

2025 Louisiana Aviation and Aerospace Economic Impact Study Technical Report



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1.0: Study Summary

Aviation and aerospace in Louisiana are significant drivers of economic activity. This study takes a comprehensive look at the economic impacts generated in 2024 by aviation and aerospace activities occurring in Louisiana by evaluating the airport system, off-airport aerospace, military aviation, and unmanned aerial systems.

These aviation and aerospace sectors in Louisiana:

- Produce \$21.1 billion in annual output
- Support 142,183 jobs
- Generate \$7.5 billion in annual payroll



Ruston Regional Airport (RSN).

To arrive at these substantial economic impact numbers, this study conducted numerous analyses of the aviation and aerospace sectors listed previously. The study started with an assessment of Louisiana's 68 system airports, evaluating the economic impacts tied to aviation activity supported by the system airports in 2024. **Figure 1-1** shows the locations of these 68 airports and indicates which are commercial service airports (any airport with more than 2,500 annual enplanements) or general aviation airports.

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This system of 61 general aviation airports and seven commercial service airports is supported and overseen by the Louisiana Department of Transportation and Development (DOTD). The DOTD aims to continue to improve Louisiana's aviation infrastructure to ensure a safe, modern, and well-managed system of airports. Providing convenient and efficient air access will allow tourism, commerce, industrial interests, recreational opportunities, and economic development to continue to thrive in Louisiana. The DOTD seeks to continually modernize the state's public airports to meet the changing needs of the aviation community.

To aid in that effort, DOTD periodically quantifies the economic impact of the Louisiana airport system. This study continues that effort, finding that, in 2024, Louisiana's airport system:

- Supported approximately 76,333 jobs,
- Generated \$3.2 billion in annual payroll, and
- Produced approximately \$10.1 billion in annual economic output.

These economic impacts include expenditures by hundreds of on-airport businesses and millions of visitors, as well as the multiplier effect associated with this spending. In addition, Louisiana residents depend on aviation to support their health, welfare, and safety needs.

Table 1-1 lists the total employment, payroll, and output for each of the 68 Louisiana study airports. These economic benefits reflect the diverse range of impacts of airport-related activity and are explained in more detail in later sections of this report. More detailed tables that break down the information summarized in Table 1-1 can be found in **Appendix A**.



Alexandria International Airport (AEX).
Source: AEX.

Table 1-1: Total Economic Impacts from Louisiana Airports

Airport Name		Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	2,203	\$116,501,000	\$349,773,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	3,670	\$156,430,000	\$501,471,000
Lafayette	Lafayette Regional	3,090	\$145,702,000	\$514,414,000
Lake Charles	Lake Charles Regional	1,470	\$70,006,000	\$215,295,000
Monroe	Monroe Regional	988	\$46,882,000	\$147,013,000
New Orleans	Louis Armstrong New Orleans Intl.	50,340	\$1,951,521,000	\$6,188,677,000
Shreveport	Shreveport Regional	3,355	\$155,600,000	\$502,001,000
<i>Commercial Service Airports Total</i>		<i>65,116</i>	<i>\$2,642,642,000</i>	<i>\$8,418,644,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	471	\$24,567,000	\$62,364,000
Alexandria	Esler Regional	381	\$17,451,000	\$43,947,000
Arcadia	Arcadia-Bienville Parish	4	\$139,000	\$345,000
Bastrop	Morehouse Memorial	31	\$1,311,000	\$4,594,000
Bogalusa	George R. Carr Memorial Air Field	17	\$864,000	\$2,553,000
Bunkie	Bunkie Municipal	14	\$101,000	\$284,000
Columbia	Caldwell Parish	4	\$139,000	\$347,000
Coushatta	The Red River	13	\$768,000	\$2,455,000
Covington	St. Tammany Regional	46	\$1,463,000	\$4,336,000
Crowley	Le Gros Memorial	50	\$1,985,000	\$8,047,000
De Quincy	De Quincy Industrial Airpark	24	\$517,000	\$1,855,000
De Ridder	Beauregard Regional	42	\$1,279,000	\$4,278,000
Delhi	Delhi Municipal	10	\$387,000	\$1,076,000
Eunice	Eunice	12	\$457,000	\$2,366,000
Farmerville	Union Parish	7	\$334,000	\$992,000
Franklinton	Franklinton	7	\$262,000	\$631,000
Galliano	South Lafourche Leonard Miller Jr.	882	\$33,342,000	\$149,212,000
Gonzales	Louisiana Regional	191	\$6,912,000	\$19,192,000
Hammond	Hammond Northshore Regional	1,598	\$79,453,000	\$187,827,000
Homer	Homer Municipal	2	\$91,000	\$541,000
Houma	Houma-Terrebonne	1,260	\$62,297,000	\$303,820,000
Jackson	Feliciana Airpark	2	\$68,000	\$177,000
Jeanerette	Le Maire Memorial	7	\$267,000	\$648,000
Jena	Jena	10	\$492,000	\$1,591,000
Jennings	Jennings	146	\$5,011,000	\$19,743,000
Jonesboro	Jonesboro	13	\$280,000	\$756,000
Jonesville	Jonesville	45	\$1,844,000	\$5,227,000
Lake Charles	Chennault International	2,250	\$156,658,000	\$322,709,000

	Airport Name	Total Employment	Total Payroll	Total Output
Lake Providence	Byerley	14	\$540,000	\$3,165,000
Leesville	Leesville	17	\$601,000	\$1,684,000
Mansfield	C.E. "Rusty" Williams	33	\$984,000	\$3,557,000
Many	Hart	5	\$215,000	\$589,000
Marksville	Marksville Municipal	7	\$337,000	\$1,079,000
Minden	Minden	35	\$1,402,000	\$4,922,000
Natchitoches	Natchitoches Regional	152	\$6,689,000	\$25,551,000
New Iberia	Acadiana Regional	773	\$35,663,000	\$76,019,000
New Orleans	Lakefront	969	\$49,772,000	\$168,147,000
New Roads	False River Regional	100	\$5,722,000	\$20,421,000
Oak Grove	Kelly Dumas	35	\$1,318,000	\$5,566,000
Oakdale	Allen Parish	64	\$2,698,000	\$9,315,000
Opelousas	St. Landry Parish-Ahart Field	82	\$5,114,000	\$12,762,000
Patterson	Harry P. Williams Memorial	168	\$6,465,000	\$21,799,000
Pineville	Pineville Municipal	50	\$1,765,000	\$6,945,000
Pollock	Pollock Municipal	1	\$24,000	\$72,000
Rayville	John H. Hooks Jr. Memorial	88	\$3,963,000	\$12,655,000
Reserve	Port of South Louisiana Executive Regional	65	\$2,880,000	\$10,216,000
Ruston	Ruston Regional	177	\$7,286,000	\$26,815,000
Shreveport	Shreveport Downtown	227	\$9,068,000	\$28,757,000
Slidell	Slidell	249	\$13,134,000	\$32,601,000
Springhill	Springhill	14	\$821,000	\$2,557,000
St. Joseph	Tensas Parish	9	\$343,000	\$989,000
Sulphur	Southland Field	51	\$2,376,000	\$7,807,000
Tallulah	Scott	35	\$1,278,000	\$6,706,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	82	\$3,931,000	\$14,664,000
Thibodaux	Thibodaux Municipal	27	\$891,000	\$4,531,000
Vidalia	Concordia Parish	31	\$1,263,000	\$4,327,000
Vivian	Vivian	29	\$1,223,000	\$3,610,000
Welsh	Welsh	14	\$487,000	\$1,745,000
Winnfield	David G. Joyce	6	\$233,000	\$1,129,000
Winnsboro	Winnsboro Municipal	48	\$1,756,000	\$6,533,000
Woodworth	Woodworth	21	\$1,058,000	\$2,960,000
General Aviation Airports Total		11,217	\$570,039,000	\$1,682,108,000
All Airports Total		76,333	\$3,212,681,000	\$10,100,752,000

Source: Mead & Hunt and Impact Analysis for Planning (IMPLAN).



A quick comparison with the previous study that used a base year of 2021 finds that the 2024 employment results are up 31 percent, payroll increased 53 percent, and output rose 47 percent. These are all strong indicators of how well the Louisiana airport system has recovered from the pandemic. More details are in **Chapter 4**.

The study also examines the impacts of aviation and aerospace that take place away from airports. These activities consisted of military aviation at Department of Defense (DOD) bases in Louisiana, off-airport aerospace operations (such as research and development, and parts

manufacturing), and unmanned aerial systems (UAS).

Of these, military aviation generates the most jobs. The four Louisiana military bases supporting aviation are responsible for 33,900 jobs with an associated payroll of \$2.3 billion and \$4.8 billion in output. Off-airport aerospace operations support 22,000 jobs in Louisiana. Those jobs produce \$1.7 billion in annual payroll and \$5.3 billion in annual output. UAS activities in Louisiana employ an estimated 9,950 workers, including UAS education and training programs. Details are found in **Chapter 5**.

2.0: Study Method

Louisiana DOTD periodically conducts an economic impact study of its airport system. The last such study examined the airport system impacts in 2021. The DOTD undertook this study to update those results to reflect conditions of the airport system in 2024 and document the extent of the airport system’s recovery from the 2020 pandemic. This update used many of the methodologies and assumptions from the previous study to maintain consistency between the results. This section details the overall study approach and the methods used to evaluate the economic impacts from on-airport activities, capital improvement projects, and visitor expenditures.

2.1: Economic Impact Study Approach

Similar to the previous economic impact study, this project used a linear input-output economic impact model to estimate the economic impacts of each of the 68 airports in Louisiana’s airport system. There are three **measures** used to report the economic impacts of these airports, broken down into several **categories** of economic impacts, and expressed as three **types** of economic impacts. The following sections define these terms and how they contribute to the economic impact methodology.

2.1.1: Measures of Economic Impact

There are three metrics used to express the economic impacts of Louisiana’s airports – employment, payroll, and output.

Employment is based on the total of full-time jobs plus part-time jobs. In this analysis, two part-time positions are assumed to be the equivalent of a single full-time position.

Payroll represents the annual salary, wages, and benefits paid to all employees associated with airport activities.

Output is the combined economic activity generated by activities at or related to the airport. It is determined from annual expenditures or annual gross sales.

2.1.2: Categories of Economic Impact

A key aspect of the study is defining the boundaries of the analysis, or what the airport’s economic impacts encompass. To remain consistent with the previous studies, this analysis included the following four categories of economic impact that were defined as the study limits.

On-Airport – This category consists of airport tenants that are businesses with employees, such as airlines, fixed base operators (FBOs), flight schools, concessionaires, and airport restaurants. Also included in this group are governmental agencies such as public airport sponsors, air traffic controllers, other Federal Aviation Administration (FAA) units, and various other state and federal agencies. Output for on-airport activities is typically assumed to be the sum of annual gross sales. While this assumption works well for profit-oriented tenants, it must be modified for organizations that do not generate sales, such as government tenants or corporate flight departments. To estimate the impact of these important



Natchitoches Regional Airport (IER).

architecture, engineering, and consulting. This category is distinctly different from on-airport impacts since a large CIP in one year can cause a spike in impacts. Therefore, it is useful to assess the peaks and valleys from CIP separately from the other impact categories.

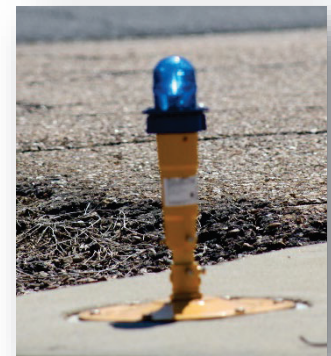


Louis Armstrong New Orleans International Airport (MSY).

Source: Mead & Hunt.

tenant-related activities, output is assumed to be equivalent to operating expenditures. While airlines do generate sales, ticket revenue is usually transferred outside the geographic area being modeled. This makes it difficult to assign that revenue to specific airports, so airlines are treated in a manner similar to organizations that do not generate sales.

Capital Improvement Projects (CIP) – Each year, airports undertake construction and other improvements, such as runway rehabilitation or terminal improvements, as do businesses and other agencies. These projects employ people in jobs such as construction,



Commercial Service Visitors – This category consists of visiting passengers (those deemed not living close to the airport they are

using) arriving via commercial airlines. The output from commercial service visitors is estimated from the total expenditures of all visitors over the course of the year. Visitor spending for this category was estimated using an estimate of 2024 visitors from Mead & Hunt Location Based Data (LBD) and an estimate of average visitor spending obtained from surveys of passengers at all seven of Louisiana's commercial service airports. Mead & Hunt LBD is a proprietary database that uses extensive amounts of information from several data sources to characterize U.S. domestic travelers based on tracking personal devices, such as phones and tablets.

General Aviation Visitors – Economic impacts from general aviation visitors are produced by the spending of non-local passengers arriving via private or business aircraft. Similar to commercial service visitors, the output from general aviation visitors is estimated from their annual spending. This spending is estimated based on LBD (for number of visitors) and surveys of both Louisiana general aviation visitors and general aviation visitors to similar general aviation airports across the country.

2.1.3: Types of Economic Impact

The linear input-output economic impact model used in this analysis describes three types of impacts – direct, multiplier, and total.



