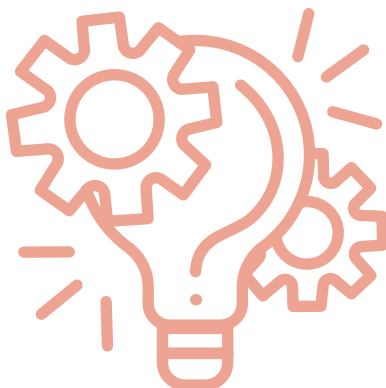
### GOAL #4: SAFETY & RESILIENCY



Prioritize the safety of airport system users and the surrounding communities and prepare for natural disasters

- Meet key FAA safety design standards
- Work with communities to ensure future safe airport operations
- Prepare for natural disasters

### GOAL #5: INNOVATION & ADVANCEMENT



Prepare the state and its airports for future innovation and trends that will impact Louisiana

- Prepare airports to accommodate for future technologies
- Promote sustainable airport practices
- Invest in aviation/aerospace education and workforce development

# SYSTEM ROLES

Louisiana's aviation system is vital to the state's economy, transportation network, and emergency response capabilities. The Louisiana Department of Transportation and Development (DOTD) Office of Multimodal Commerce - Aviation Division is responsible for a comprehensive system consisting of 68 public-use airports. Each airport serves a unique function within its community depending on the type of customers and aircraft it accommodates. A new role classification scoring methodology, developed using the "Airport Regional Value" concept, was utilized to assess an airport's importance within the overall airport system. This scoring methodology evaluated factors across six categories, which include:

- **REGIONAL SIGNIFICANCE:**  
The significance an airport has in a community and larger region through the level of services and facilities offered to its users and customers.
- **AIRPORT FACILITIES:**  
The type and condition of aviation assets including pavements, terminals, and utilities.
- **AIRPORT PROTECTION:**  
The items the airport and community have in place to allow for safe aircraft operations and to protect the airport from future encroachment.
- **AIRPORT ACCESS:**  
The community size served by the airport and the ability for users to travel to and from a facility.
- **AIRPORT EXPANDABILITY:**  
The ability and willingness of an airport to expand.
- **COMMUNITY COMMITMENT:**  
Both the level of support an airport receives from the local community and the airport's commitment to being a community partner.

## COMMERCIAL SERVICE

7 AIRPORTS

Supports both scheduled commercial airlines service and general aviation activity.

## LEVEL 1

8 AIRPORTS

Maintains a consistent role in enabling the local, regional, and statewide economy to have access to and from the national and global economies.

## LEVEL 2

19 AIRPORTS

Maintains a role in supporting the local and regional economies and connecting it to state and national economies.

## LEVEL 3

20 AIRPORTS

Maintains a supplemental role for the local economy and community access.

## LEVEL 4

14 AIRPORTS

Maintains a limited role for the local economy and community access.





 **COMMERCIAL SERVICE**


 **LEVEL 1**

 **LEVEL 2**

 **LEVEL 3**

 **LEVEL 4**

 **INTERSTATE**

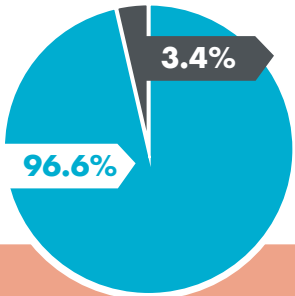
 **U.S. HIGHWAY**



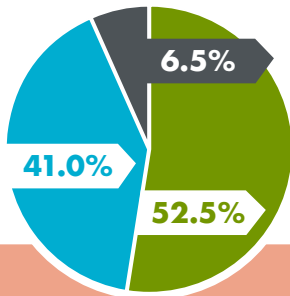
# PROJECTIONS OF AVIATION DEMAND

## Operational Activity in Louisiana (2022)

General Aviation Airports  
~1.16M Annual Operations



Commercial Service Airports  
~350k Annual Operations



1.5M annual operations for all Louisiana airports combined in 2022

Commercial service General aviation Military

Louisiana's airport system includes a mix of general aviation and commercial airports, ranging from Louis Armstrong New Orleans International Airport, the state's largest gateway to global aviation, to smaller rural airports. In 2022, over 1.5 million flights operated from or to airports in Louisiana for an average of 4,135 flights per day.



While all airports will continue to accommodate local demand through the forecast period, it is expected that metropolitan and urban areas will see the highest levels of commercial service and general aviation growth. General aviation will continue supporting transportation and commerce, leveraging new technologies and growth opportunities. These demand projections help define future system-wide needs.

Demand projections were developed in the LASP for commercial service passengers, operations, and based aircraft. Forecasts provide a framework to guide analysis for future system development. Projections of aviation activity were prepared with 2022/2023 as the base year and forecasts for 2030, 2040, 2050, 2055.

2,464 in 2022

2,573 in 2055

**Based Aircraft**  
CAGR 0.13%

1.5M in 2022

1.8M in 2055

**Annual Operations**  
CAGR 0.61%

14.9M in 2023

25.5M in 2055

**Passengers**  
CAGR 1.79%

CAGR = Compound Annual Growth Rate

# ISSUES AND TRENDS

The aviation industry is operating in a dynamic landscape marked by significant challenges and transformative opportunities. The LASP features white papers that highlight key issues and emerging trends influencing aviation in Louisiana.

