



2022
Louisiana
Airports
Economic
Impact Study
Update
Executive
Summary



Louisiana's Airports Deliver
Significant Economic Impacts

Total Impacts

Aviation transforms the way people and goods move around the world, uniting distant markets and enhancing the global economy.

Louisiana’s airport system links the state’s people and businesses to markets that would otherwise be inaccessible. This connectivity helps businesses function more capably by allowing people and goods to travel easily and rapidly over great distances. The travel opportunities for tourists, family, and friends enhance the quality of life for Louisiana’s residents, both directly and indirectly. In addition, Louisiana residents depend on aviation to support their health, welfare, and safety needs.

The Louisiana Department of Transportation and Development (DOTD) undertook this study to identify the economic benefits, quantified in terms of employment, payroll, and economic output, associated with the seven (7) commercial service and sixty-one (61) general aviation airports that serve communities throughout Louisiana.

These numbers include expenditures by hundreds of on-airport businesses and millions of visitors, as well as the multiplier effect associated with this spending.





\$7 BILLION

TOTAL ECONOMIC OUTPUT
2021 DOLLARS

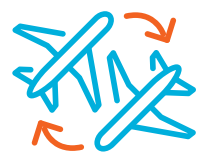
58,407 EMPLOYED

\$2.1 BILLION PAYROLL



-  **Commercial Service**
-  **General Aviation**
-  **Interstate Highway**
-  **U.S. Highway**

Louisiana



Louisiana's Airport System



Louisiana's airport system consists of **seven (7) airports with scheduled airline flights** and **sixty-one (61) airports that serve general aviation operations** (any flight that is not military or a scheduled airline flight).





The Economic Modeling Process

Airport economic impacts are estimated through an economic input-output model that combines information gathered from each airport and various other data sources.

This model provides three measures of economic impact, broken into several categories and expressed as three related types of economic impact. The Impact Analysis for Planning (IMPLAN) model used in this study is a linear input-output economic model that estimates purchases and sales among hundreds of sectors of the economy. This modeling process, considered one of the leading methods for estimating the total economic impact of an industry, has been used to estimate economic impacts for individual airports and airport systems throughout the country. By selecting appropriate data sets from IMPLAN that are specific to Louisiana's industrial sectors, the model was tailored to estimate the multiplier impacts associated with airport activity in Louisiana.

Measures of Economic Impact



EMPLOYMENT is based on the total of full-time jobs plus part-time jobs, where two part-time positions are assumed equivalent to a single full-time position.



PAYROLL represents the costs associated with the annual salary, wages, and benefits earned by all employees and business owners included under the employment measure.



OUTPUT is the quantity of goods and services generated annually by an airport, and its associated activities and businesses, expressed in dollars. Output is estimated using an organization's annual sales, or its annual operating costs. This practice assumes that its output is approximately equivalent to what it expends.

Categories of Economic Impact



ON-AIRPORT ACTIVITY includes airport tenants that are businesses with employees, such as airlines, fixed-base operators (FBO), flight schools, and airport restaurants. Governmental agencies, such as public airport sponsors, air traffic control organizations, other Federal Aviation Administration (FAA) units, and other state and federal agencies that serve or use aviation also fit in this category.



CAPITAL IMPROVEMENT IMPACTS come from projects undertaken by airport sponsors (such as terminal improvements) along with on-airport businesses and governmental agencies. To smooth out fluctuations in capital improvements, an average of the past three years of their impacts is assessed. These projects employ people in jobs such as construction, architecture, engineering, and consulting.



VISITOR IMPACTS result from expenditures off airport by non-local people arriving via commercial airlines or general aviation aircraft. Visitor spending supports jobs in the region, typically in the hospitality industry.

Types of Economic Impact



DIRECT IMPACTS account for the initial point where the money from aviation-related activity first starts circulating in the economy. This includes impacts that result from on-airport activity, including capital improvements, and visitor spending. Direct impacts serve as the inputs for the economic model.




MULTIPLIER IMPACTS result from the re-spending of direct impacts within the economy. This re-spending of money can occur multiple times by both individuals and businesses before it leaks beyond the boundaries of Louisiana, and no longer benefits the inhabitants of the state. Multiplier impacts are the output of the economic model.