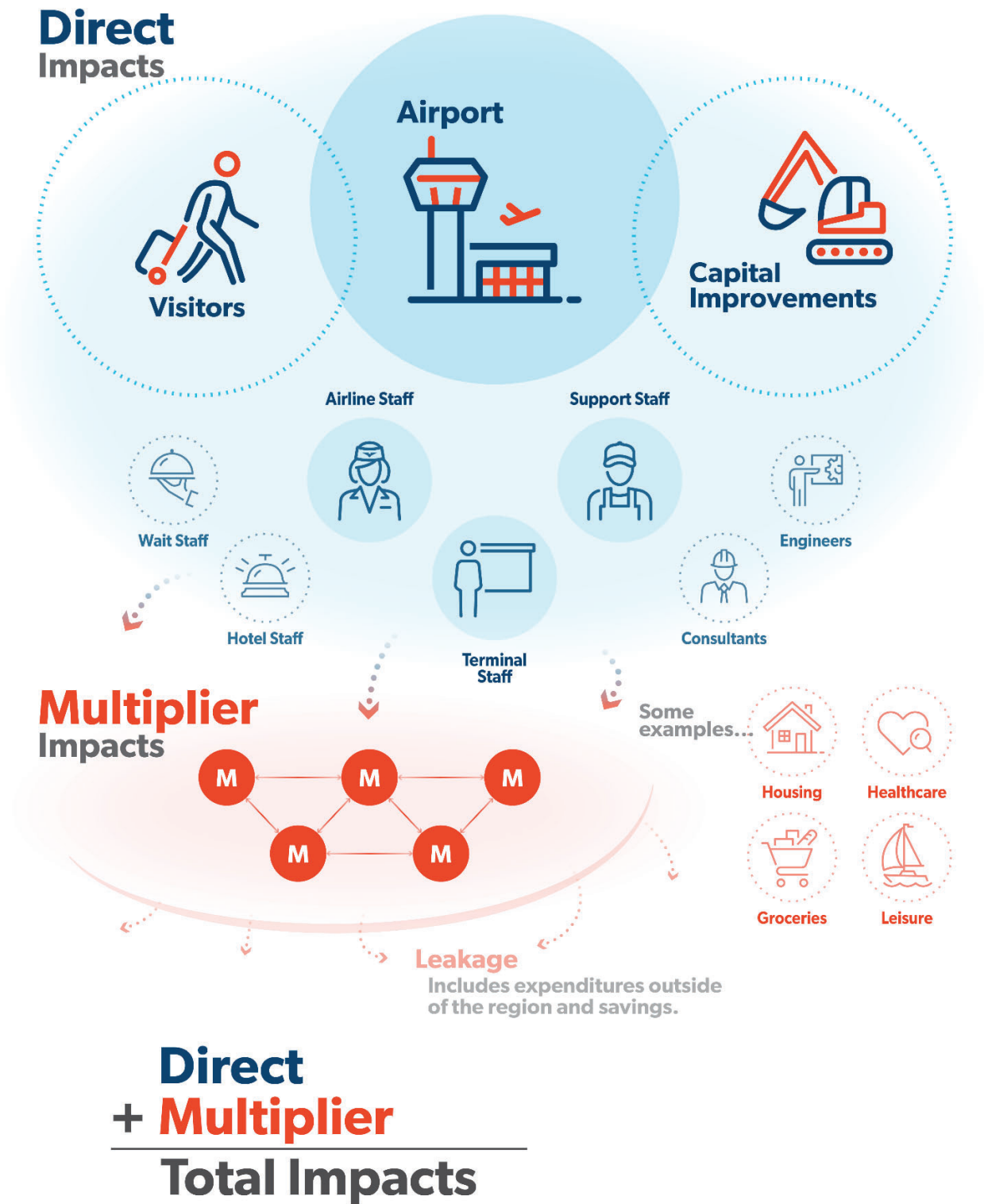
Direct impacts account for the initial point where the money from aviation-related activity first starts circulating in the economy. Direct impacts result from on-airport activity, CIP expenditures, and visitor spending. On-airport activity includes the benefits associated with businesses and government organizations located at the airport, which are directly related to the provision of aviation services. Capital expenditures of these businesses and government organizations are also included in direct impacts. Visitors contribute to direct impacts through their off-airport spending such as expenses for lodging and meals. On-airport spending by visitors is included in the on-airport impacts to avoid double counting of impacts. Direct impacts serve as the inputs for the economic model.

Multiplier impacts result from the re-spending and recirculation of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms – indirect and induced impacts. Indirect impacts occur when businesses spend their revenue on business expenses, whereas induced impacts occur when employees and their associated households spend earnings on goods and services. For example, as airport employees spend their salary on housing, food, and local services, those expenditures circulate through the economy resulting in increased spending, payroll, and employment throughout Louisiana. As this money is spent repeatedly, some leaks beyond the boundaries of Louisiana, and thus no longer benefits the state's citizens. The economic model uses parameters specific to Louisiana to estimate the leakage effect associated with these multiplier impacts. Multiplier impacts are the output of the economic model.

Total impacts are the sum of all direct and multiplier impacts attributable to an airport or the system of airports.

Figure 2-1 illustrates the general relationships between these economic impact categories and types of impacts. It shows how the direct impacts tied to an airport feed into the multiplier impacts that recirculate within the regional economy around the airport.

Figure 2-1: Airport Economic Impact Modeling Depiction



The direct impacts shown in Figure 2-1 are measured through surveys of on-airport businesses and government units, and by estimating visitors using general aviation and commercial airlines and their associated spending. Because multiplier impacts are not as easy to measure as direct impacts, employing a reliable method of estimating multiplier impacts is important. A leading method used to estimate multiplier impacts is the linear input-output model.



Monroe Regional Airport (MLU)

Source: MLU.

Similar to the previous study, the IMPLAN input-output model was used to quantify multiplier impacts in this study. IMPLAN is a linear model that estimates purchases and sales among hundreds of sectors of the economy. The U.S. Forest Service, in cooperation with several other government agencies, initially developed the IMPLAN system to generate non-survey input-output models for regions as small as a single county. This modeling process is considered one of the leading methods for estimating the total economic impact of an industry and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The IMPLAN model contains a large economic database used to generate input-output tables. It includes data from sources such as Dun and Bradstreet, the U.S. Department of Commerce, and the U.S. Census Bureau. IMPLAN multipliers and data tables specific to Louisiana's industrial sectors that were used for the 2023 Louisiana Airports Economic Impact Study Update were applied to this updated study.

3.0: Data Gathering

Using the direct impacts as the input, the IMPLAN model produces multiplier impacts as output. Obtaining reliable direct impact data is critical to the success of the study. The following sections describe the methods and assumptions used to obtain the direct impacts used as inputs for the model.

3.1: On-Airport Economic Impacts

This study involved a substantial data gathering effort to quantify the on-airport economic impacts. It began with a survey requesting information about the airport's employment, payroll, and expenditures in 2024 sent to each of the 68 airport managers. It also asked for an update to the list of business tenants and their estimated employment, and it provided the business tenant data from the previous study for reference. Surveys were emailed to the best contact for each airport, as determined by Aviation Division staff. Additionally, surveys were pre-filled with information from the previous study to minimize the time needed to complete the survey.

Airport visits were carried out to all but 20 system airports. During the airport visit, data gatherers met with airport staff to clarify information already collected or obtain data that had not yet been provided.

A high response rate was desired for the airport management survey, so several rounds of follow-up contact to non-responding airport managers occurred to obtain the greatest response rate possible for on-airport employment. The response rate to this survey was 74 percent, with 50 airports responding, including all seven commercial service airports. For those airports that did not respond to the survey, airport employment was assumed to be unchanged from the previous study. Research was conducted for these airports to assess whether any previous businesses had left the airport, or any new businesses had started. During the airport visit, data gatherers also collected economic impact information directly from major airport business tenants, as time allowed. Any business tenants that were not contacted during the airport visit were emailed a survey using contact information provided by the airport.



Slidell Municipal Airport (ASD).

Source: Mead & Hunt.



Source: Mead & Hunt.

The survey requested the following information:

- Type of aviation activity conducted by the tenant
- Number of full-time and part-time employees
- Estimated total annual wages and benefits paid to employees in 2024
- Estimated total capital improvement expenditures for 2022, 2023, and 2024
- Estimated total annual operating expenses, excluding depreciation, in 2024
- Estimated total annual gross sales, if applicable, in 2024

Because the purpose of this study was to measure the economic impacts of each Louisiana airport and the activity that relies upon the airport, a distinction was made between those on-airport tenants that depend on the airport (deemed aviation-related) and those that do not. For example, a tenant farmer located on an airport would not be designated as aviation-related since farming operations are not dependent on airport facilities. Only aviation-related tenants were included in the results of the economic impact analysis.

Airport tenants at each airport were classified into one of the following 27 groups to aid in analysis:

- | | |
|--|--|
| • Aerial applicators | • FBOs (subdivided into small and large FBO categories based on the number of employees) |
| • Air ambulances | • Federal government (not including ATC or Transportation Security Administration) |
| • Air cargo | • Flight instruction |
| • Aircraft maintenance | • Ground transportation |
| • Aircraft maintenance (turbine) | • Hangar rental and development |
| • Airlines (passenger only) | • Military |
| • Airport management (subdivided into large airports, unattended airports, and other airports) | • Nonprofit |
| • Air traffic control (ATC, subdivided into public, i.e., FAA, and private ATC) | • Parking |
| • Charter | • Rental car |
| • Concessions (subdivided into categories for general aviation airports and commercial service airports) | • State and local government |
| • Corporate flight departments | • Transportation Security Administration (TSA) |

These classifications were used to analyze the performance of various subsectors within the aviation industry in Louisiana. Additionally, these categories were used to develop per employee averages for estimating impacts from entities that did not respond to the survey request or did not provide complete survey responses. Dividing the businesses at Louisiana's airports into 27 classifications allowed greater refinement in developing estimates of economic impact.

The survey effort resulted in nearly 800 airport and business tenant entries. After removing non-aviation tenant entries, more than 500 aviation-related entries remained.

3.2: Capital Improvement Project Economic Impacts

CIP economic impacts are based on project expenditures, which were obtained through surveys of airports and their business tenants. Because CIP costs can vary considerably, economic impact studies frequently use methods to smooth out the peaks and valleys that CIPs can create. This makes it easier to compare economic impacts from different time periods. The typical method for accomplishing this is to use an average of CIP expenditures from past years instead of a single year. As was done in the previous study, this analysis used a three-year average of CIP expenditures, examining the years from 2022 to 2024.

Direct employment associated with CIPs was obtained through ratios of jobs per \$1 million of CIP expenditures from the IMPLAN model. Average employee pay, based on 2024 Bureau of Labor Statistics data for Louisiana, was applied to each of these jobs to obtain direct payroll.

3.3: Visitor-Supported Economic Impacts

The impacts attributed to visitors that arrive via airlines or general aviation aircraft are tabulated for each airport. The process for estimating these impacts starts with the presumption that the impacts from visitors are the result of their spending off airport. Two key components are needed to estimate this off-airport spending – the number of annual visitors and the average spending by those visitors during their trip. The methods used to arrive at these estimates differ depending on whether the visitor arrives by commercial airline or by general aviation aircraft. The next sections address the methods used for each group of visitors.

3.3.1: Commercial Service Visitors

Airline flights to and from Louisiana's commercial service airports provide access for millions of business- and leisure-related visitors. Visitors using commercial service airports as a gateway to the state contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier effects that stem from visitor spending.

The estimation of visitors relied upon Mead & Hunt LBD and enplanement reports from each commercial service airport. In addition to estimating the number of visitors, Mead & Hunt LBD provides additional information that helps substantiate the data accuracy.

As a check of the visitor numbers, the enplanement numbers at each airport were compared to the visitor numbers to determine the percentage of enplanements made up of visitors at each airport. These ratios ranged from a low of approximately 28 percent at Alexandria International Airport (AEX) to a high of nearly 56 percent at Louis Armstrong New Orleans International Airport (MSY). The visitor, enplanement, and visitor percentage data for all seven commercial service airports is shown in **Table 3-1**. These percentages are in line with past visitor percentages found in past economic impact studies. Data from airport enplanement reports was also used to evaluate the number of international visitors since LBD is limited to U.S. visitor data.

Table 3-1: Enplanements and Percent Visitors at Louisiana Commercial Service Airports

	Airport Name	2024 Visitors	2024 Enplanements	Percent Visitors
Alexandria	Alexandria International	52,397	188,425	27.8%
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	197,853	419,407	47.2%
Lafayette	Lafayette Regional	90,734	264,454	34.3%
Lake Charles	Lake Charles Regional	42,279	90,770	46.6%
Monroe	Monroe Regional	42,225	105,263	40.1%
New Orleans	Louis Armstrong New Orleans Intl.	3,652,209	6,536,684	55.9%
Shreveport	Shreveport Regional	149,316	352,177	42.4%
<i>Commercial Service Airports Total</i>		<i>4,227,013</i>	<i>7,957,180</i>	<i>53.1%</i>

Source: FAA records, Mead & Hunt, and airport records.

The average spending per commercial service visitor was determined through a passenger survey effort. This survey was administered through in-terminal announcements that invited passengers to voluntarily take an online survey, and in-person surveyors on specific days at each of the seven commercial service airports.

Data collected included the respondent's home zip code, airline of use, the purpose of their trip (business, leisure, or military), and, for visitors, what expenditures they made while in the region.

The survey data was reviewed to identify any inconsistent responses (e.g., a survey that identified as a resident, but reported a zip code well outside of Louisiana), or stood out as outliers, based on an analysis of the spending data. To avoid double counting, the average spending per visitor excludes items that are accounted for in the on-airport economic impact calculation. On-airport expenditures include airfare, rental cars, and food and beverage purchases inside of terminal buildings. More than 7,000 valid survey responses from the seven commercial service airports were used in evaluating average spending per visitor, as shown in **Table 3-2**.

Table 3-2: Visitors, Average Spending per Visitor, and Total Visitor Expenditures

	Airport Name	2024 Visitors	Spending per Visitor	Total Visitor Expenditures
Alexandria	Alexandria International	52,397	\$610	\$31,962,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	197,853	\$725	\$143,443,000
Lafayette	Lafayette Regional	90,734	\$695	\$63,060,000
Lake Charles	Lake Charles Regional	42,279	\$570	\$24,099,000
Monroe	Monroe Regional	42,225	\$725	\$30,613,000
New Orleans	Louis Armstrong New Orleans Intl.	3,652,209	\$770	\$2,812,201,000
Shreveport	Shreveport Regional	149,316	\$715	\$106,761,000

Source: Mead & Hunt.

When multiplied with the number of annual visitors, the average spending per visitor yields the total visitor expenditures (rounded to the nearest \$1,000), also referred to as direct visitor output. Similar to the previous study, the IMPLAN input-output model was used to quantify certain impacts in this study that could not be obtained directly. An example of this is the number of jobs that visitor spending supports.



The data in this model that is specific to Louisiana can be used to develop ratios of spending to jobs in the sectors most used by visitors, such as restaurants and lodging. Using this approach, the IMPLAN economic impact model estimated that for every \$1 million in commercial service visitor expenditures, approximately 10.12 jobs are supported, predominately in the hospitality industry.