## General Aviation (GA) Trends

- Total GA operations and based aircraft in Louisiana have declined over last decade; however, growth segments include jet and helicopter operations.
- Future GA growth is being shaped by emerging tech and innovation led by electric aircraft, drones, and urban air mobility.

## Commercial Service Trends

- The state is anticipated to reach pre-pandemic passenger levels in 2027, characterized by changing airline mix and wider range of destinations.
- Airline trends impacting Louisiana include higher passenger loads, use of larger, fuel-efficient aircraft, and growth of low-cost carriers.

## Workforce Challenges

- Workforce shortages driven by retirements, high training costs, and recruitment gaps include pilots, mechanics, and air traffic controllers.
- Key state priorities include expanding aviation education/training and strengthening industry-school-government partnerships.

## Air Cargo & Freight

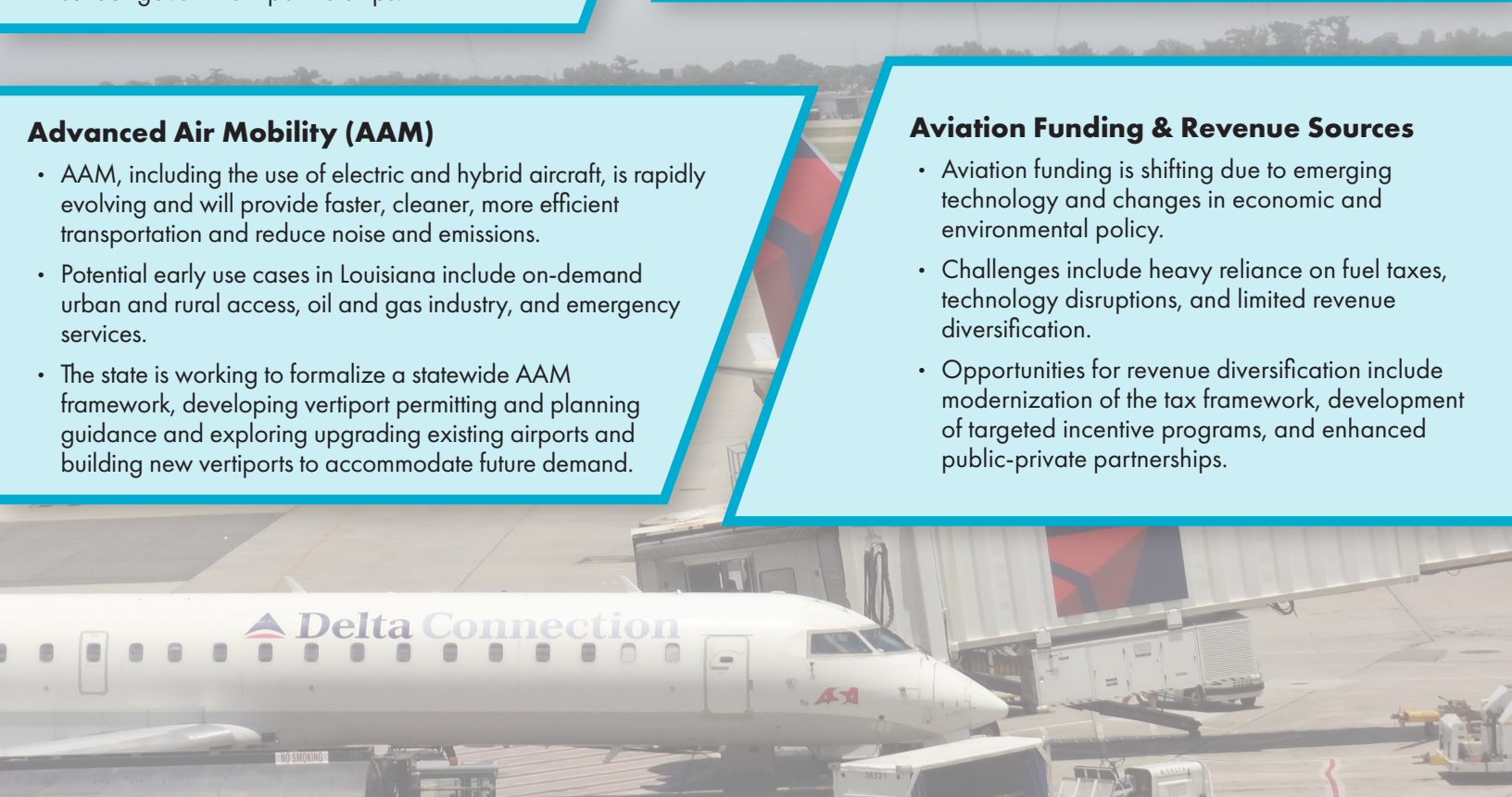
- Although a small percent of total freight tonnage, air cargo accommodates high value and time sensitive shipments.
- Most cargo in the state is flown in and out of New Orleans (MSY), Shreveport, Lafayette, and Baton Rouge, all of which are investing in expanded facilities.

## Advanced Air Mobility (AAM)

- AAM, including the use of electric and hybrid aircraft, is rapidly evolving and will provide faster, cleaner, more efficient transportation and reduce noise and emissions.
- Potential early use cases in Louisiana include on-demand urban and rural access, oil and gas industry, and emergency services.
- The state is working to formalize a statewide AAM framework, developing vertiport permitting and planning guidance and exploring upgrading existing airports and building new vertiports to accommodate future demand.