TOTAL IMPACTS are the sum of all direct and multiplier economic impacts attributable to the airport.

Individual Airport Impacts



The total economic impacts of each Louisiana system airport are the combination of on-airport, capital improvements, and visitor-related impacts, including both direct and multiplier impacts.

Commercial Service Airports

ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Alexandria	Alexandria International	1,613	\$80,579,000	\$179,222,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	2,391	\$103,491,000	\$286,461,000
Lafayette	Lafayette Regional	3,350	\$159,291,000	\$708,691,000
Lake Charles	Lake Charles Regional	2,015	\$79,873,000	\$333,458,000
Monroe	Monroe Regional	664	\$26,938,000	\$91,176,000
New Orleans	Louis Armstrong New Orleans International	35,803	\$1,104,680,000	\$3,904,223,000
Shreveport	Shreveport Regional	1,921	\$80,846,000	\$246,076,000
Commercial Service Airports Total		47,757	\$1,635,698,000	\$5,749,307,000

General Aviation Airports

ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Abbeville	Abbeville Chris Crusta Memorial	185	\$5,334,000	\$17,653,000
Alexandria	Esler Regional	396	\$18,294,000	\$26,695,000
Arcadia	Arcadia-Bienville Parish	5	\$151,000	\$348,000
Bastrop	Morehouse Memorial	32	\$997,000	\$3,188,000
Bogalusa	George R. Carr Memorial Air Field	22	\$569,000	\$1,568,000
Bunkie	Bunkie Municipal	17	\$94,000	\$244,000
Columbia	Caldwell Parish	8	\$234,000	\$559,000
Coushatta	Red River	13	\$604,000	\$2,012,000
Covington	St. Tammany Regional	23	\$660,000	\$1,660,000
Crowley	Le Gros Memorial	45	\$1,658,000	\$5,897,000
De Quincy	De Quincy Industrial Airpark	12	\$354,000	\$1,458,000
De Ridder	Beauregard Regional	42	\$1,688,000	\$4,858,000
Delhi	Delhi Municipal	10	\$324,000	\$875,000
Eunice	Eunice	19	\$488,000	\$1,264,000
Farmerville	Union Parish	8	\$204,000	\$545,000
Franklinton	Franklinton	11	\$331,000	\$810,000
Galliano	South Lafourche Leonard Miller Jr.	632	\$21,003,000	\$118,829,000
Gonzales	Louisiana Regional	271	\$8,330,000	\$22,562,000
Hammond	Hammond Northshore Regional	1,835	\$80,418,000	\$142,373,000
Homer	Homer Municipal	2	\$59,000	\$386,000
Houma	Houma-Terrebonne	609	\$21,469,000	\$94,599,000