Source: Mead & Hunt.

Data from the U.S. Bureau of Labor Statistics was used to determine that the average annual pay for typical Louisiana employees backed by visitor spending was approximately \$35,200 in 2024. This average payroll was applied to each visitor-related employee to determine direct payroll associated with visitor spending.

3.3.2: General Aviation Visitors

Similar to impacts from commercial service airport visitors, general aviation brings visitors to the area that spend money in the community. Visitors to Louisiana use general aviation aircraft to conduct business and enjoy the leisure opportunities available in Louisiana. The estimate of visitor spending from users of general aviation relies on two key determinations – the number of visitors that used general aviation in 2024 and how much money those visitors typically spent during their trip.

Estimating the number of general aviation visitors is traditionally challenging because of the lack of data available. This study uses Mead & Hunt LBD, described in the airline visitors section, which uses extensive amounts of data from several sources and is regarded as much more accurate than the traditional methods. The downside is that the greater degree of accuracy often reveals that traditional methods of estimating general aviation visitor numbers have been overly optimistic. The end result is a drop in visitor numbers, and a corresponding decline in estimated general aviation visitor expenditures.

The average spending for each general aviation visitor was obtained through a combination of survey data and data from the previous study. Surveys were made available to general aviation passengers at selected system airports. The voluntary responses were used to develop estimates of general aviation visitor spending at airports with sufficient survey data. At other airports, general aviation visitor spending estimates were developed from previous study data combined with a large Mead & Hunt database of general aviation visitor spending that draws from surveys across the country. The Appendix contains additional details on the number of general aviation visitors and their average spending at each system airport.

4.0: Airport System Impacts

The economic impacts of Louisiana’s airports result from a variety of businesses found at system airports. This ranges from businesses such as the major airlines found at Louisiana’s commercial service airports to single proprietor flight schools. Each of these businesses contribute jobs, payroll, and economic output that is felt throughout Louisiana’s economy.

In addition to these businesses, military aviation plays a role at some of Louisiana’s airports. Alexandria International Airport, Esler Regional Airport, and Hammond Northshore Regional Airport provide bases for aviation units of the Army and Air National Guard. These aviation units contribute jobs and payroll to Louisiana’s economy. Economic impacts from military aviation at standalone bases, such as Barksdale Air Force Base, located near Shreveport, Louisiana, are assessed in **Chapter 5**.



Source: Mead & Hunt.

The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) for study airports. For each category of impact, the results are shown for Louis Armstrong New Orleans International Airport (because of its significant impacts), the other six commercial service airports, and the 61 general aviation airports. **Appendix A** contains detailed tables showing the impacts of each individual airport.

4.1: Employment Impacts

Louisiana airports support employment through business and government activities taking place on the airport, as well as through travelers passing through the airport and spending money in the community. This section examines the number of jobs that these activities support, starting with the on-airport employment, which includes businesses, government agencies, and military units (as applicable) in the tabulation of airport-related jobs.

Spending on CIP and other improvement and construction projects also contributes to on-airport employment. As stated in a previous section, employment is estimated based on the average capital expenditures from the past three years.

4.1.1: Employment from On-Airport Activity

Table 4-1 summarizes the total number of jobs supported by the day-to-day activities of on-airport aviation-related tenants and businesses at the 68 Louisiana system airports. These are jobs filled by people engaged in the provision of aviation-related products and services such as air travel, aircraft fuel sales, aircraft maintenance, flight training, aircraft manufacturing, and air traffic control services.



Table 4-1: Louisiana On-Airport Employment

Airport Name	Direct On-Airport Employment	Multiplier On-Airport Employment	Total On-Airport Employment
Louis Armstrong New Orleans Intl.	3,557	3,910	7,467
Other Commercial Service Airports	2,880	4,178	7,058
General Aviation Airports	3,180	5,331	8,511
<i>Total On-Airport Employment</i>	<i>9,617</i>	<i>13,419</i>	<i>23,036</i>

Source: Mead & Hunt and IMPLAN.

There are 9,617 direct jobs supported by the on-airport activities of Louisiana's airports. Note that this employment estimate does not include jobs associated with non-aviation businesses that, for various reasons, are located on an airport. For instance, some airports have industrial or business parks with companies unrelated to the airport or aviation in any way. Employment related to these businesses is not included in the employment estimate shown in **Table 4-1**.

Commercial Service Airports

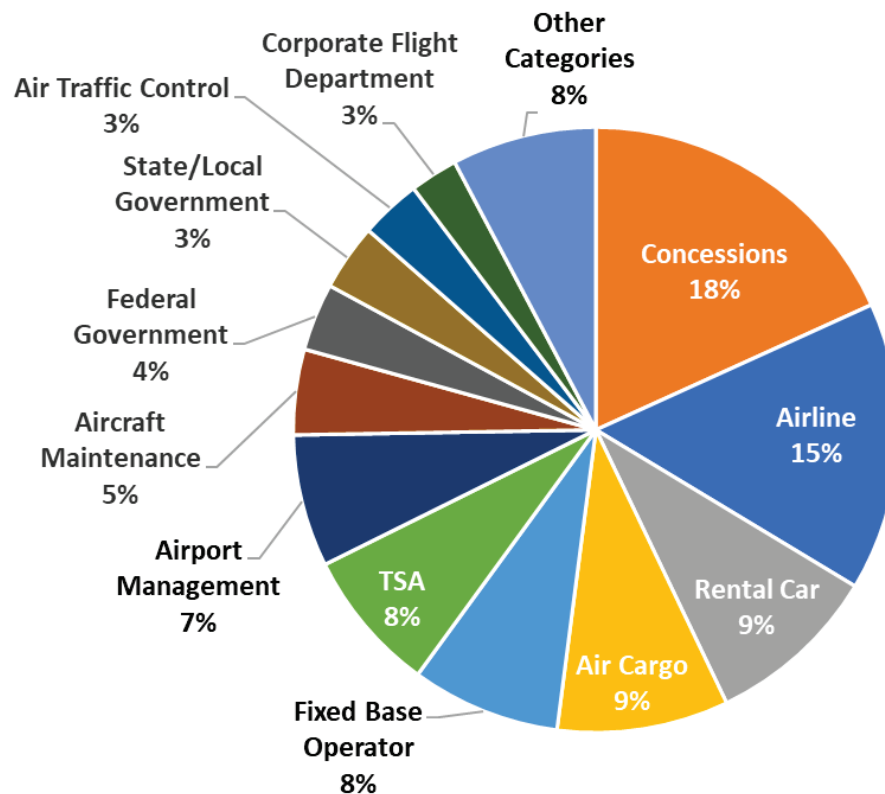
A wide variety of aviation businesses support these on-airport employees. At Louisiana's commercial service airports, concessions contribute the largest segment of workers (18 percent), boosted by new terminals at Louis

Armstrong New Orleans

International Airport and Lafayette Regional Airport. Airlines, at 15 percent, are the next most significant workforce at Louisiana's commercial service airports.



Figure 4-1: Percentage of Direct Jobs by Business Type at Louisiana Commercial Service Airports



Source: Mead & Hunt.

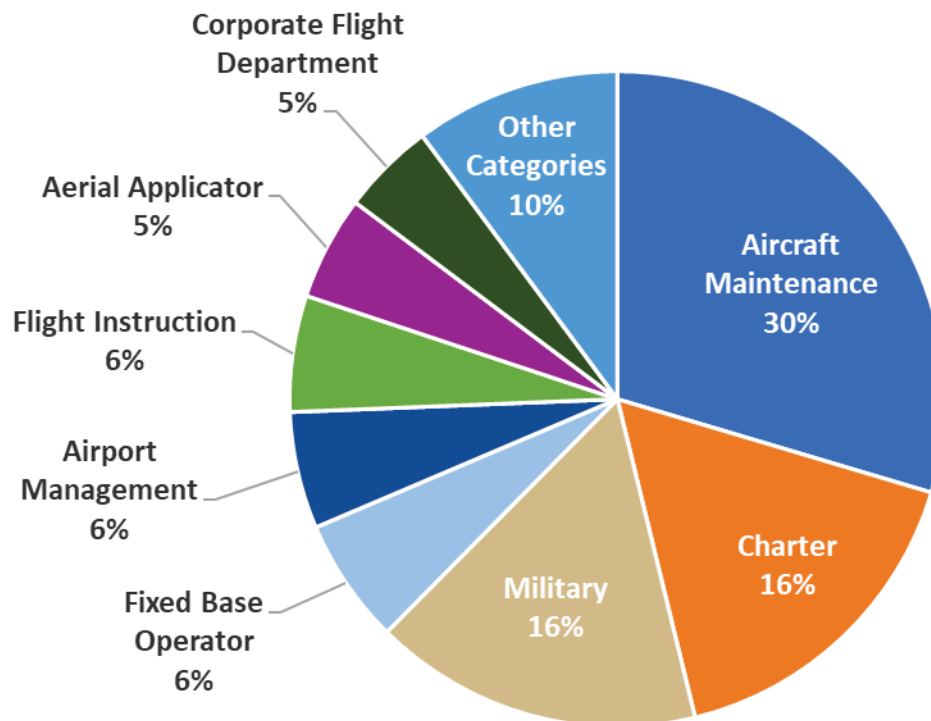
Other Categories consists of aerial applicator, air ambulance, charter, flight instruction, ground transportation, hangar rental/development, military, parking, nonprofit, and state/local, government.

General Aviation Airports

At the state's general aviation airports, aircraft maintenance accounts for the largest percentage of direct on-airport employment with 30 percent of the total, as shown in **Figure 4-2**. More than half of this workforce is found at Chennault International Airport, but more than two dozen other general aviation airports in Louisiana are home to aircraft maintenance businesses.



Figure 4-2: Percentage of Direct Jobs by Business Type at Louisiana General Aviation Airports



Source: Mead & Hunt.

Charter operations account for 18 percent of the jobs at general aviation airports. This is largely driven by the vertical lift providers that transport workers from Louisiana out to the oil rigs in the Gulf of America. For example, PHI and Bristow Group operate large helicopter fleets out of Houma-Terrebonne Airport to support the oil and gas industry.

Military units round out the top three sectors, with 16 percent of jobs at general aviation airports. This consists of Louisiana Army and Air National Guard units at Alexandria International Airport, Esler Regional Airport, and Hammond Northshore Regional Airport.

The Other Categories consist of air ambulance, air cargo, air traffic control, concessions, hangar rental/development, nonprofit, and government operations.

Total On-Airport Employment

Multiplier impacts are jobs created by spin-off effects stemming from direct jobs associated with tenants, businesses, and government agencies at Louisiana's airports. For example, ground handlers working at an FBO spend their payroll on items such as groceries, which in turn supports employment at local retail establishments. Multiplier impacts associated with the day-to-day operation of Louisiana's airports add an estimated 13,419 jobs to the state's total employment. When direct and multiplier employment are considered, Louisiana's airport tenants contributed 23,036 jobs to Louisiana's employment base in 2024.

4.1.2: Employment from Capital Improvement Project (CIP) Expenditures

Construction projects on airports generate jobs for architects, engineers, consultants, and construction laborers. At times, significant projects such as major terminal development or runway rehabilitations can result in economic activity peaks, which then drop abruptly when those projects conclude. To account for this and provide for a more representative impact from these projects, an average of the past three years' worth of capital expenditures is used to estimate the typical impacts from CIP projects.

Table 4-2 shows the number of employees in Louisiana whose jobs are supported by an average year of airport-related construction. CIP work at Louisiana's airports supports an estimated 1,591 direct jobs. Multiplier impacts add another 1,440 jobs, resulting in a total of 3,031 jobs related to airport CIP work.



Source: Mead & Hunt.

Table 4-2: Louisiana Employment from CIP Expenditures

Airport	Direct CIP Employment	Multiplier CIP Employment	Total CIP Employment
Louis Armstrong New Orleans Intl.	302	273	575
Other Commercial Service Airports	667	604	1,271
General Aviation Airports	622	563	1,185
<i>Total On-Airport Employment</i>	<i>1,591</i>	<i>1,440</i>	<i>3,031</i>

Source: Mead & Hunt and IMPLAN.

Both Louis Armstrong New Orleans International Airport and Lafayette Regional Airport opened new terminals in the past five years, which contributed greatly to the CIP impacts of the previous study and are not recent enough to affect the average CIP calculation for this study.

4.1.3: Employment from Commercial Service

Visitor Spending

With the pandemic of 2020, airline travel dropped substantially, but, for most airports, recovery came fairly quickly. Enplanements in 2024 at four of Louisiana's commercial service airports exceed the levels seen in 2019. For the three airports that have yet to surpass 2019 enplanements – Louis Armstrong New Orleans International Airport, Lafayette Regional Airport, and Monroe Regional Airport – all are trending upwards in enplanements and are expecting to exceed 2019 enplanements in the next year or two.



New terminal at Louis Armstrong New Orleans International Airport (MSY).

Source: Mead & Hunt.

Table 4-3 shows the number of employees in Louisiana whose jobs are supported by the spending of visitors arriving on airlines via Louisiana's seven commercial service airports. Most of these visitors pass through Louis Armstrong New Orleans International, as indicated by the significant number of jobs related to spending by visitors arriving via that airport. The 28,459 direct jobs supported by visitor spending tied to Louis Armstrong New Orleans International Airport account for approximately 88 percent of all commercial service visitor-related jobs in Louisiana.