## Aviation Funding & Revenue Sources

- Aviation funding is shifting due to emerging technology and changes in economic and environmental policy.
- Challenges include heavy reliance on fuel taxes, technology disruptions, and limited revenue diversification.
- Opportunities for revenue diversification include modernization of the tax framework, development of targeted incentive programs, and enhanced public-private partnerships.



# SYSTEM PERFORMANCE HIGHLIGHTS

The existing and future system performance analyses enable the state, airport managers, policymakers, and stakeholders to:

- Identify trends in airport performance
- Compare performances across different airport roles
- Pinpoint areas that need improvement
- Make data-driven decisions for resource allocation and strategic planning

A summary of the analysis related to select measures and indicators are presented on the next several pages.

## LASP VIRTUAL INTERACTIVE REPORT (VIR)

The LASP VIR provides a comprehensive evaluation of system and airport performance using 48 metrics to assess how well the system is meeting its goals and objectives. VIR dashboards offer a multi-layered view of performance:

- **STATEWIDE PERFORMANCE SUMMARY:** Provides an overall picture of how Louisiana's airport system is performing as a whole.
- **PERFORMANCE BY SYSTEM ROLE:** Airports are grouped into different roles, and performance is analyzed for each role category. This allows for a more nuanced understanding of how different types of airports are performing.
- **INDIVIDUAL AIRPORT RECORDS:** The dashboards provide detailed performance data for each airport, allowing for specific analysis of strengths and areas for improvement.



Explore the VIR (recommended on a desktop screen)