General Aviation Airports

ASSOCIATED CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Jackson	Feliciana Airpark	1	\$30,000	\$92,000
Jeanerette	Le Maire Memorial	10	\$292,000	\$802,000
Jena	Jena	9	\$279,000	\$765,000
Jennings	Jennings	168	\$4,868,000	\$15,755,000
Jonesboro	Jonesboro	16	\$244,000	\$711,000
Jonesville	Jonesville	97	\$2,814,000	\$7,830,000
Lake Charles	Chennault International	2,805	\$162,900,000	\$240,800,000
Lake Providence	Byerley	13	\$444,000	\$2,628,000
Leesville	Leesville	14	\$441,000	\$1,272,000
Mansfield	C.E. "Rusty" Williams	25	\$875,000	\$3,838,000
Many	Hart	13	\$419,000	\$1,646,000
Marksville	Marksville Municipal	11	\$275,000	\$953,000
Minden	Minden	24	\$1,016,000	\$2,432,000
Natchitoches	Natchitoches Regional	114	\$4,586,000	\$19,657,000
New Iberia	Acadiana Regional	354	\$16,862,000	\$43,638,000
New Orleans	Lakefront	855	\$40,935,000	\$104,557,000
New Roads	False River Regional	190	\$6,924,000	\$20,523,000
Oak Grove	Kelly Dumas	27	\$921,000	\$3,323,000
Oakdale	Allen Parish	45	\$1,584,000	\$8,654,000
Opelousas	St. Landry Parish-Ahart Field	80	\$3,051,000	\$11,507,000
Patterson	Harry P. Williams Memorial	233	\$6,946,000	\$21,936,000
Pineville	Pineville Municipal	39	\$947,000	\$2,772,000
Pollock	Pollock Municipal	Less than 1	\$10,000	\$39,000
Rayville	John H. Hooks Jr. Memorial	72	\$3,308,000	\$11,576,000
Reserve	Port of South Louisiana Executive Regional	20	\$881,000	\$2,839,000
Ruston	Ruston Regional	184	\$6,443,000	\$23,748,000
Shreveport	Shreveport Downtown	264	\$8,658,000	\$26,841,000
Slidell	Slidell	417	\$15,472,000	\$41,373,000
Springhill	Springhill	7	\$229,000	\$706,000
St. Joseph	Tensas Parish	8	\$208,000	\$624,000
Sulphur	Southland Field	101	\$4,010,000	\$13,681,000
Tallulah	Scott	35	\$1,175,000	\$5,913,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	80	\$3,738,000	\$10,979,000
Thibodaux	Thibodaux Municipal	10	\$292,000	\$666,000
Vidalia	Concordia Parish	17	\$500,000	\$2,024,000
Vivian	Vivian	27	\$865,000	\$2,449,000
Welsh	Welsh	17	\$551,000	\$2,558,000
Winnfield	David G. Joyce	6	\$199,000	\$741,000
Winnsboro	Winnsboro Municipal	25	\$875,000	\$2,577,000
Woodworth	Woodworth	20	\$686,000	\$2,134,000
General Aviation Airports Total		10,650	\$469,016,000	\$1,115,942,000
ALL AIRPORTS TOTAL		58,407	\$2,104,714,000	\$6,865,249,000



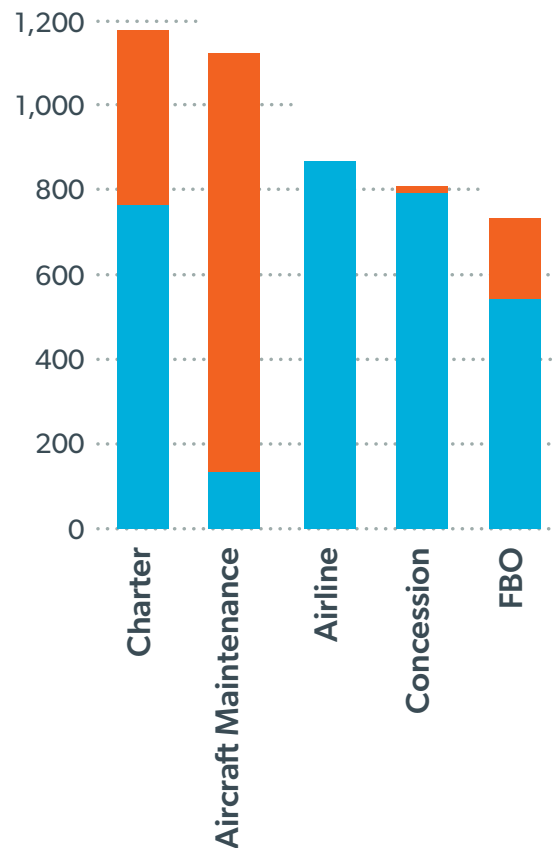
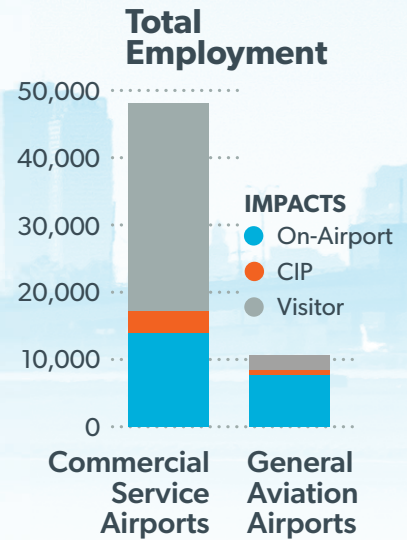
Analysis of Results