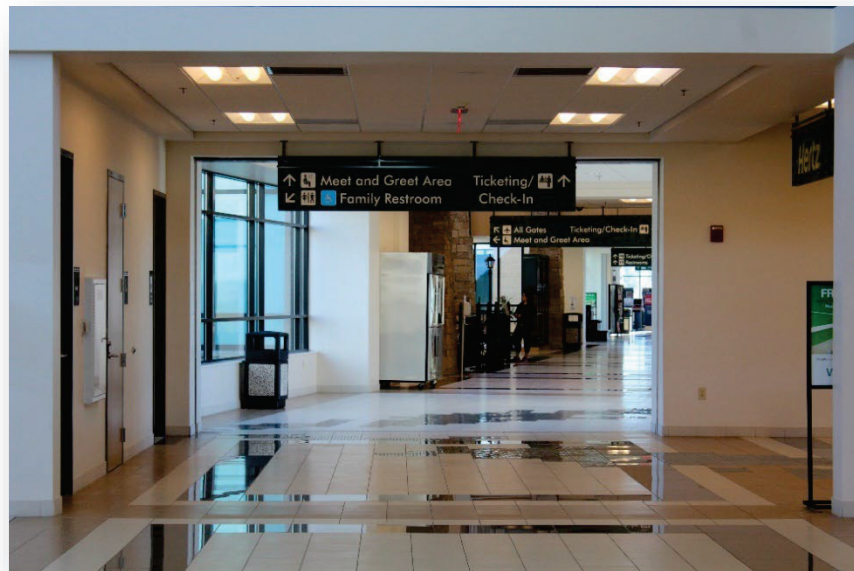


Table 4-3: Louisiana Employment from Commercial Service Visitor Spending

Airport	Direct Commercial Service Visitor-Supported Employment	Multiplier Commercial Service Visitor- Supported Employment	Total Commercial Service Visitor-Supported Employment
Louis Armstrong New Orleans Intl.	28,459	13,660	42,119
Other Commercial Service Airports	4,047	1,942	5,989
<i>Total On-Airport Employment</i>	<i>32,506</i>	<i>15,602</i>	<i>48,108</i>

Source: Mead & Hunt and IMPLAN.

When added to the jobs resulting from visitors to the other commercial airports, 32,506 direct jobs can be traced to visitors arriving in Louisiana on commercial airlines. Multiplier impacts support an additional 15,602 jobs. The total number of jobs traced to commercial airline visitors in Louisiana is 48,108.

4.1.4: Employment from General Aviation Visitor Spending

Visitors arriving via general aviation contribute to Louisiana's economy through the purchases they make while in the state, as shown in **Table 4-4**. The majority of jobs tied to general aviation visitor spending are found amongst the 61 general aviation airports, although the general aviation activity at the commercial service airports does generate a fair number of general aviation visitor-supported jobs.



Table 4-4: Louisiana Employment from General Aviation Visitor Spending

Airport	Direct GA Visitor- Supported Employment	Multiplier GA Visitor- Supported Employment	Total GA Visitor- Supported Employment
Louis Armstrong New Orleans Intl.	125	54	179
Other Commercial Service Airports	318	140	458
General Aviation Airports	1,062	459	1,521
<i>Total On-Airport Employment</i>	<i>1,505</i>	<i>653</i>	<i>2,158</i>

Note: GA – general aviation.

Source: Mead & Hunt and IMPLAN.

Direct jobs associated with general aviation visitor spending are usually found off airport and are attributed to a variety of sectors. Most are concentrated in the hotel, motel, restaurant, recreational, entertainment, and retail sectors. General aviation visitor expenditures support an estimated 1,505 direct jobs in Louisiana.

Multiplier employment includes those jobs that exist due to continued circulation of general aviation visitor expenditures. Multiplier impacts result in 653 additional jobs. When direct and multiplier general aviation, visitor-related employment impacts are combined, 2,158 jobs are supported by the spending of visitors using general aviation aircraft in Louisiana.

4.1.5: Total Employment

Table 4-5 identifies the total number of jobs supported by all activities at Louisiana's 68 airports. The combination of on-airport activities, CIP expenditures, and spending by visitors using the study airports supports an estimated 45,219 direct jobs. The multiplier effect adds 31,114 additional jobs. In total, aviation-related operators, businesses, and visitors to the study airports support 76,333 jobs in Louisiana.

Table 4-5: Louisiana Airports Total Employment

Airport	Direct Employment	Multiplier Employment	Total Employment
Louis Armstrong New Orleans Intl.	32,443	17,897	50,340
Other Commercial Service Airports	7,912	6,864	14,776
General Aviation Airports	4,864	6,353	11,217
<i>Total On-Airport Employment</i>	<i>45,219</i>	<i>31,114</i>	<i>76,333</i>

Source: Mead & Hunt and IMPLAN.

4.2: Payroll Impacts

The many employees supported by Louisiana's airports and associated activities earn annual salaries, wages, and benefits that are an indicator of the strength of Louisiana's economy. The following sections summarize the payroll impacts associated with on-airport businesses and their activities, CIP activities, and commercial service and general aviation visitors.

4.2.1: Payroll from On-Airport Activity

Table 4-6 summarizes the 2024 payroll impacts associated with on-airport activity at the 68 study airports.

Table 4-6: Louisiana On-Airport Payroll

Airport	Direct On-Airport Payroll	Multiplier On-Airport Payroll	Total On-Airport Payroll
Louis Armstrong New Orleans Intl.	\$195,739,000	\$138,334,000	\$334,073,000
Other Commercial Service Airports	\$210,211,000	\$156,128,000	\$366,339,000
General Aviation Airports	\$242,213,000	\$191,026,000	\$433,239,000
<i>Total On-Airport Employment</i>	<i>\$648,163,000</i>	<i>\$485,488,000</i>	<i>\$1,133,651,000</i>

Source: Mead & Hunt and IMPLAN.

This study estimated that on-airport activities generated \$648.2 million in direct payroll impacts. The majority is attributable to Louisiana's commercial service airports, with Louis Armstrong New Orleans International providing approximately \$195.7 million in payroll. The remaining commercial service airports in Louisiana contribute another \$210.2 million, and the state's general aviation airports add another \$242.2 million.

As direct payroll impacts ripple throughout the Louisiana economy, they create multiplier payroll impacts that are estimated through the IMPLAN model. The multiplier annual payroll impact related to on-airport businesses and government agencies at study airports contributes approximately \$485.5 million. Total payroll impacts produced by airports, which include direct and multiplier payroll, are an estimated \$1.1 billion annually.

4.2.2: Payroll from CIP Expenditures

Capital projects, including construction work at airports, provide another source of airport-related payroll. Estimates of annual payroll tied to CIP are shown in **Table 4-7**.

Table 4-7: Louisiana Annual Payroll from CIP Expenditures

Airport	Direct CIP Payroll	Multiplier CIP Payroll	Total CIP Payroll
Louis Armstrong New Orleans Intl.	\$22,158,000	\$15,574,000	\$37,732,000
Other Commercial Service Airports	\$48,977,000	\$34,423,000	\$83,400,000
General Aviation Airports	\$45,709,000	\$32,131,000	\$77,840,000
<i>Total On-Airport Employment</i>	<i>\$116,844,000</i>	<i>\$82,128,000</i>	<i>\$198,972,000</i>

Source: Mead & Hunt and IMPLAN.

Louis Armstrong New Orleans International accounted for approximately \$22.2 million in direct CIP payroll impacts. The other commercial airports added another \$49.0 million, and general aviation contributed

more than \$45.7 million to the total direct CIP payroll of \$116.8 million. Multiplier impacts added \$82.1 million in CIP payroll, providing a total annual payroll impact of \$199.0 million attributed to CIP.

4.2.3: Payroll from Commercial Service Visitor Spending

Table 4-8 summarizes the annual payroll impacts attributed to employees whose jobs are supported by the spending of commercial service visitors passing through the study airports.

Table 4-8: Louisiana Annual Payroll from Commercial Service Visitor Spending

Airport	Direct Commercial Service Visitor-Supported Payroll	Multiplier Commercial Service Visitor-Supported Payroll	Total Commercial Service Visitor-Supported Payroll
Louis Armstrong New Orleans Intl.	\$1,001,757,000	\$571,001,000	\$1,572,758,000
Other Commercial Service Airports	\$142,455,000	\$81,200,000	\$223,655,000
<i>Total On-Airport Employment</i>	<i>\$1,144,212,000</i>	<i>\$652,201,000</i>	<i>\$1,796,413,000</i>

Source: Mead & Hunt and IMPLAN.

Most of the payroll supported by this visitor spending is found in the restaurants, hotels, motels, retail businesses, and other service industries that are used by commercial service visitors. Direct annual payroll attributable to spending by commercial service visitors is estimated at \$1.1 billion, with \$1.0 billion (88 percent) attributable to visitors using Louis Armstrong New Orleans International.

As employees in the service industries spend their earnings and use their benefits, the money continues to circulate in Louisiana, generating additional employment and subsequent payroll. Annual multiplier payroll impacts associated with commercial service visitor-supported employment are estimated at more than \$652.2 million. The total commercial service visitor impact on payroll in Louisiana is estimated at \$1.8 billion.

4.2.4: Payroll from General Aviation Visitor Spending

Table 4-9 summarizes the payroll impacts attributed to spending by visitors using general aviation to travel to various parts of Louisiana.

Table 4-9: Louisiana Annual Payroll from General Aviation Visitor Spending

Airport	Direct GA Visitor-Supported Payroll	Multiplier GA Visitor- Supported Payroll	Total GA Visitor-Supported Payroll
Louis Armstrong New Orleans Intl.	\$4,404,000	\$2,554,000	\$6,958,000
Other Commercial Service Airports	\$11,219,000	\$6,508,000	\$17,727,000
General Aviation Airports	\$37,312,000	\$21,648,000	\$58,960,000
<i>Total On-Airport Employment</i>	<i>\$52,935,000</i>	<i>\$30,710,000</i>	<i>\$83,645,000</i>

Note: GA – general aviation.

Source: Mead & Hunt and IMPLAN.

Similar to commercial service visitor-related payroll, visitors arriving via general aviation mostly support the payroll of workers in such industries as lodging and food service. Direct annual payroll attributable to spending by general aviation visitors is estimated at \$52.9 million. More than \$37 million of that payroll is attributed to visitors using Louisiana's general aviation airports.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The multiplier payroll impact associated with general aviation visitor spending is estimated at approximately \$30.7 million. When direct and multiplier payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of \$83.6 million is produced annually.

4.2.5: Total Annual Payroll

The combined impacts of airport businesses and tenants, on-airport activities, CIP, commercial service visitor, and general aviation visitor-related payroll in Louisiana are identified in **Table 4-10**. The collective direct annual payroll impact supported by the study airports is approximately \$2.0 billion. Multiplier impacts add another \$1.3 billion in annual payroll impacts to produce a total payroll impact of \$3.2 billion.

Table 4-10: Louisiana Airports Total Annual Payroll

Airport	Direct Payroll	Multiplier Payroll	Total Payroll
Louis Armstrong New Orleans Intl.	\$1,224,058,000	\$727,463,000	\$1,951,521,000
Other Commercial Service Airports	\$412,862,000	\$278,259,000	\$691,121,000
General Aviation Airports	\$325,234,000	\$244,805,000	\$570,039,000
<i>Total On-Airport Employment</i>	<i>\$1,962,154,000</i>	<i>\$1,250,527,000</i>	<i>\$3,212,681,000</i>

Source: Mead & Hunt and IMPLAN.

4.3: Output Impacts

Economic output is the result of money spent, invested, and generated by aviation-related businesses, government agencies, and visitors. For this study, on-airport output is defined as annual gross sales for on-airport businesses and activities. The exceptions are organizations that do not generate revenue, such as corporate flight departments and government agencies. Airlines are also exceptions as it is difficult to attribute ticket revenues to specific airports. Output for these types of organizations is defined as annual operating expenses. Output for CIP is simply the expenditures related to those projects that were funded during the year of interest. Output related to commercial service and general aviation visitors is defined as spending by those people during their visits to locations that are not already captured by on-airport output, typically off-airport establishments. Annual economic output attributed to the system airports that benefits Louisiana's economy is discussed in this section.

4.3.1: Output from On-Airport Activity

Table 4-11 identifies annual output for all on-airport activities. Louisiana airports produce nearly \$2.2 billion in direct economic output, with nearly 68 percent attributed to the state's commercial service airports.

Table 4-11: Louisiana On-Airport Output

Airport	Direct On-Airport Output	Multiplier On-Airport Output	Total On-Airport Output
Louis Armstrong New Orleans Intl.	\$801,816,000	\$670,433,000	\$1,472,249,000
Other Commercial Service Airports	\$672,656,000	\$606,906,000	\$1,279,562,000
General Aviation Airports	\$708,812,000	\$594,234,000	\$1,303,046,000
<i>Total On-Airport Employment</i>	<i>\$2,183,284,000</i>	<i>\$1,871,573,000</i>	<i>\$4,054,857,000</i>

Source: Mead & Hunt and IMPLAN.

As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Louisiana's economy, leading to additional output impacts. Multiplier output impacts are estimated using IMPLAN multipliers, with an estimate of \$1.9 billion in multiplier output from on-airport activity. When direct and multiplier impacts are combined, the total annual output for the study airports from on-airport activity is \$4.1 billion.

4.3.2: Output from CIP Expenditures

Spending on CIP adds over \$353.8 million in direct output to the Louisiana economy, as shown in **Table 4-12**. Multiplier impacts add \$258.3 million in impacts, resulting in total CIP impacts of more than \$612.0 million. As stated previously, the estimated annual CIP expenditures are based on the average of the three previous years of CIP expenditures.

Table 4-12: Louisiana Output from CIP Expenditures

Airport	Direct CIP Output	Multiplier CIP Output	Total CIP Output
Louis Armstrong New Orleans Intl.	\$67,087,000	\$48,980,000	\$116,067,000
Other Commercial Service Airports	\$148,284,000	\$108,261,000	\$256,545,000
General Aviation Airports	\$138,391,000	\$101,038,000	\$239,429,000
<i>Total On-Airport Employment</i>	<i>\$353,762,000</i>	<i>\$258,279,000</i>	<i>\$612,041,000</i>

Source: Mead & Hunt and IMPLAN.

4.3.3: Output from Commercial Service Visitor Spending

Table 4-13 summarizes the output attributed to commercial visitor spending in Louisiana. Louis Armstrong New Orleans International Airport accounts for 88 percent of these impacts, with nearly \$2.8 billion in direct output related to visitor spending compared to \$3.2 billion in spending by visitors from all seven commercial service airports. The recirculation of those impacts creates another \$2.0 billion in multiplier impacts. In total, the combined annual output from commercial service visitor spending is approximately \$5.2 billion.