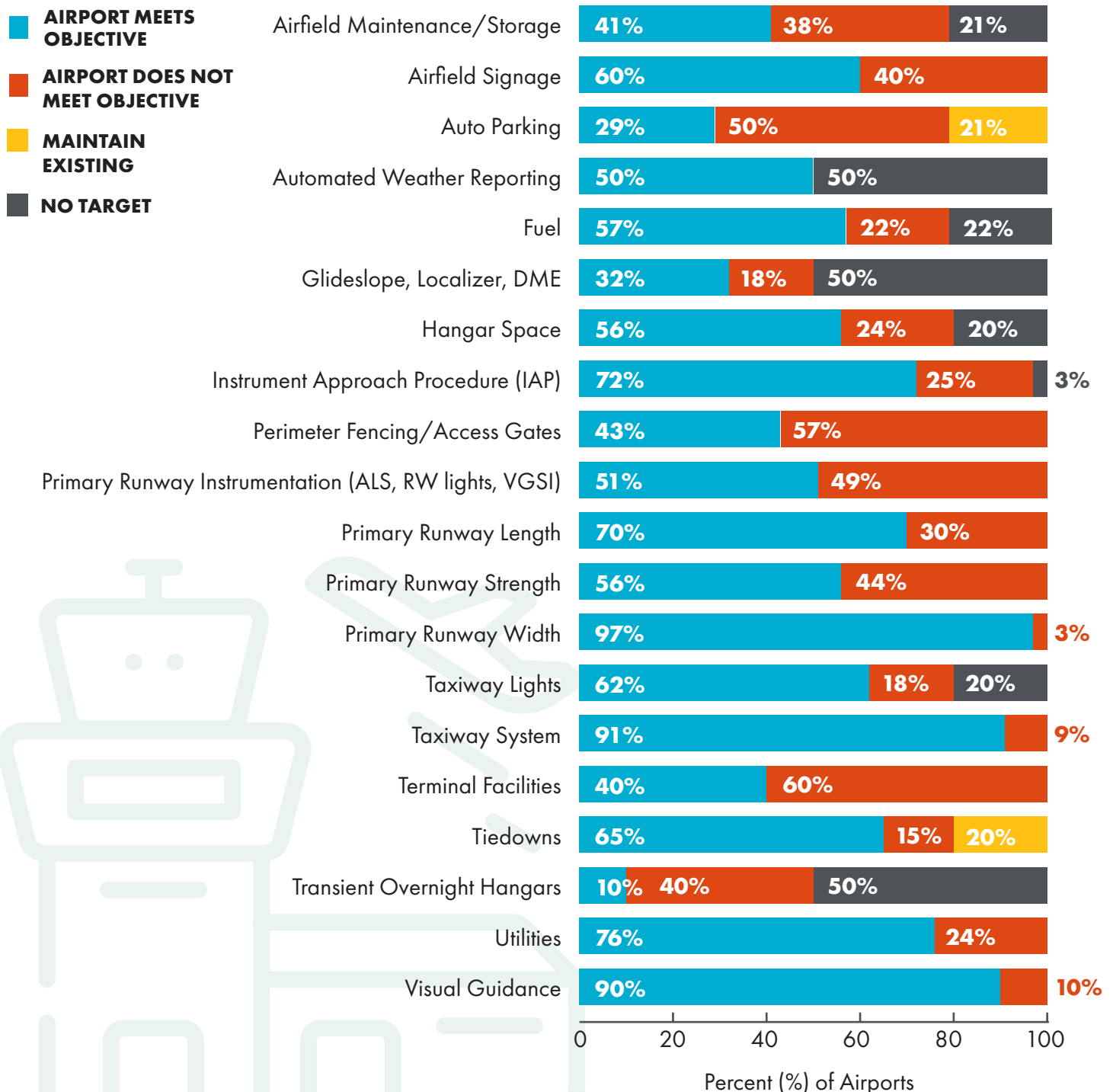
## GOAL #1

## HEALTH & PRESERVATION

Objective: Meet Airport Facility Objectives by Role

### STATEWIDE FACILITY OBJECTIVE PERFORMANCE SUMMARY

Percent of all airports meeting each facility objective

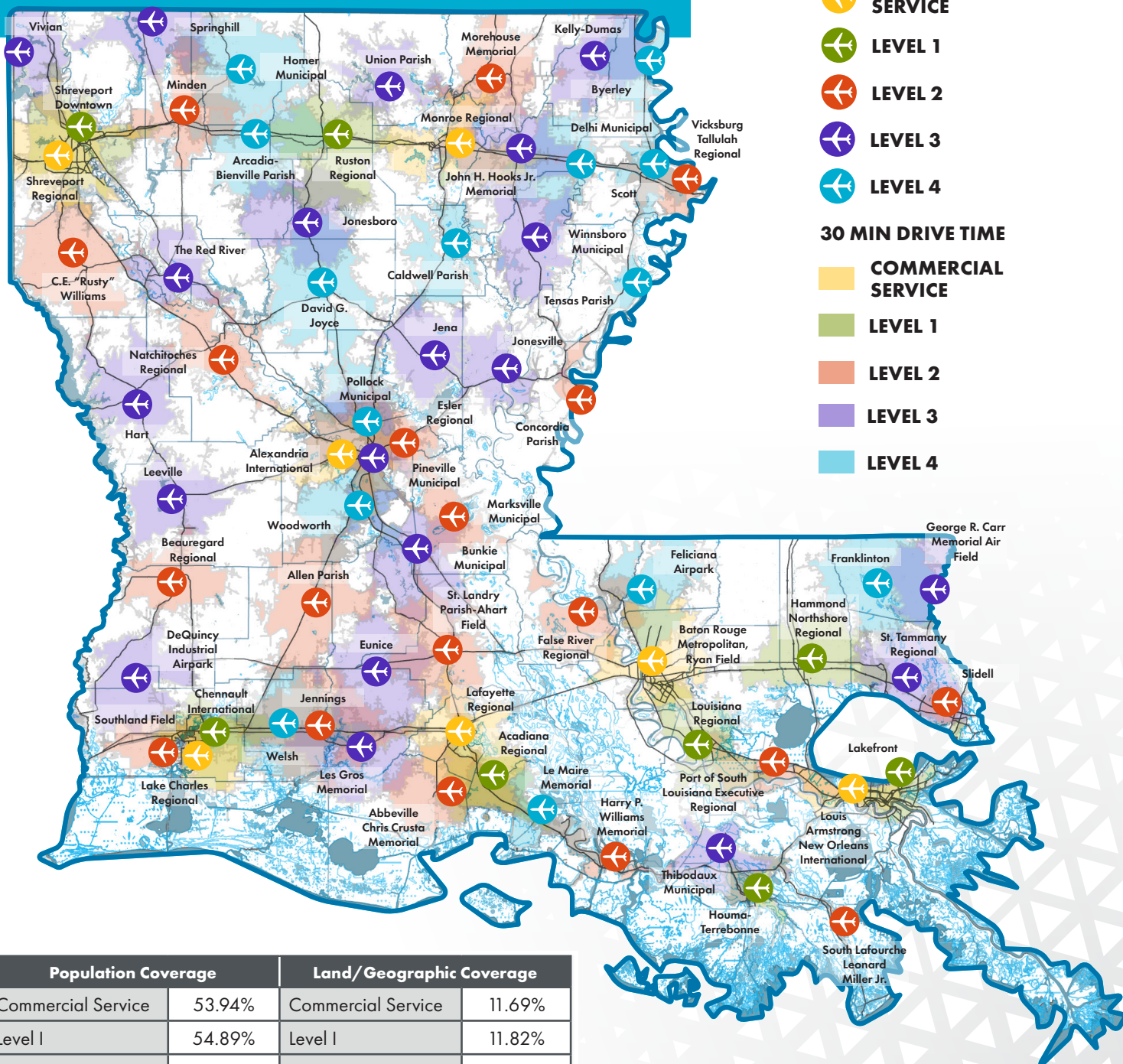


## GOAL #2

## ACCESSIBILITY & MOBILITY

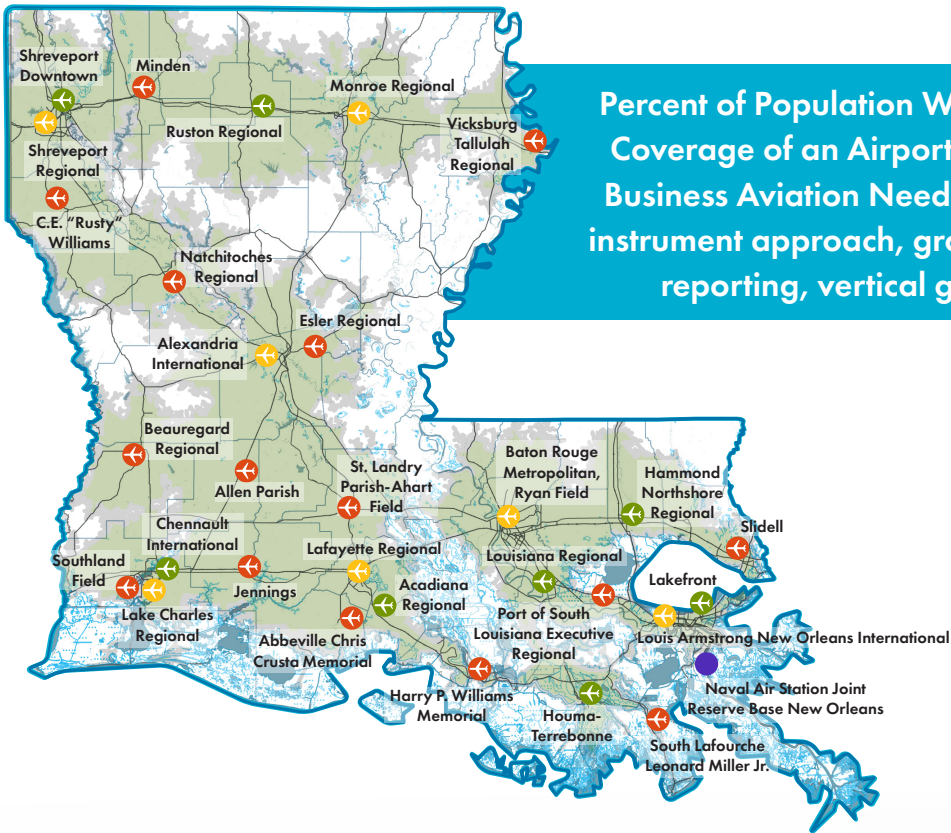
Objective: Provide Accessibility to System Users