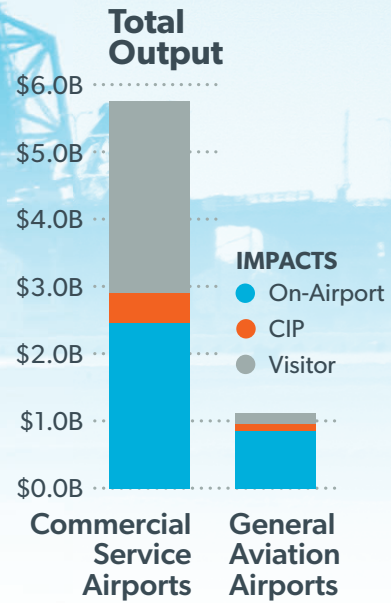
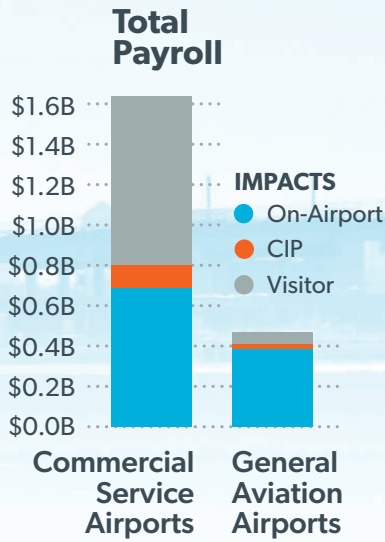
Analyzing the Economic Impacts of Louisiana's Airports

A breakdown of the study results provides some insights as to what segments of aviation are the greatest contributors to Louisiana's robust economy.

The commercial service airports are the major contributors, with the visitor-related impacts responsible for the bulk of the economic impacts of the airport system. At general aviation airports, the on-airport impacts are the largest component.

The more than 9,000 on-airport direct jobs found at Louisiana's system airports are distributed among many commerce segments. The impacts quantified in this study are a conservative estimate of the impact from Louisiana's airport system.