Table 4-13: Louisiana Output from Commercial Service Visitor Spending

Airport	Direct Commercial Service Visitor-Supported Output	Multiplier Commercial Service Visitor-Supported Output	Total Commercial Service Visitor-Supported Output
Louis Armstrong New Orleans Intl.	\$2,812,201,000	\$1,771,687,000	\$4,583,888,000
Other Commercial Service Airports	\$399,938,000	\$251,960,000	\$651,898,000
<i>Total On-Airport Employment</i>	<i>\$3,212,139,000</i>	<i>\$2,023,647,000</i>	<i>\$5,235,786,000</i>

Source: Mead & Hunt and IMPLAN.

4.3.4: Output from General Aviation Visitor Spending

Table 4-14 summarizes the output attributed to general aviation visitors using airports in Louisiana. Direct annual output is estimated at more than \$116.5 million, with over 70 percent of this attributable to the state's general aviation airports.

As the businesses that support visitor activities recirculate this money, the recirculation creates multiplier impacts estimated at \$81.6 million. Combining the direct and multiplier impacts of general aviation visitor spending yields total general aviation visitor output of \$198.1 million.



Table 4-14: Louisiana Output from General Aviation Visitor Spending

Airport	Direct GA Visitor-Supported Output	Multiplier GA Visitor- Supported Output	Total GA Visitor-Supported Output
Louis Armstrong New Orleans Intl.	\$9,690,000	\$6,783,000	\$16,473,000
Other Commercial Service Airports	\$24,684,000	\$17,278,000	\$41,962,000
General Aviation Airports	\$82,136,000	\$57,497,000	\$139,633,000
<i>Total On-Airport Employment</i>	<i>\$116,510,000</i>	<i>\$81,558,000</i>	<i>\$198,068,000</i>

Note: GA – general aviation.

Source: Mead & Hunt and IMPLAN.

4.3.5: Total Annual Output

Table 4-15 presents the total combined annual output related to on-airport activities, CIP, and commercial service and general aviation visitor spending. Direct annual output measures \$5.9 billion. Multiplier output impacts are estimated at approximately \$4.2 billion annually. Combined direct and multiplier output from on-airport activities, CIP, and aviation visitors produce a total annual output of approximately \$10.1 billion for Louisiana's economy.



Table 4-15: Louisiana Airports Total Annual Output

Airport	Direct Output	Multiplier Output	Total Output
Louis Armstrong New Orleans Intl.	\$3,690,794,000	\$2,497,883,000	\$6,188,677,000
Other Commercial Service Airports	\$1,245,562,000	\$984,405,000	\$2,229,967,000
General Aviation Airports	\$929,339,000	\$752,769,000	\$1,682,108,000
<i>Total On-Airport Employment</i>	<i>\$5,865,695,000</i>	<i>\$4,235,057,000</i>	<i>\$10,100,752,000</i>

Source: Mead & Hunt and IMPLAN.

4.4: Comparison to 2021 Results

The 2024 economic impacts of Louisiana’s airport system are a significant increase over the results of the 2021 study. Table 4-16 succinctly shows the improvements demonstrated by the 2024 results.

Table 4-16: Comparison of Total Economic Impacts, 2021 vs. 2024

Measure of Economic Impact	2021	2024	Percent Change
Total Employment	58,407	76,333	30.7%
Total Payroll	\$2,104,714,000	\$3,212,681,000	52.6%
Total Output	\$6,865,249,000	\$10,100,752,000	47.1%

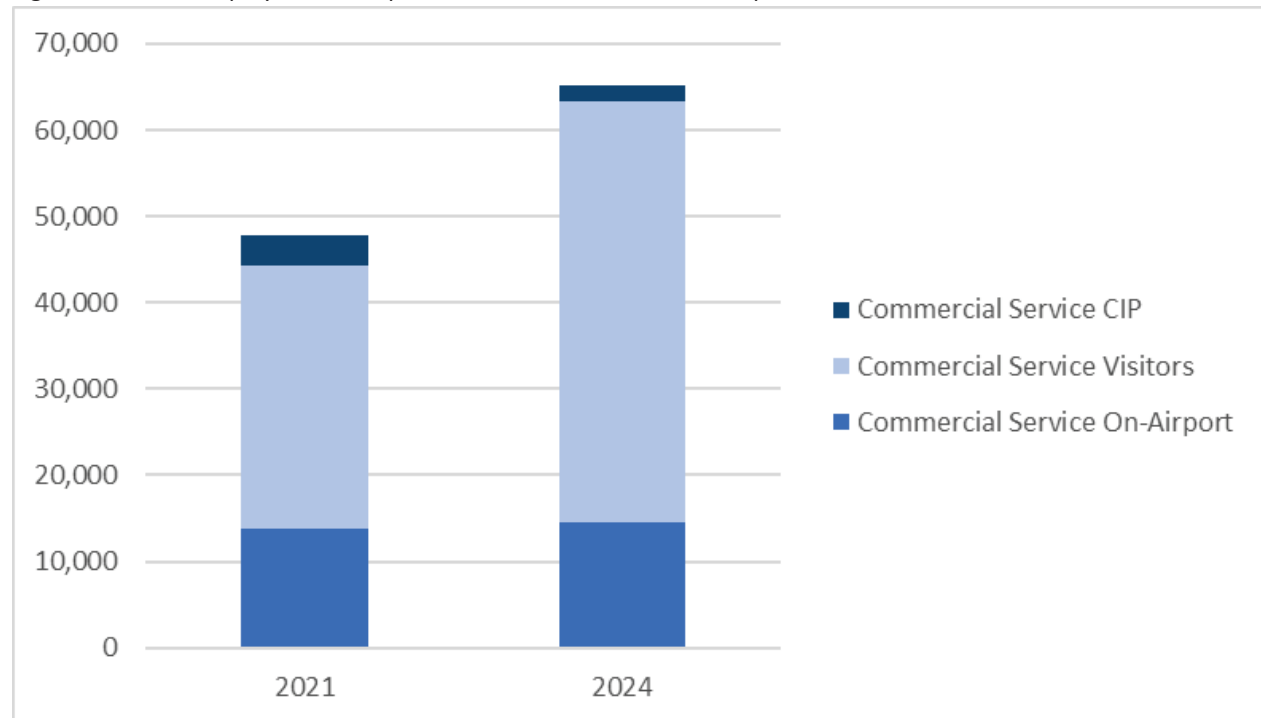
Source: Mead & Hunt and IMPLAN.

Total employment rose 30.7 percent from 2021 to 2024. Total payroll increased 52.6 percent, and output grew 47.1 percent between the two studies.

Clearly, a good deal of this increase is attributed to the recovery from the effects of the 2020 pandemic. However, a more detailed look at certain segments of the airport system reveals some key findings.

Figure 4-3 shows the total employment at commercial service airports in 2021 and 2024 by category.

Figure 4-3: Total Employment Comparison at Commercial Service Airports, 2021 vs. 2024



Source: Mead & Hunt and IMPLAN.

Starting at the bottom of the chart, it can be seen that the on-airport employment increased marginally. This segment tends to be fairly stable for the commercial service airports. The slight increase can be attributed to a couple of factors:

- The increase in enplanements resulted in a corresponding rise in staffing by airports and on-airport businesses to accommodate the greater passenger demand.
- New passenger terminals at Louis Armstrong New Orleans International Airport and Lafayette Regional Airport facilitated the growth of terminal concessions as passenger numbers returned following the pandemic.

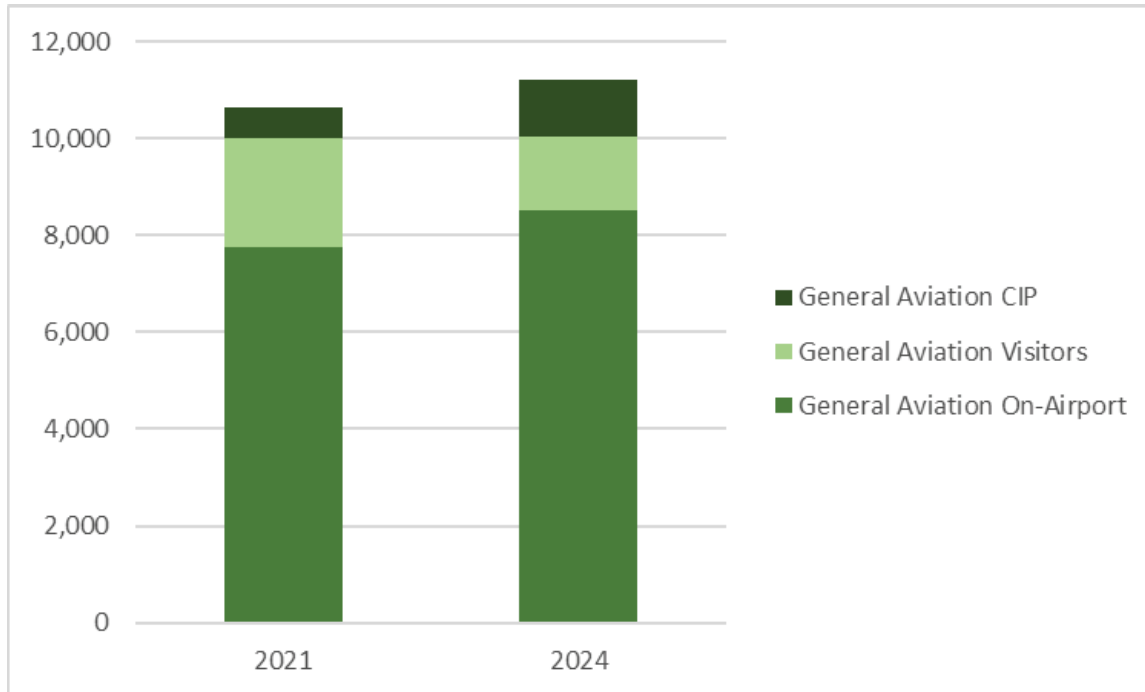
Most noticeable is the large increase in jobs tied to visitors. Once pandemic restrictions were eased, and traveler fears rescinded, passenger demand returned, driving up visitor traffic. The result was a large increase in the jobs supported by the increased visitor spending.

Lastly, jobs related to CIP declined from 2021. This was largely due to the completion of large projects in the years leading up to the 2021 study. Lafayette Regional Airport opened its new terminal in early 2022, so the majority of the CIP expenditures occurred in 2021 and earlier. This means these expenditures did not impact the CIP average for the 2024 study since it used expenditures from 2022, 2023, and 2024.

Likewise, Louis Armstrong New Orleans International Airport opened its new terminal in 2019, so some of those expenditures were in the CIP average for the 2021 study. Without these large capital projects, CIP expenditures declined compared to 2021 and the associated jobs fell. Additionally, even if CIP expenditures had remained level, the number of associated jobs would still have fallen because the high inflation rates in the years between the studies drastically reduced the purchasing power of the dollar.

Overall, total employment at commercial service airports increased 36 percent from 2021 to 2024.

Figure 4-4: Total Employment Comparison at General Aviation Airports, 2021 vs. 2024



Source: Mead & Hunt and IMPLAN.

Employment at the general aviation airports followed a different pattern, as illustrated in **Figure 4-4**. Since general aviation airports were not impacted by the pandemic as much as the commercial service airports, they did not experience the bump in activity when things returned to normal.

On-airport employment rose noticeably from 2021 to 2024. One contributor to this increase came from helicopter maintenance and charter companies, both new and existing operations shifting from a commercial service airport to a general aviation airport, aiming to serve the oil and gas industry.



Jobs supported by general aviation visitor spending dropped largely due to the change in methodology explained previously that helped to rein in overly optimistic general aviation visitor estimates.

CIP-related jobs grew at general aviation airports, helped to some degree by pandemic-related funding and money distributed to airports through the Bipartisan Infrastructure Law. With increased CIP expenditures at general aviation airports, the corresponding number of CIP-related workers increased, although this was tempered somewhat by prior years' inflation, as explained previously.

Overall, general aviation total employment grew by a modest 5 percent from 2021 to 2024.

5.0: Impacts Beyond the Airport System

The impact of aviation in Louisiana goes far beyond what is found at the state's system airports. Three areas with significant impacts are UAS, off-airport aerospace impacts, and military aviation impacts.

All of these areas are assessed using the IMPLAN economic model described previously. These analyses use Louisiana-specific data in the IMPLAN model, similar to the methods used earlier.

5.1: UAS Impacts

UAS, also known as drones, are a rapidly growing sector in aviation that has seen exponential increases in certificated pilots, drone registrations, and industrial and commercial utility. Well known uses of UAS include military operations, aerial photography, and, even for recreational purposes, they have evolved into a reliant and purposeful technology that many private and public industries employ. For instance, engineering companies have begun using UAS as a means for surveying sites from above using light detection and ranging (LiDAR) technology. Many municipal, county, and state police departments have begun using drones to patrol their respective jurisdiction and assist in law enforcement operations.

Like the United States as a whole, Louisiana has seen a great increase in UAS use. Local media companies, police departments, and oil companies have resorted to drones to assist in conducting business, bringing additional jobs and education across the state. In fact, funding has gone towards state education to bring UAS technology education to high schools state-wide. Higher education institutions have also implemented UAS piloting and use programs, attempting to fulfill the demand for drone personnel across Louisiana.



Source: Mead & Hunt.

5.1.1: UAS Education in Louisiana

As mentioned, a large demand for UAS job fulfillment exists in Louisiana across all industries. Educational programs are becoming more common in Louisiana high schools and universities, as is the establishment of private UAS instruction programs.

Records from the Louisiana Department of Education indicate that 51 public and charter high schools offer at least one UAS course. These 51 schools feature 53 high school level UAS courses with two offering dual college credit. Across the 51 schools and 53 UAS programs, 604 students in Louisiana were enrolled in a UAS technologies high school course during the 2023-2024 school year.

Beyond high school, higher education institutions across the state offer UAS certification courses and programs. **Table 5-1** presents a list of universities with UAS course offerings, the program the course is accredited to, and the type of degree or certification that is offered.