### 30 Minute Drive Time Coverage of All System Airports



Population Coverage		Land/Geographic Coverage	
Commercial Service	53.94%	Commercial Service	11.69%
Level I	54.89%	Level I	11.82%
Level II	32.53%	Level II	24.09%
Level III	28.91%	Level III	30.87%
Level IV	20.72%	Level IV	2.33%
State Total	84.90%	State Total	71.66%





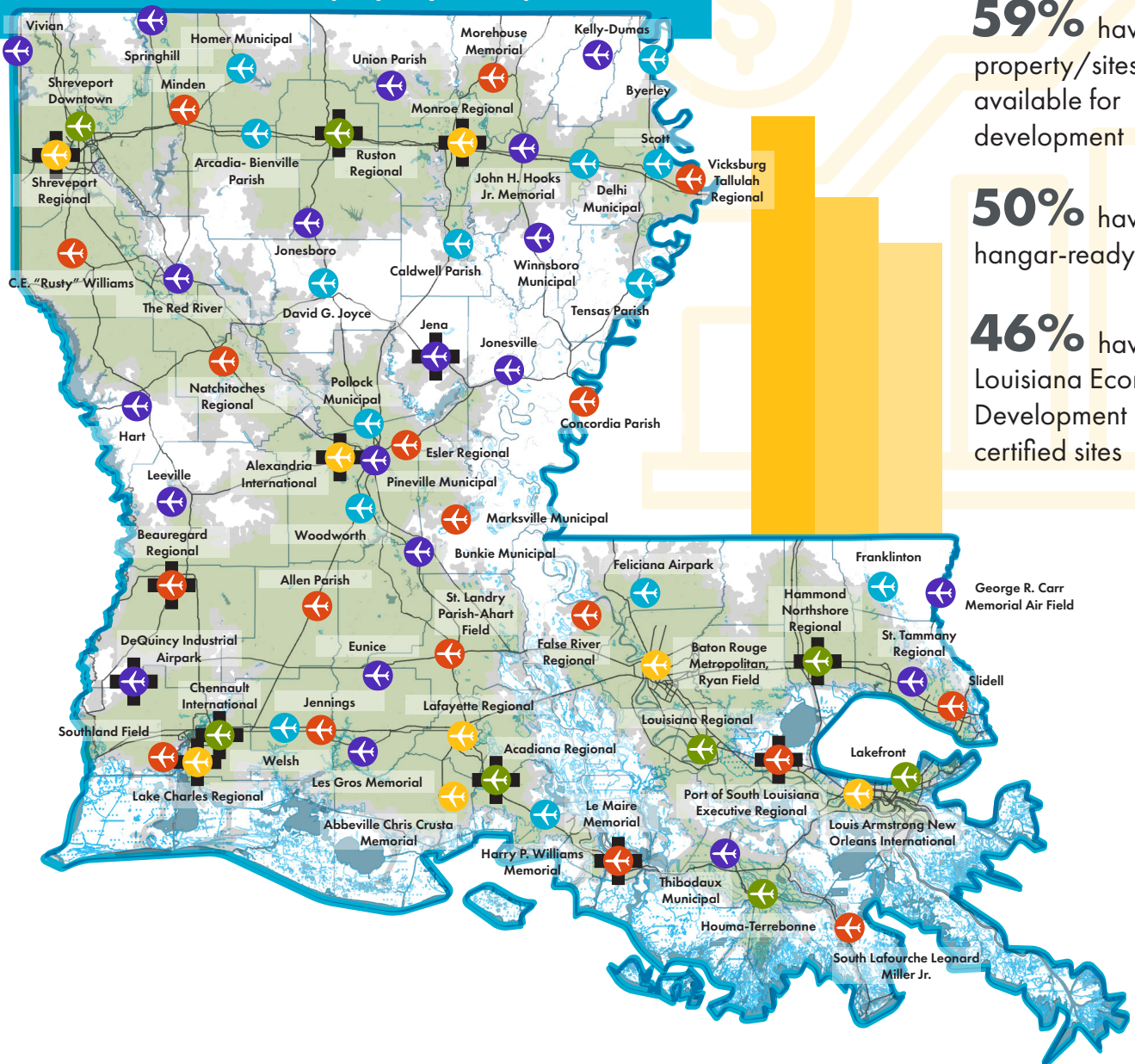


## GOAL #3

## ECONOMIC DEVELOPMENT

Objective: Identify On-Airport Sites/  
Properties That Can Accommodate  
Commerce Development Opportunities