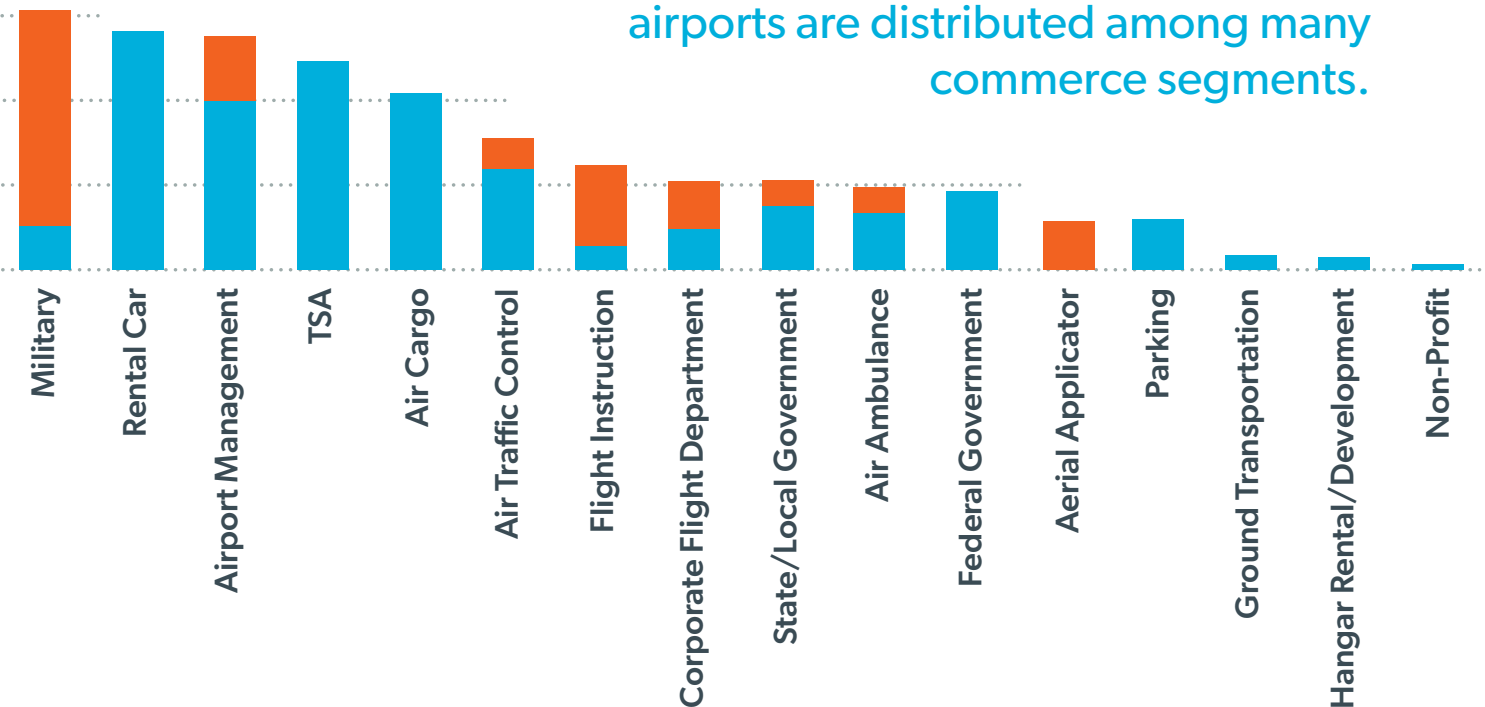




On-Airport Direct Job Distribution

- At Commercial Service Airports
- At General Aviation Airports

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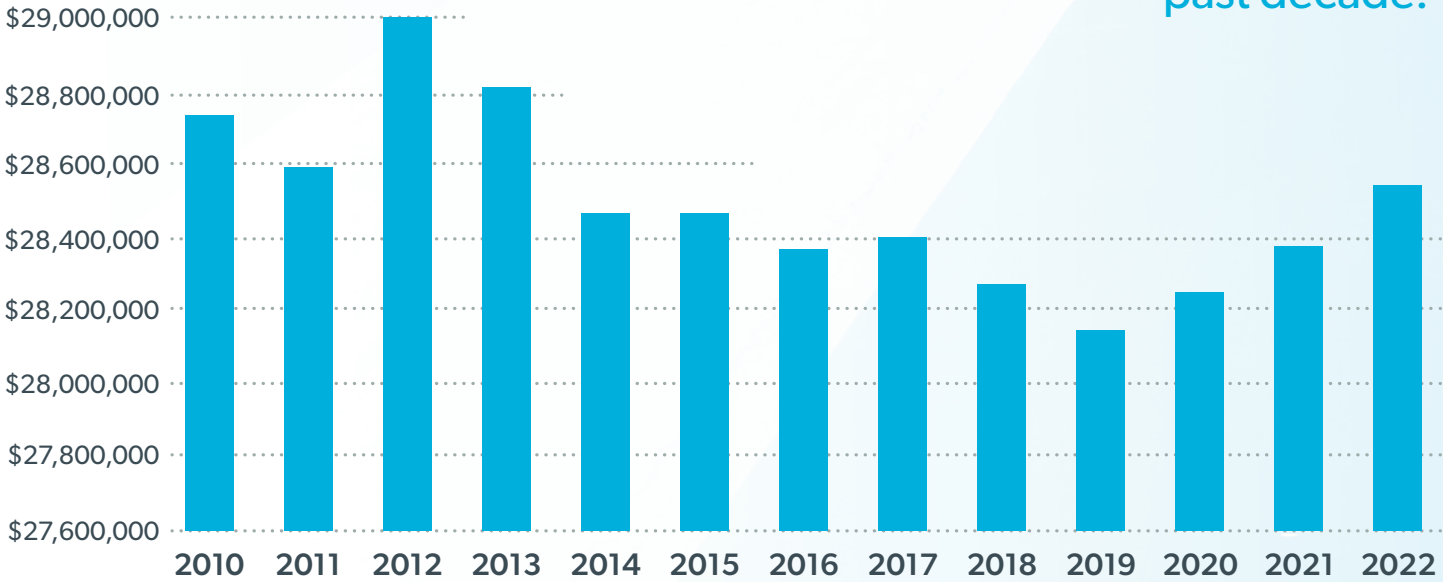




Financial support for the Louisiana airport system comes from multiple sources, including federal, state and local sources. State funding for airports is primarily from an aviation fuel tax that is then appropriated by the legislature. As the chart shows, the DOTD appropriation, which covers state funding for airports, as well as the Aviation Division’s staffing and operations within DOTD, has fluctuated over the past decade. What is also clear is how the buying power of a dollar has diminished over the same time period. For example, in 2002, \$1 million could buy enough asphalt to rehabilitate 3,700 feet of runway. By 2010, that same \$1 million only bought enough asphalt for the rehabilitation of 1,500 feet of runway, and in 2022, it had fallen to a mere 1,100 feet of runway.