Table 5-1: UAS University Programs

School	Program	Degree or Certification
Delgado Community College	IT Certification	Part 107 Certification
Fletcher Technical Community College	Stand Alone Course	Course, Non-credit
University of Louisiana @ Monroe	UAS Management	Bachelors; Minor
Louisiana State University - Baton Rouge	Louisiana ASPIRE	Part 107 Cert. for high school educators
Northwestern State University of Louisiana	Remote Syst. And Tech.	Bachelors
University of Louisiana @ Lafayette	Aerial Cinematography	Course
Nicholls State University	Geomatics	Bachelors

Source: Respective University Websites (2024).

Apart from institutional-based education, UAS training is also offered through private avenues. Several online courses offer education to achieve a Part 107 certification, as well as several schools around Louisiana. **Table 5-2** lists example companies that offer several forms of UAS education within the state.

Table 5-2: Other UAS Training Programs

UAS Training Company	Program	Certification
UAV Coach	UAS and Mapping	Part 107
Sitech Louisiana	UAS On-site Construction Training	Part 107 and Industry Specific Cert.
Lafayette Drone Training	One-on-One UAS	Part 107
Dronengenuity	One-on-One or Private Group	Part 107

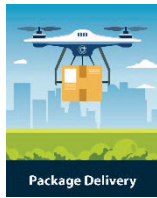
Source: Respective Company Websites (2024).

PART 107

PART 107 REFERS TO THE FAA REGULATIONS THAT GOVERN THE LICENSING, CERTIFICATION, REGISTRATION, AND OPERATION OF SMALL UAS FOR COMMERCIAL PURPOSES.

5.1.2: UAS Uses

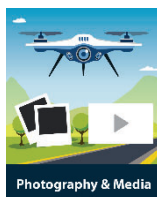
Several industries make use of UAS. The following is a detailed description of several UAS applications:



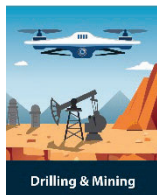
Package Delivery – Companies like Amazon and Walmart are finding ways to deliver packages using UAS. Packages can be delivered directly to a home or business within minutes of the order. UAS technologies continue to evolve as AI can be used to pilot, and Global Position System (GPS) technology has become a primary tool for aeronautical navigation. There is a need to construct infrastructure and develop regulations as the airspace will be shared with aircraft, and these obstacles may slow the deployment of UAS in this sector.



Surveillance and Security – UAS have proven to be a successful surveillance technology, in both the civilian and military environments. Drones have a low noise output and are often equipped with high-definition cameras, making them an intriguing option for surveillance and security use. The variety of sensors available for use on UAS, such as thermal, and infrared, in addition to cameras, make it possible to use them during both night time and daylight hours.



Photography and Media – UAS revolutionized photography and videography, offering cost-effective, high-quality aerial shots for ads, TV, and films. Previously, helicopters were used, which were expensive and time-consuming. UAS is now a more efficient, affordable solution expected to grow further.



Drilling and Mining – Like media, surveillance and inspection of oil pipelines were often conducted by helicopter, making for costly and sometimes hazardous operation. UAS has enabled oil companies to survey their facilities in a cost-efficient manner. Unlike other modes of surveillance, UAS can be maneuvered to inspect up close without risking the UAS operator, bringing another advantage previously unavailable. In other forms of mining, UAS can be used to inspect structural support, for LiDAR, and site monitoring.



Law Enforcement – UAS has been beneficial for law enforcement agencies. Several different types of applications have been employed such as traffic monitoring, hostage situations, pursuit cases, and community security. UAS is rapidly growing in this sector and use is expected to increase over time.

According to the FAA Airmen Certification System, as of November 2024, Louisiana has 5,013 certified remote pilots. Note that these certified individuals are only Part 107 certified pilots who have privileges to pilot a UAS for hire. Those operating a UAS for recreational purposes only are not required to hold a Part 107 Remote Pilot certification. Also note that UAS operators are not required to register aircraft with the FAA that weigh 250 grams or less unless it is intended for commercial use.

The FAA issued a survey in December 2023 that found 48.4 percent of Part 107 pilot respondents operate UAS solely for recreational activity, while 31.3 percent of respondents operate UAS only for commercial purposes. The remainder, 20.3 percent of respondents, indicated they use UAS in both commercial and recreational roles.

5.1.3: UAS Economic Impacts in Louisiana

Several industries make use of UAS. These Louisiana-based UAS operations are used in the oil and gas industry, wildlife tracking, law enforcement, media, and research. Efforts to operate UAS over the Gulf of America from Louisiana are underway to support various offshore operations.

The following are some examples of large companies that use UAS in their daily operations and are based in Louisiana:

- Ecko360 (Hammond, LA) – Offer UAS services for various industries such as construction, oil and gas, utilities, forestry, agriculture, etc.
- FlyGuys (Lafayette, LA) – Provide Aerial, LiDAR, surveying, and mapping UAS services
- Drone Sky LLC (Alexandria, LA) – Aerial Photography
- AerialVid LLC (West Monroe, LA) – Aerial video and photography
- NOLA Drone (New Orleans, LA) – Real estate photography
- Environmental Robotics Institute (Baton Rouge, LA) – Videography, agricultural surveying
- Louisiana Helicam (West Monroe, LA) – Photography and mapping
- Entergy – Large energy provider in Louisiana, utilizes UAS for surveying.



To quantify the economic impacts that these UAS operations have in Louisiana, a number of assumptions were made. The initial assumption was that the most complete data available for the commercial use of UAS was the number of Part 107 certificated remote pilots in Louisiana and the percentage engaged in commercial operations of UAS, described previously. Second, the impacts from UAS education and training were based on the assumed number of UAS students in Louisiana, including high school, college, and other programs of UAS learning. These assumptions were used to develop

inputs for a linear input-output economic model similar to the one developed to evaluate the Louisiana airport system. As with that model, the UAS economic model used IMPLAN data that was specific to Louisiana.

Table 5-3 shows the resulting economic impacts in Louisiana from UAS.

Table 5-3: UAS Economic Impacts in Louisiana in 2024

	Direct			Total		
	Employment	Payroll	Output	Employment	Payroll	Output
All Education	50	\$2,300,000	\$2,800,000	130	\$4,100,000	\$4,700,000
UAS Operations	3,440	\$186,000,000	\$468,400,000	9,820	\$338,500,000	\$800,900,000
All UAS	3,490	\$188,300,000	\$471,200,000	9,950	\$342,600,000	\$805,600,000

Source: Federal Aviation Administration Airman Certification System, Education and Business websites, IMPLAN, and Mead & Hunt.

The combined economic contribution from UAS education and UAS operations is nearly \$806 million in annual economic output. That supports 9,950 jobs that earn nearly \$343 million annually.

5.2: Military Aviation Impacts in Louisiana

The analysis of military aviation impacts examined four major military bases in Louisiana. Those bases consist of Barksdale Air Force Base, Joint Readiness Training Center and Fort Johnson, Marine Corps Support Facility – New Orleans, and Naval Air Station Joint Reserve Base.

This section examined the economic impacts, in terms of employment, payroll, and output, from aviation activities at the following military facilities.

5.2.1: Barksdale Air Force Base

Barksdale Air Force Base (BAD) is located near Shreveport in northwest Louisiana. Its single 11,758-foot runway supports the primary mission of providing flexible, responsive, global combat capability. This mission is carried out by the 2nd Bomb Wing, which is equipped with B-52H Stratofortress strategic bombers. Air Force Reserve B-52 crews also train at BAD.



A B-52H Stratofortress departs from Barksdale Air Force Base.

Source: U.S. Air Force Senior Airman Hailey Farrell.

5.2.2: Joint Readiness Training Center (JRTC) and Fort Johnson

Fort Johnson (previously Fort Polk) supports training for deploying units, including special operations forces, in contingency missions. Approximately 40 miles west of Alexandria, the JRTC provides highly realistic and stressful joint operations exercises that are extremely important for supporting forces in Iraq, Afghanistan, and other theaters. Two airfields at Fort Johnson support aviation training needs. Maks Army Airfield (POE) operates a towered 4,107-foot-long runway that is part of the main base. Self Forward Landing Strip (19LA) is a non-towered, 3,574-foot-long runway five miles northeast of the main base.

5.2.3: Marine Corps Support Facility New Orleans

The Marine Corps Support Facility-New Orleans (MCSF) is home to the Marine Forces Reserve and Marine Forces North Commands, which combined are the largest commands in the United States Marine Corps. The facility is also home to the 4th Marine Wing Headquarters.

5.2.4: Naval Air Station Joint Reserve Base

Naval Air Station Joint Reserve Base (NAS JRB) is located in Belle Chasse, Louisiana, just south of New Orleans. The airport portion of NAS JRB is referred to as Alvin Callender Field (NBG) and features two runways, one 10,000 feet long, and the other, 6,000 feet. Several U.S. Navy, Marine Corps, Coast Guard, and Louisiana Air National Guard squadrons are based at NAS JRB.

5.2.5: Data Collection

The study team collected data from existing economic impact studies of these military facilities:

- Barksdale Economic Impact Statement Fiscal Year 2023
- Joint Readiness Training Center and Fort Polk FY 2022 Economic Impact
- Military Economic Impact Analysis for the State of Louisiana

The study team adjusted the payroll and output data to 2024 dollars. The impacts for JRTC and Fort Johnson and MCSF did not provide a breakdown by unit, so the study team made reasonable assumptions as to what portion of the facilities' impacts were attributed to aviation.

5.2.6: Results

Table 5-4 provides the direct impacts from each of the military aviation facilities in Louisiana. Results were rounded to reflect the approximate nature of the assumptions described above.

Table 5-4: Direct Impacts from Military Aviation in Louisiana

Military Base	Employment	Payroll	Output
Barksdale Air Force Base	7,800	\$609,420,000	\$814,920,000
JRTC and Fort Johnson	15,000	\$1,121,950,000	\$1,786,090,000
MCSF – New Orleans	100	\$5,250,000	\$4,000,000
Naval Air Station Joint Reserve Base	1,800	\$135,000,000	\$171,000,000
Total Impacts	24,700	\$1,871,620,000	\$2,776,010,000

Source: IMPLAN and Mead & Hunt.

The study team used these direct impacts in a rudimentary input-output economic model using Louisiana IMPLAN data to estimate total impacts. **Table 5-5** shows the results.

Table 5-5: Impacts from Military Aviation in Louisiana

Type of Impact	Employment	Payroll	Output
Direct Impacts	24,700	\$1,871,620,000	\$2,776,010,000
Multiplier Impacts	9,200	\$405,270,000	\$2,068,780,000
Total Impacts	33,900	\$2,276,890,000	\$4,844,790,000

Source: IMPLAN and Mead & Hunt.

5.3: Off-Airport Aerospace Impacts

The off-airport aerospace impacts consist of the major aerospace employers in Louisiana and the facilities where they work. Louisiana aerospace companies consist of helicopter manufacturing and maintenance, flight training, drone activities, parts manufacturing, equipment monitoring, equipment testing, offshore energy, search and rescue, and military defense, manufacturing, and contracting. The off-airport aerospace impacts are expressed in terms of employment, payroll, and economic output.

5.3.1: Data Collection

The study team first gathered information about aerospace employment at the national level, starting with employment data on aerospace engineers and technicians.

The State Occupational Employment and Wage Estimates data is collected through company surveys issued by the Bureau of Labor Statistics. The results list industry positions and the number of people employed in those positions as well as the annual mean wage, the hourly mean wage, and the percentage of industry employment. The study team pulled employment data on aerospace engineering technicians (**Table 5-6**) and employment data on aerospace engineers (**Table 5-7**) across the U.S. The national total is estimated at 66,660 jobs.

Table 5-6: Industries Employing Aerospace Engineering Technicians

Industry	Employment	Percent of Industry Employment
Aerospace Product and Parts Manufacturing	4,700	0.9%
Architectural, Engineering, and Related Services	2,710	0.2%
Navigational, Measuring, Electromedical, and Control Instruments Manufacturing	540	0.1%
Scientific Research and Development Services	460	0.1%
Management, Scientific, and Technical Consulting Services	380	0.0%

Source: U.S. Bureau of Labor Statistics, Occupational Employment and State Wages, May 2023.

Table 5-7: Industries Employing Aerospace Engineers

Industry	Employment	Percent of Industry Employment
Aerospace Product and Parts Manufacturing	26,400	5.2%
Architectural, Engineering, and Related Services	10,200	0.6%
Federal, State, and Local Government, excluding State and Local Government Schools and Hospitals and the U.S. Postal service	9,530	0.4%
Scientific Research and Development Services	5,770	0.6%
Navigational, Measuring, Electromedical, and Control Instruments Manufacturing	3,740	0.9%

Source: U.S. Bureau of Labor Statistics, Occupational Employment and State Wages, May 2023.

Unfortunately, this data was not available at the state level. However, the Bureau of Labor Statistics does maintain data on the number of employees in each industry, which can be used to estimate average state-level employment. According to data from 2023, companies in the Aerospace Product and Parts Manufacturing industries employed 509,480 people in the U.S. With a total U.S. employment of more than 151 million, as shown in **Table 5-8**, the Aerospace Product and Parts Manufacturing employs approximately 0.34 percent of the total U.S. workforce.

Table 5-8: Industries Employing Aerospace Engineers

Formula	Data Description	National and State Employment
A	U.S. Total Employment	151,853,870
B	Aerospace Product and Parts Manufacturing	509,480
$C = A \div B$	Percent of U.S. Total Employment	0.34%
D	Louisiana Total Employment	1,851,860
$E = C \times D$	Projected Louisiana Aerospace Employment	6,296

Source: U.S. Bureau of Labor Statistics, Occupational Employment and State Wages, May 2023.

Applying that same percentage to Louisiana's workforce yields an estimate of nearly 6,300 workers in the aerospace sector. Keep in mind this estimate assumes that Louisiana has an average number of aerospace companies, which likely *understates* the aerospace employment in Louisiana because of several major employers in the state.

The study team compiled a list of approximately 50 off-airport aerospace companies using Dun and Bradstreet data, Louisiana state government sources, and company web pages. Among the major aerospace employers in Louisiana is NASA's Michoud Assembly Facility (MAF) in New Orleans. The MAF, also known as "America's Rocket Factory," employs approximately 3,000 workers, both in government roles and contractors working for companies such as Boeing and Lockheed Martin.