### Airports with Louisiana Economic Development (LED) Certified Sites (On-property or Adjacent)

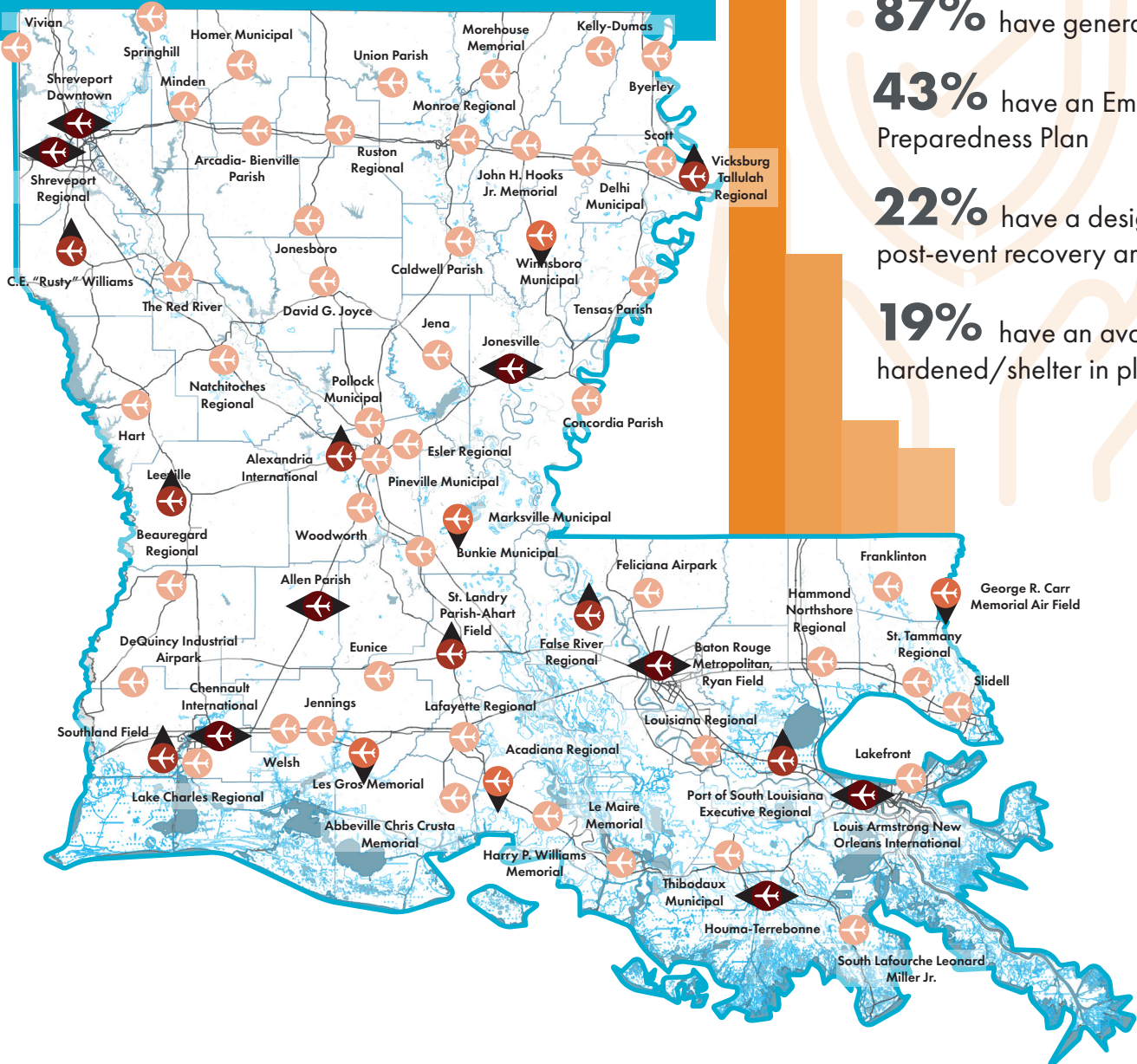


## GOAL #4

## SAFETY & RESILIENCY

## Objective: Prepare for Natural Disasters

### Airports with Facilities that Support Emergency Preparedness and Response



**Designated post-event recovery area AND available hardened/shelter in place**



**Designated post-event recovery area ONLY**



**Available hardened/shelter in place ONLY**

**NO Designated post-event recovery area OR available hardened/shelter in place**



## GOAL #5

## INNOVATION & ADVANCEMENT

Objective: Prepare Airports to Accommodate Future Technologies

**59%**

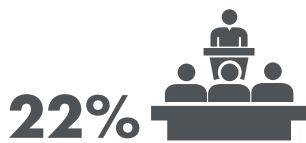
Percent of system airports that are initiating plans to accommodate Advanced Air Mobility (AAM)