The DOTD appropriation has fluctuated over the past decade.

DOTD Appropriation

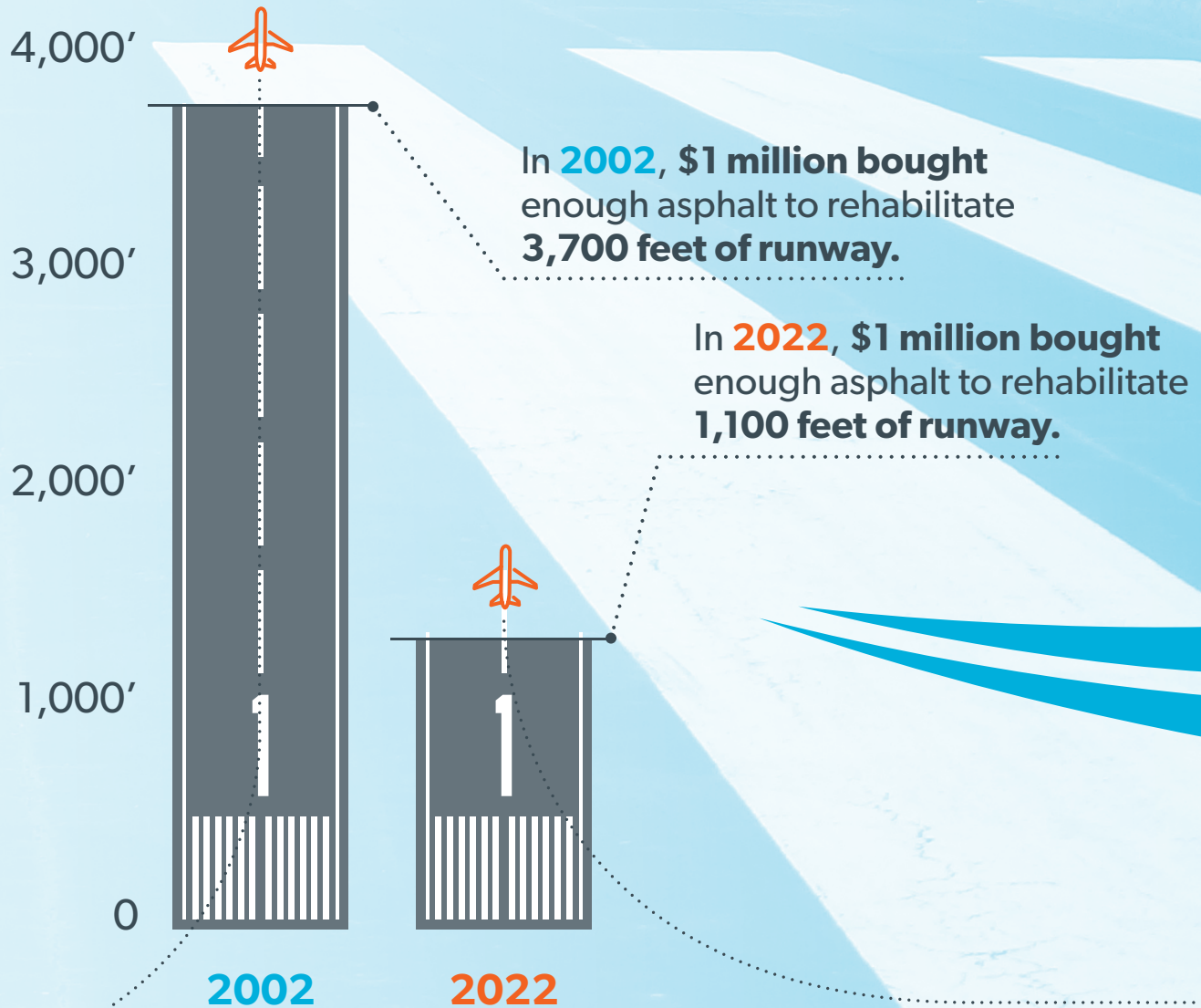


What Does

\$1 Million

Get You?