The study team sought to obtain direct employment, payroll, and output data for each of these companies. In cases where the data was not available, the study team estimated the data using ratios from similar businesses, or from IMPLAN's data for Louisiana. The study team used the estimates of direct impacts as inputs for a rudimentary input-output economic model using IMPLAN data for Louisiana. With these inputs, this economic model estimated the multiplier impacts associated with off-airport aerospace activity in Louisiana. The direct and multiplier impacts yield total impacts when added together.



Michoud Assembly Facility.

Source: NASA.

5.3.2: Results

Table 5-9 shows the results of the off-airport aerospace impacts analysis for Louisiana.

Table 5-9: Impacts from Louisiana's Off-Airport Aerospace Impacts

Type of Impact	Employment	Payroll	Output
Direct Impacts	8,000	\$753,000,000	\$2,137,000,000
Multiplier Impacts	5,000	\$286,000,000	\$911,000,000
<i>Total Impacts</i>	<i>13,000</i>	<i>\$1,039,000,000</i>	<i>\$3,048,000,000</i>

Source: IMPLAN and Mead & Hunt.

6.0: Summary

The pandemic of 2020 negatively impacted aviation operations across the world, and Louisiana's aviation system suffered from the effects. However, this study has demonstrated that Louisiana's airport system has largely recovered to previous activity levels, and those few airports still in the process of recovering are expected to do so by 2026 if not sooner.

The employment, payroll, and economic output of Louisiana's 68 system airports are major contributors to Louisiana's economy. Such economic impacts are generated by on-airport operations and businesses, CIP expenditures, spending by Louisiana visitors arriving via aviation, and multiplier impacts caused by direct impacts that are recirculated within the state's economy.

As shown in **Table 6-1**, Louisiana's airport system generates \$10.1 billion in economic output, which supports 76,333 jobs with more than \$3.2 billion in payroll.



Table 6-1: Economic Impact Summary of Louisiana's Airport System in 2024

Impact Category	Type of Impact	Employment	Payroll	Output
On-Airport	Direct	9,617	\$648,163,000	\$2,183,284,000
	Multiplier	13,419	\$485,488,000	\$1,871,573,000
	Total	23,036	\$1,133,651,000	\$4,054,857,000
CIP	Direct	1,591	\$116,844,000	\$353,762,000
	Multiplier	1,440	\$82,128,000	\$258,279,000
	Total	3,031	\$198,972,000	\$612,041,000
Visitor	Direct	34,011	\$1,197,147,000	\$3,328,649,000
	Multiplier	16,255	\$682,911,000	\$2,105,205,000
	Total	50,266	\$1,880,058,000	\$5,433,854,000
All Categories	Direct	45,219	\$1,962,154,000	\$5,865,695,000
	Multiplier	31,114	\$1,250,527,000	\$4,235,057,000
	Total	76,333	\$3,212,681,000	\$10,100,752,000

Source: IMPLAN and Mead & Hunt.

The impacts from aviation beyond what occurs at Louisiana's system airports are also substantial. This section analyzed impacts from off-airport aerospace activities and military aviation based in Louisiana. As seen in **Table 6-2**, the analysis shows that off-airport aerospace is responsible for 22,000 jobs in Louisiana with \$1.7 billion in payroll. The economic output from this activity exceeds \$5.3 billion.

Table 6-2: Combined Impacts from Off-Airport Aerospace and Military Aviation in Louisiana

	Employment	Payroll	Output
Off-Airport Aerospace Impacts			
Direct Impacts	11,000	\$1,121,000,000	\$3,550,000,000
Multiplier Impacts	11,000	\$564,000,000	\$1,776,000,000
Total Impacts	22,000	\$1,685,000,000	\$5,326,000,000
Military Aviation Impacts			
Direct Impacts	24,700	\$1,871,620,000	\$2,776,010,000
Multiplier Impacts	9,200	\$405,270,000	\$2,068,780,000
Total Impacts	33,900	\$2,276,890,000	\$4,844,790,000
UAS Impacts			
Direct Impacts	3,490	\$188,232,000	\$471,130,000
Multiplier Impacts	6,460	\$154,350,000	\$334,502,000
Total Impacts	9,950	\$342,582,000	\$805,632,000
All Impacts	65,850	4,304,472,000	10,976,422,000

Source: IMPLAN and Mead & Hunt.

Impacts from military aviation contribute another 33,900 jobs with an associated payroll of \$2.3 billion. The economic output from these military activities is more than \$4.8 billion. These results are typical, with military operations generating proportionally more jobs than output due to the military's manpower intensive functions. In contrast, the aerospace industry contributes proportionally more in output than jobs, due to the technology it produces.

UAS activities in Louisiana, which include education and training programs, support 9,950 jobs with a payroll of \$343 million and output of \$806 million.

When combined, these aviation and aerospace activities are responsible for 142,183 jobs that generate more than \$7.5 billion in payroll, and \$21.1 billion in output.

This study has shown how important aviation and aerospace are to Louisiana's economy. The state's airport system provides vital transportation services for citizens across Louisiana. Direct benefits to residents and businesses result from the safe and efficient transportation airports provide. Indirect benefits come through the delivery of packages and goods, visits from family and friends, and an improved quality of life.

This economic impact analysis illustrated the magnitude of the economic impact that Louisiana receives from its network of airports in 2024 and the aviation activities, both civilian and military, that take place away from the airport system. It is important to maintain this valuable aviation and aerospace infrastructure to maintain and grow the significant economic benefits in Louisiana.



Lakefront Airport (NEW)

Appendix A

Detailed Economic Impact Tables

Table A-1: General Aviation Visitors and Visitor Spending

	Airport Name	GA Visitors	Average Spending Off- Airport per Trip	GA Visitor Spending
Commercial Service Airports				
Alexandria	Alexandria International	1,705	\$275	\$469,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	17,885	\$435	\$7,780,000
Lafayette	Lafayette Regional	15,136	\$435	\$6,584,000
Lake Charles	Lake Charles Regional	5,906	\$435	\$2,569,000
Monroe	Monroe Regional	9,972	\$275	\$2,742,000
New Orleans	Louis Armstrong New Orleans Intl.	22,275	\$435	\$9,690,000
Shreveport	Shreveport Regional	10,437	\$435	\$4,540,000
<i>Commercial Service Airports Total</i>		<i>83,316</i>	<i>\$413</i>	<i>\$34,374,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	21,723	\$435	\$9,449,000
Alexandria	Esler Regional	10,599	\$215	\$2,279,000
Arcadia	Arcadia-Bienville Parish	889	\$175	\$156,000
Bastrop	Morehouse Memorial	3,118	\$170	\$530,000
Bogalusa	George R. Carr Memorial Air Field	2,380	\$215	\$512,000
Bunkie	Bunkie Municipal	686	\$165	\$113,000
Columbia	Caldwell Parish	1,204	\$130	\$157,000
Coushatta	The Red River	1,018	\$130	\$132,000
Covington	St. Tammany Regional	3,698	\$180	\$666,000
Crowley	Le Gros Memorial	592	\$175	\$104,000
De Quincy	De Quincy Industrial Airpark	840	\$180	\$151,000
De Ridder	Beauregard Regional	2,154	\$220	\$474,000
Delhi	Delhi Municipal	1,158	\$230	\$266,000
Eunice	Eunice	1,513	\$175	\$265,000
Farmerville	Union Parish	1,073	\$130	\$139,000
Franklinton	Franklinton	1,792	\$175	\$314,000
Galliano	South Lafourche Leonard Miller Jr.	47,613	\$160	\$7,618,000
Gonzales	Louisiana Regional	8,757	\$435	\$3,809,000
Hammond	Hammond Northshore Regional	16,960	\$435	\$7,378,000
Homer	Homer Municipal	341	\$180	\$61,000
Houma	Houma-Terrebonne	56,491	\$160	\$9,039,000
Jackson	Feliciano Airpark	437	\$130	\$57,000
Jeanerette	Le Maire Memorial	1,858	\$180	\$334,000
Jena	Jena	1,510	\$155	\$234,000

	Airport Name	GA Visitors	Average Spending Off- Airport per Trip	GA Visitor Spending
Jennings	Jennings	5,068	\$435	\$2,205,000
Jonesboro	Jonesboro	1,625	\$130	\$211,000
Jonesville	Jonesville	2,961	\$435	\$1,288,000
Lake Charles	Chennault International	4,882	\$275	\$1,343,000
Lake Providence	Byerley	1,034	\$130	\$134,000
Leesville	Leesville	1,175	\$180	\$212,000
Mansfield	C.E. "Rusty" Williams	1,542	\$165	\$254,000
Many	Hart	807	\$175	\$141,000
Marksville	Marksville Municipal	643	\$165	\$106,000
Minden	Minden	1,908	\$215	\$410,000
Natchitoches	Natchitoches Regional	4,017	\$215	\$864,000
New Iberia	Acadiana Regional	5,872	\$275	\$1,615,000
New Orleans	Lakefront	27,882	\$435	\$12,129,000
New Roads	False River Regional	3,227	\$435	\$1,404,000
Oak Grove	Kelly Dumas	1,595	\$170	\$271,000
Oakdale	Allen Parish	697	\$165	\$115,000
Opelousas	St. Landry Parish-Ahart Field	2,992	\$215	\$643,000
Patterson	Harry P. Williams Memorial	8,348	\$435	\$3,631,000
Pineville	Pineville Municipal	3,605	\$180	\$649,000
Pollock	Pollock Municipal	224	\$130	\$29,000
Rayville	John H. Hooks Jr. Memorial	2,245	\$160	\$359,000
Reserve	Port of South Louisiana Executive Regional	1,731	\$215	\$372,000
Ruston	Ruston Regional	3,353	\$435	\$1,458,000
Shreveport	Shreveport Downtown	7,971	\$435	\$3,467,000
Slidell	Slidell	2,697	\$435	\$1,173,000
Springhill	Springhill	641	\$175	\$112,000
St. Joseph	Tensas Parish	1,682	\$170	\$286,000
Sulphur	Southland Field	2,965	\$215	\$637,000
Tallulah	Scott	1,893	\$180	\$341,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	1,595	\$215	\$343,000
Thibodaux	Thibodaux Municipal	780	\$175	\$136,000
Vidalia	Concordia Parish	792	\$215	\$170,000
Vivian	Vivian	2,330	\$175	\$408,000
Welsh	Welsh	1,586	\$130	\$206,000
Winnfield	David G. Joyce	1,017	\$200	\$203,000
Winnsboro	Winnsboro Municipal	1,687	\$130	\$219,000
Woodworth	Woodworth	2,728	\$130	\$355,000
<i>General Aviation Airports Total</i>		<i>306,192</i>	<i>\$268</i>	<i>\$82,136,000</i>
<i>All Airports Total</i>		<i>389,508</i>	<i>\$299</i>	<i>\$116,510,000</i>

Source: Mead & Hunt and IMPLAN.

Table A-2: On-Airport Employment

		On-Airport Employment		
Airport Name		Direct Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Alexandria	Alexandria International	505	724	1,229
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	478	678	1,156
Lafayette	Lafayette Regional	719	1,068	1,787
Lake Charles	Lake Charles Regional	377	561	938
Monroe	Monroe Regional	171	241	412
New Orleans	Louis Armstrong New Orleans Intl.	3,557	3,910	7,467
Shreveport	Shreveport Regional	630	906	1,536
<i>Commercial Service Airports Total</i>		<i>6,437</i>	<i>8,088</i>	<i>14,525</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	99	181	280
Alexandria	Esler Regional	133	181	314
Arcadia	Arcadia-Bienville Parish	1	0	1
Bastrop	Morehouse Memorial	4	7	11
Bogalusa	George R. Carr Memorial Air Field	2	3	5
Bunkie	Bunkie Municipal	5	7	12
Columbia	Caldwell Parish	1	0	1
Coushatta	The Red River	3	5	8
Covington	St. Tammany Regional	11	18	29
Crowley	Le Gros Memorial	16	28	44
De Quincy	De Quincy Industrial Airpark	7	11	18
De Ridder	Beauregard Regional	11	18	29
Delhi	Delhi Municipal	2	3	5
Eunice	Eunice	2	2	4
Farmerville	Union Parish	1	0	1
Franklinton	Franklinton	1	0	1
Galliano	South Lafourche Leonard Miller Jr.	234	428	662
Gonzales	Louisiana Regional	40	70	110
Hammond	Hammond Northshore Regional	564	795	1,359
Homer	Homer Municipal	0	0	0
Houma	Houma-Terrebonne	333	603	936
Jackson	Feliciana Airpark	1	0	1
Jeanerette	Le Maire Memorial	1	0	1
Jena	Jena	2	3	5
Jennings	Jennings	33	59	92
Jonesboro	Jonesboro	3	4	7
Jonesville	Jonesville	6	11	17

On-Airport Employment

	Airport Name	Direct Employment	Multiplier Employment	Total Employment
Lake Charles	Chennault International	683	1,191	1,874
Lake Providence	Byerley	4	7	11
Leesville	Leesville	4	7	11
Mansfield	C.E. "Rusty" Williams	10	17	27
Many	Hart	0	1	1
Marksville	Marksville Municipal	1	1	2
Minden	Minden	7	10	17
Natchitoches	Natchitoches Regional	45	80	125
New Iberia	Acadiana Regional	251	458	709
New Orleans	Lakefront	240	401	641
New Roads	False River Regional	22	38	60
Oak Grove	Kelly Dumas	9	14	23
Oakdale	Allen Parish	20	36	56
Opelousas	St. Landry Parish-Ahart Field	22	39	61
Patterson	Harry P. Williams Memorial	32	57	89
Pineville	Pineville Municipal	12	20	32
Pollock	Pollock Municipal	0	0	0
Rayville	John H. Hooks Jr. Memorial	28	50	78
Reserve	Port of South Louisiana Executive Regional	18	30	48
Ruston	Ruston Regional	45	81	126
Shreveport	Shreveport Downtown	47	79	126
Slidell	Slidell	74	126	200
Springhill	Springhill	1	0	1
St. Joseph	Tensas Parish	1	2	3
Sulphur	Southland Field	7	9	16
Tallulah	Scott	10	17	27
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	27	45	72
Thibodaux	Thibodaux Municipal	7	13	20
Vidalia	Concordia Parish	8	14	22
Vivian	Vivian	6	10	16
Welsh	Welsh	3	6	9
Winnfield	David G. Joyce	1	1	2
Winnsboro	Winnsboro Municipal	15	27	42
Woodworth	Woodworth	4	7	11
General Aviation Airports Total		3,180	5,331	8,511
All Airports Total		9,617	13,419	23,036

Source: Mead & Hunt and IMPLAN.