**12%**

Percent of system airports that are making plans to accommodate eVTOL aircraft

Objective: Invest in Aviation/Aerospace Education and Workforce Development



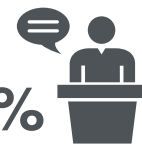
**22%**

Percent of system airports with partnerships with aviation education programs



**22%**

Percent of system airports with aviation programs



**25%**

Percent of system airports with other on-airport programs to educate the community on aviation



# SHAPING THE FUTURE OF AVIATION IN LOUISIANA

The LASP evaluated performance needs, examined emerging trends, and integrated feedback from stakeholders. Based on these insights, a set of strategies and recommendations was developed to strengthen and grow Louisiana's aviation system.

## PROGRAM RECOMMENDATIONS

- Develop a Revolving Hangar Loan Program
- Develop a loan program for aviation construction projects
- Develop a dedicated program to install new or replacement NAVAIDs
- Develop an Airfield Lighting System Flight Inspection Program
- Create a grant program for airport projects related to economic development

## POLICY CONSIDERATIONS

- Develop new state policy for safety-related licensing/certification requirements for Louisiana airports
- Consider new policy that outlines the airport eligibility to receive state funding and improve safety
- Advance policy that ensures the safe and efficient development of the state AAM system

## CONTINUOUS PLANNING EFFORTS

- Meet the airport and system needs identified in the LASP
- Ensure aviation funding allocations are protected at current funding levels
- Establish guidance for airports to manage and maintain their airports
- Update key systemwide planning projects at regular intervals

## EXPANDED ADVANCED AIR MOBILITY (AAM) STRATEGIES

- Develop an AAM Statewide Strategic Plan
- Create a state Advanced Air Mobility Program
- Create a new funding program to support AAM initiatives



# INVESTING IN LOUISIANA AIRPORTS

To support the maintenance, improvement, and expansion of Louisiana’s airport system through 2055, the Louisiana Aviation System Plan (LASP) outlines a total investment need of \$3.8 billion. This estimate reflects the funding required to upgrade facilities, enhance safety, and meet long-term performance goals.

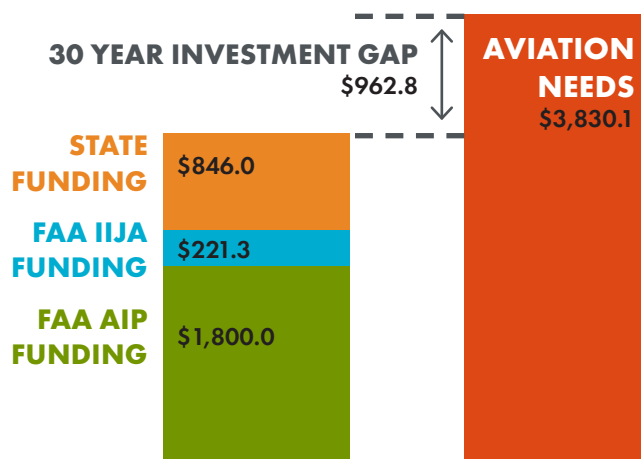
Investment priorities include:

- Upgrading airports to meet Facility Objectives
- Enhancing system performance (e.g., ALPs, master plans, generators)
- Implementing Airport Capital Improvement Plans (ACIPs)
- Improving safety infrastructure and operations
- Supporting Infrastructure Investment and Jobs Act (IIJA) infrastructure projects
- Maintaining infrastructure through routine airport maintenance

Category	2030		2040	2050	2055	Total
	System	Airport	System	System	System	
Safety	\$3.3	\$46.2	\$158.1	\$158.1	\$78.9	\$444.6
Airside Preservation	\$346.5	\$168.2	\$489.3	\$489.3	\$247.0	\$1,739.9
Airside Improvement	\$201.9	\$344.1	\$246.2	\$246.2	\$123.1	\$1,161.5
Landside Improvement	\$3.9	\$187.3	\$2.8	\$2.8	\$1.4	\$198.2
Infrastructure Investment and Jobs Act (IIJA)		\$221.3	Category expires after FY2026			\$221.3
Annual Maintenance	Average annual estimated total need (system + airport) is \$2.15					\$64.6
Subtotal	\$566.4	\$967.1	\$917.9	\$917.9	\$460.8	\$3,830.1
Total	\$1,533.5		\$917.9	\$917.9	\$460.8	\$3,830.1

2023 Dollars in Millions

The LASP identifies an estimated **\$3.8 billion** in capital investment needs through 2055. Based on current FAA and DOTD funding projections —approximately **\$2.9 billion** over 30 years — there is a projected **funding shortfall of \$962.8 million**, averaging **\$32.1 million annually**. Bridging this gap will be critical to sustaining system performance, meeting future demand, and ensuring the resilience of Louisiana’s airport network.