What is also clear is how the buying power of a dollar has diminished.





Projected 2026 Results

The Future of Louisiana's Airport System Holds Great Potential

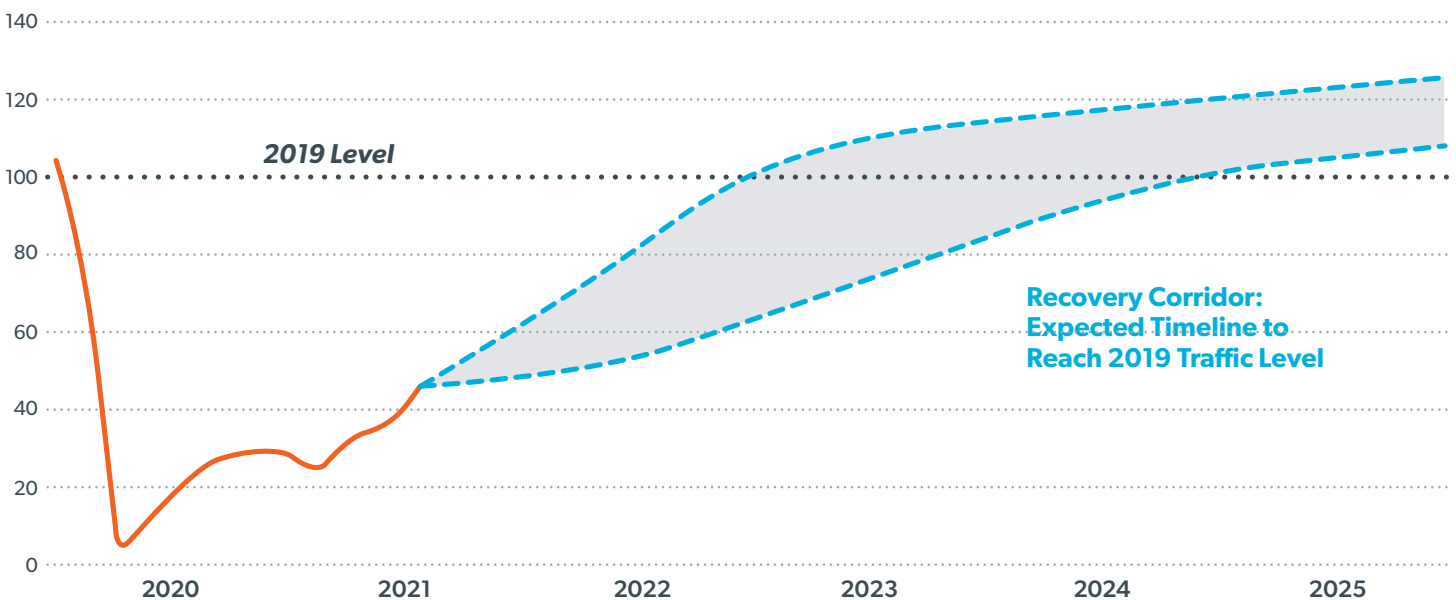
The lingering effects of the pandemic tempered the 2021 economic impacts of Louisiana's airport system, which begs the question, "What would the airport system economic impacts look like without the influence of a pandemic?"

To answer this question, the DOTD undertook a forecast of future economic impacts of the airport system. Most aviation forecasts predicted that the aviation industry

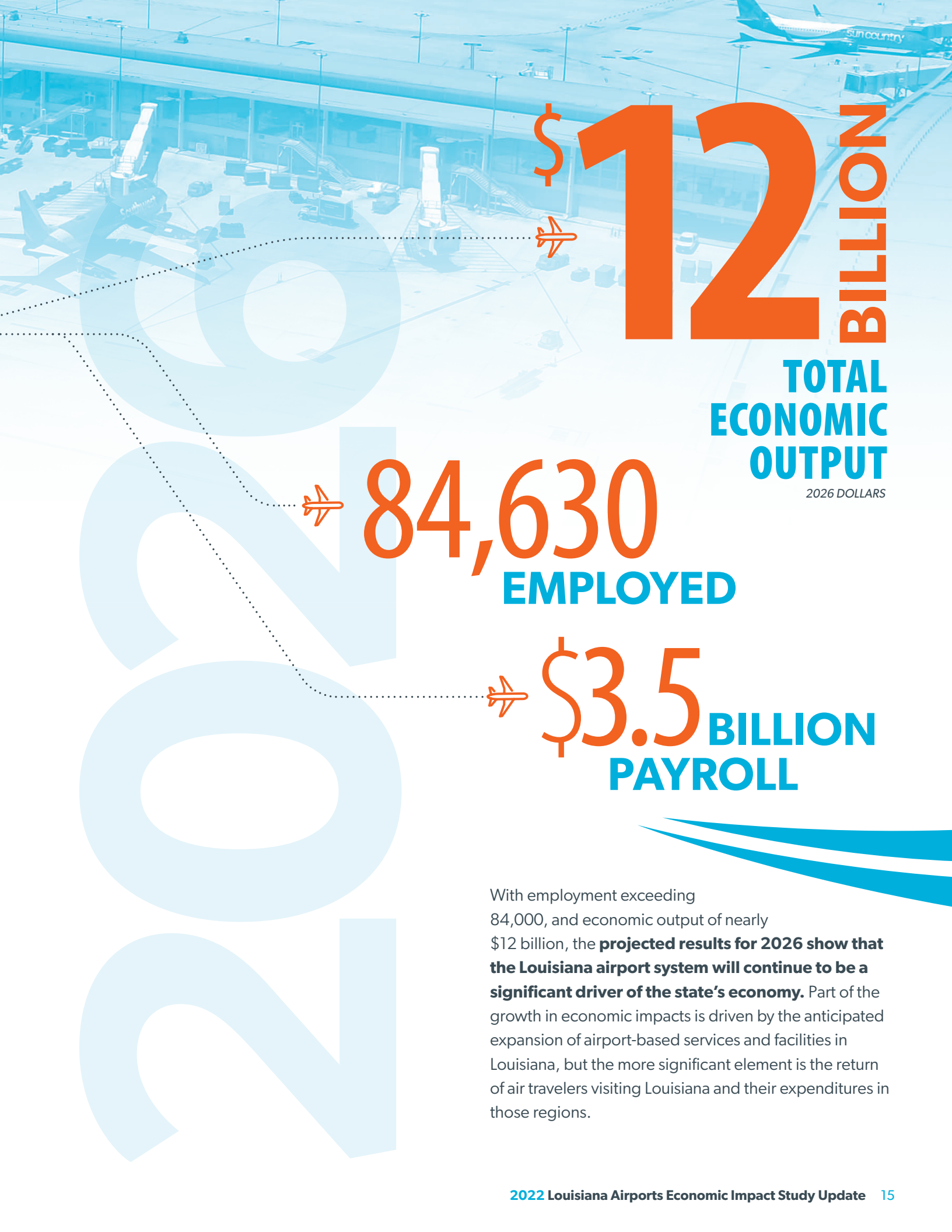
would recover no later than 2025. One example is the Airbus Global Market Forecast, which is shown in the figure and estimates a recovery timeframe between 2022 and 2025. The DOTD selected a forecast year of 2026 to be sure that the results would not be affected by the pandemic.

This forecast of 2026 economic impact results for the Louisiana airport system was based upon the 2021 results and projections of future growth. The results, expressed in 2026 dollars as shown on the next page, illustrate the economic impacts of an airport system unaffected by the repercussions of a global pandemic.

Traffic (Revenue Passenger Miles) Base 100 Compared to Equivalent Month in 2019



Source: Airbus Global Market Forecast 2021 - 2040



\$ **12** BILLION

**TOTAL
ECONOMIC
OUTPUT**
2026 DOLLARS

✈️ **84,630**
EMPLOYED

✈️ **\$3.5** BILLION
PAYROLL

With employment exceeding 84,000, and economic output of nearly \$12 billion, the **projected results for 2026 show that the Louisiana airport system will continue to be a significant driver of the state's economy.** Part of the growth in economic impacts is driven by the anticipated expansion of airport-based services and facilities in Louisiana, but the more significant element is the return of air travelers visiting Louisiana and their expenditures in those regions.



The 2022 Louisiana Airports Economic Impact Study Update Executive Summary was developed and prepared by Mead & Hunt, Inc.