2023 Dollars in Millions



**\$3.8  
BILLION**  
TOTAL NEEDS

43%

COMMERCIAL  
\$1,642M

21%

LEVEL 1  
\$830.5M

18%

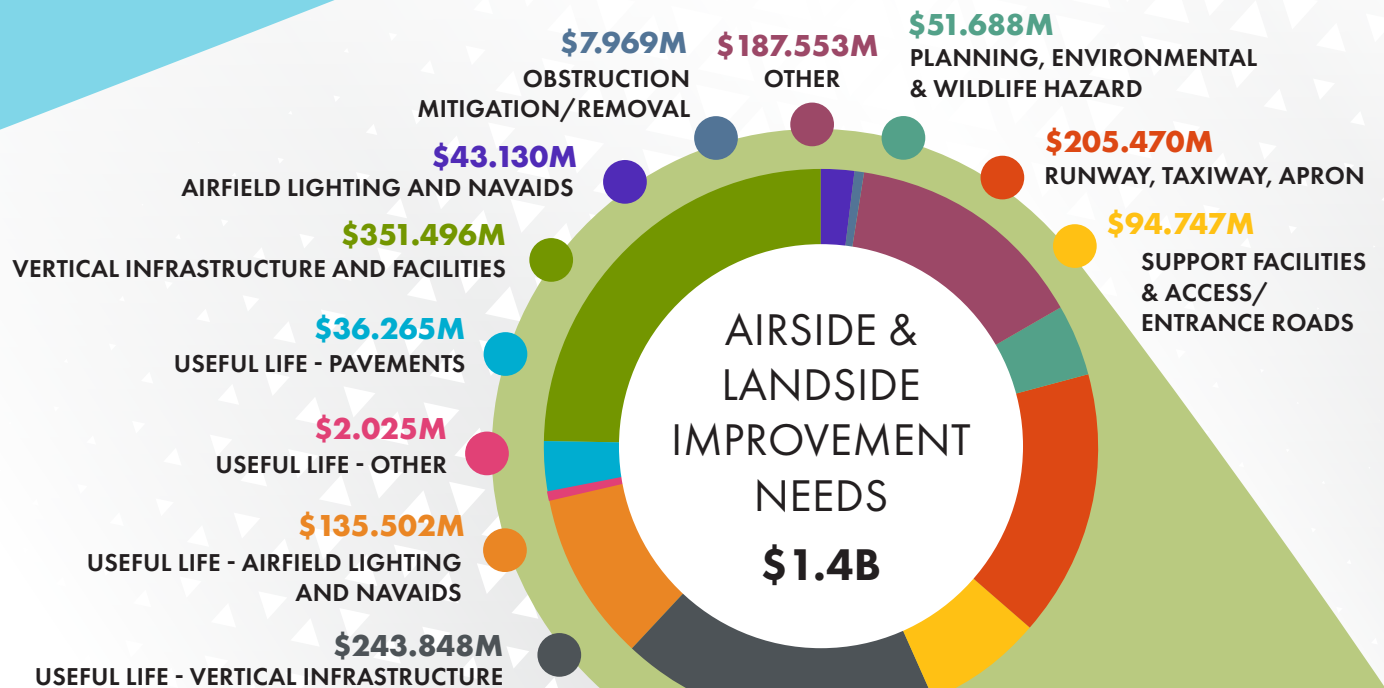
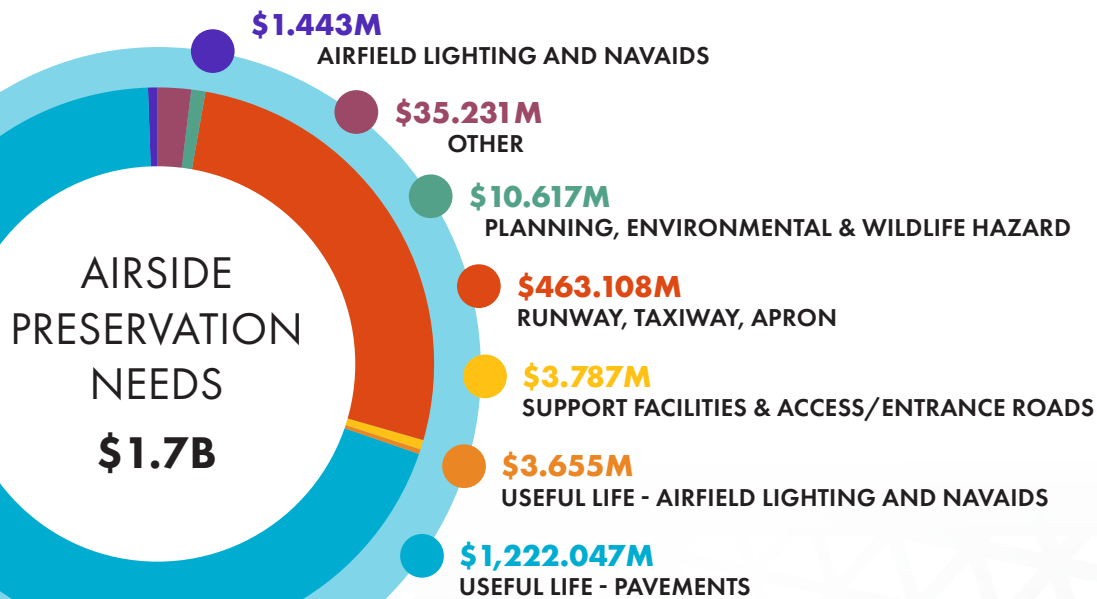
LEVEL 2  
\$679.1M

12%

LEVEL 3  
\$456.1M

6%

LEVEL 4  
\$222.2M





**DOTD Office of Multimodal Commerce -  
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Explore the VIR  
(recommended on a desktop screen)



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