Table A-3: CIP Employment

		CIP Employment		
Airport Name		Direct Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Alexandria	Alexandria International	255	232	487
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	116	105	221
Lafayette	Lafayette Regional	125	112	237
Lake Charles	Lake Charles Regional	65	58	123
Monroe	Monroe Regional	34	32	66
New Orleans	Louis Armstrong New Orleans Intl.	302	273	575
Shreveport	Shreveport Regional	72	65	137
<i>Commercial Service Airports Total</i>		969	877	1,846
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	8	8	16
Alexandria	Esler Regional	13	12	25
Arcadia	Arcadia-Bienville Parish	0	0	0
Bastrop	Morehouse Memorial	5	5	10
Bogalusa	George R. Carr Memorial Air Field	2	1	3
Bunkie	Bunkie Municipal	0	0	0
Columbia	Caldwell Parish	0	0	0
Coushatta	The Red River	2	1	3
Covington	St. Tammany Regional	3	2	5
Crowley	Le Gros Memorial	2	2	4
De Quincy	De Quincy Industrial Airpark	2	1	3
De Ridder	Beauregard Regional	2	2	4
Delhi	Delhi Municipal	0	0	0
Eunice	Eunice	2	1	3
Farmerville	Union Parish	1	2	3
Franklinton	Franklinton	0	0	0
Galliano	South Lafourche Leonard Miller Jr.	42	37	79
Gonzales	Louisiana Regional	6	5	11
Hammond	Hammond Northshore Regional	54	49	103
Homer	Homer Municipal	0	1	1
Houma	Houma-Terrebonne	82	75	157
Jackson	Feliciana Airpark	0	0	0
Jeanerette	Le Maire Memorial	0	0	0
Jena	Jena	0	1	1
Jennings	Jennings	7	6	13
Jonesboro	Jonesboro	1	1	2
Jonesville	Jonesville	2	2	4

CIP Employment

	Airport Name	Direct Employment	Multiplier Employment	Total Employment
Lake Charles	Chennault International	184	167	351
Lake Providence	Byerley	0	1	1
Leesville	Leesville	1	1	2
Mansfield	C.E. "Rusty" Williams	1	0	1
Many	Hart	1	0	1
Marksville	Marksville Municipal	2	1	3
Minden	Minden	5	5	10
Natchitoches	Natchitoches Regional	6	5	11
New Iberia	Acadiana Regional	18	16	34
New Orleans	Lakefront	55	49	104
New Roads	False River Regional	7	7	14
Oak Grove	Kelly Dumas	4	3	7
Oakdale	Allen Parish	3	3	6
Opelousas	St. Landry Parish-Ahart Field	5	4	9
Patterson	Harry P. Williams Memorial	6	6	12
Pineville	Pineville Municipal	3	3	6
Pollock	Pollock Municipal	0	0	0
Rayville	John H. Hooks Jr. Memorial	2	1	3
Reserve	Port of South Louisiana Executive Regional	5	5	10
Ruston	Ruston Regional	13	11	24
Shreveport	Shreveport Downtown	19	18	37
Slidell	Slidell	14	13	27
Springhill	Springhill	6	5	11
St. Joseph	Tensas Parish	1	0	1
Sulphur	Southland Field	12	11	23
Tallulah	Scott	1	1	2
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	2	2	4
Thibodaux	Thibodaux Municipal	2	2	4
Vidalia	Concordia Parish	3	3	6
Vivian	Vivian	3	2	5
Welsh	Welsh	0	1	1
Winnfield	David G. Joyce	0	0	0
Winnsboro	Winnsboro Municipal	1	1	2
Woodworth	Woodworth	1	2	3
General Aviation Airports Total		622	563	1,185
All Airports Total		1,591	1,440	3,031

Source: Mead & Hunt and IMPLAN.

Table A-4: Commercial Service Visitor-Related Employment

		Commercial Service Visitor-Related Employment		
Airport Name		Direct Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Alexandria	Alexandria International	323	155	478
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	1,452	697	2,149
Lafayette	Lafayette Regional	638	306	944
Lake Charles	Lake Charles Regional	244	117	361
Monroe	Monroe Regional	310	149	459
New Orleans	Louis Armstrong New Orleans Intl.	28,459	13,660	42,119
Shreveport	Shreveport Regional	1,080	518	1,598
<i>Commercial Service Airports Total</i>		<i>32,506</i>	<i>15,602</i>	<i>48,108</i>

Source: Mead & Hunt and IMPLAN.

Table A-5: General Aviation Visitor-Related Employment

General Aviation Visitor-Related Employment				
Airport Name		Direct Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Alexandria	Alexandria International	6	3	9
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	100	44	144
Lafayette	Lafayette Regional	85	37	122
Lake Charles	Lake Charles Regional	33	15	48
Monroe	Monroe Regional	35	16	51
New Orleans	Louis Armstrong New Orleans Intl.	125	54	179
Shreveport	Shreveport Regional	59	25	84
<i>Commercial Service Airports Total</i>		443	194	637
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	122	53	175
Alexandria	Esler Regional	29	13	42
Arcadia	Arcadia-Bienville Parish	2	1	3
Bastrop	Morehouse Memorial	7	3	10
Bogalusa	George R. Carr Memorial Air Field	7	2	9
Bunkie	Bunkie Municipal	2	0	2
Columbia	Caldwell Parish	2	1	3
Coushatta	The Red River	2	0	2
Covington	St. Tammany Regional	9	3	12
Crowley	Le Gros Memorial	1	1	2
De Quincy	De Quincy Industrial Airpark	2	1	3
De Ridder	Beauregard Regional	6	3	9
Delhi	Delhi Municipal	3	2	5
Eunice	Eunice	3	2	5
Farmerville	Union Parish	2	1	3
Franklinton	Franklinton	4	2	6
Galliano	South Lafourche Leonard Miller Jr.	98	43	141
Gonzales	Louisiana Regional	49	21	70
Hammond	Hammond Northshore Regional	95	41	136
Homer	Homer Municipal	1	0	1
Houma	Houma-Terrebonne	117	50	167
Jackson	Feliciana Airpark	1	0	1
Jeanerette	Le Maire Memorial	4	2	6
Jena	Jena	3	1	4
Jennings	Jennings	29	12	41
Jonesboro	Jonesboro	3	1	4
Jonesville	Jonesville	17	7	24

General Aviation Visitor-Related Employment

	Airport Name	Direct Employment	Multiplier Employment	Total Employment
Lake Charles	Chennault International	17	8	25
Lake Providence	Byerley	2	0	2
Leesville	Leesville	3	1	4
Mansfield	C.E. "Rusty" Williams	3	2	5
Many	Hart	2	1	3
Marksville	Marksville Municipal	1	1	2
Minden	Minden	5	3	8
Natchitoches	Natchitoches Regional	11	5	16
New Iberia	Acadiana Regional	21	9	30
New Orleans	Lakefront	157	67	224
New Roads	False River Regional	18	8	26
Oak Grove	Kelly Dumas	4	1	5
Oakdale	Allen Parish	2	0	2
Opelousas	St. Landry Parish-Ahart Field	8	4	12
Patterson	Harry P. Williams Memorial	47	20	67
Pineville	Pineville Municipal	8	4	12
Pollock	Pollock Municipal	0	1	1
Rayville	John H. Hooks Jr. Memorial	5	2	7
Reserve	Port of South Louisiana Executive Regional	5	2	7
Ruston	Ruston Regional	19	8	27
Shreveport	Shreveport Downtown	45	19	64
Slidell	Slidell	15	7	22
Springhill	Springhill	1	1	2
St. Joseph	Tensas Parish	4	1	5
Sulphur	Southland Field	8	4	12
Tallulah	Scott	4	2	6
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	4	2	6
Thibodaux	Thibodaux Municipal	2	1	3
Vidalia	Concordia Parish	2	1	3
Vivian	Vivian	5	3	8
Welsh	Welsh	3	1	4
Winnfield	David G. Joyce	3	1	4
Winnsboro	Winnsboro Municipal	3	1	4
Woodworth	Woodworth	5	2	7
General Aviation Airports Total		1,062	459	1,521
All Airports Total		1,505	653	2,158

Source: Mead & Hunt and IMPLAN.

Table A-6: All Airport-Related Employment

All Airport-Related Employment				
Airport Name		Direct Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Alexandria	Alexandria International	1,089	1,114	2,203
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	2,146	1,524	3,670
Lafayette	Lafayette Regional	1,567	1,523	3,090
Lake Charles	Lake Charles Regional	719	751	1,470
Monroe	Monroe Regional	550	438	988
New Orleans	Louis Armstrong New Orleans Intl.	32,443	17,897	50,340
Shreveport	Shreveport Regional	1,841	1,514	3,355
<i>Commercial Service Airports Total</i>		<i>40,355</i>	<i>24,761</i>	<i>65,116</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	229	242	471
Alexandria	Esler Regional	175	206	381
Arcadia	Arcadia-Bienville Parish	3	1	4
Bastrop	Morehouse Memorial	16	15	31
Bogalusa	George R. Carr Memorial Air Field	11	6	17
Bunkie	Bunkie Municipal	7	7	14
Columbia	Caldwell Parish	3	1	4
Coushatta	The Red River	7	6	13
Covington	St. Tammany Regional	23	23	46
Crowley	Le Gros Memorial	19	31	50
De Quincy	De Quincy Industrial Airpark	11	13	24
De Ridder	Beauregard Regional	19	23	42
Delhi	Delhi Municipal	5	5	10
Eunice	Eunice	7	5	12
Farmerville	Union Parish	4	3	7
Franklinton	Franklinton	5	2	7
Galliano	South Lafourche Leonard Miller Jr.	374	508	882
Gonzales	Louisiana Regional	95	96	191
Hammond	Hammond Northshore Regional	713	885	1,598
Homer	Homer Municipal	1	1	2
Houma	Houma-Terrebonne	532	728	1,260
Jackson	Feliciana Airpark	2	0	2
Jeanerette	Le Maire Memorial	5	2	7
Jena	Jena	5	5	10
Jennings	Jennings	69	77	146
Jonesboro	Jonesboro	7	6	13
Jonesville	Jonesville	25	20	45

All Airport-Related Employment

	Airport Name	Direct Employment	Multiplier Employment	Total Employment
Lake Charles	Chennault International	884	1,366	2,250
Lake Providence	Byerley	6	8	14
Leesville	Leesville	8	9	17
Mansfield	C.E. "Rusty" Williams	14	19	33
Many	Hart	3	2	5
Marksville	Marksville Municipal	4	3	7
Minden	Minden	17	18	35
Natchitoches	Natchitoches Regional	62	90	152
New Iberia	Acadiana Regional	290	483	773
New Orleans	Lakefront	452	517	969
New Roads	False River Regional	47	53	100
Oak Grove	Kelly Dumas	17	18	35
Oakdale	Allen Parish	25	39	64
Opelousas	St. Landry Parish-Ahart Field	35	47	82
Patterson	Harry P. Williams Memorial	85	83	168
Pineville	Pineville Municipal	23	27	50
Pollock	Pollock Municipal	0	1	1
Rayville	John H. Hooks Jr. Memorial	35	53	88
Reserve	Port of South Louisiana Executive Regional	28	37	65
Ruston	Ruston Regional	77	100	177
Shreveport	Shreveport Downtown	111	116	227
Slidell	Slidell	103	146	249
Springhill	Springhill	8	6	14
St. Joseph	Tensas Parish	6	3	9
Sulphur	Southland Field	27	24	51
Tallulah	Scott	15	20	35
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	33	49	82
Thibodaux	Thibodaux Municipal	11	16	27
Vidalia	Concordia Parish	13	18	31
Vivian	Vivian	14	15	29
Welsh	Welsh	6	8	14
Winnfield	David G. Joyce	4	2	6
Winnsboro	Winnsboro Municipal	19	29	48
Woodworth	Woodworth	10	11	21
General Aviation Airports Total		4,864	6,353	11,217
All Airports Total		45,219	31,114	76,333

Source: Mead & Hunt and IMPLAN.

Table A-7: On-Airport Payroll

On-Airport Payroll				
Airport Name		Direct Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Alexandria	Alexandria International	\$38,689,000	\$27,686,000	\$66,375,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$32,367,000	\$23,726,000	\$56,093,000
Lafayette	Lafayette Regional	\$50,915,000	\$39,228,000	\$90,143,000
Lake Charles	Lake Charles Regional	\$26,654,000	\$19,923,000	\$46,577,000
Monroe	Monroe Regional	\$13,620,000	\$9,855,000	\$23,475,000
New Orleans	Louis Armstrong New Orleans Intl.	\$195,739,000	\$138,334,000	\$334,073,000
Shreveport	Shreveport Regional	\$47,966,000	\$35,710,000	\$83,676,000
<i>Commercial Service Airports Total</i>		<i>\$405,950,000</i>	<i>\$294,462,000</i>	<i>\$700,412,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$9,184,000	\$7,565,000	\$16,749,000
Alexandria	Esler Regional	\$8,347,000	\$5,830,000	\$14,177,000
Arcadia	Arcadia-Bienville Parish	\$16,000	\$12,000	\$28,000
Bastrop	Morehouse Memorial	\$153,000	\$123,000	\$276,000
Bogalusa	George R. Carr Memorial Air Field	\$160,000	\$110,000	\$270,000
Bunkie	Bunkie Municipal	\$10,000	\$7,000	\$17,000
Columbia	Caldwell Parish	\$16,000	\$12,000	\$28,000
Coushatta	The Red River	\$264,000	\$215,000	\$479,000
Covington	St. Tammany Regional	\$352,000	\$282,000	\$634,000
Crowley	Le Gros Memorial	\$917,000	\$748,000	\$1,665,000
De Quincy	De Quincy Industrial Airpark	\$108,000	\$80,000	\$188,000
De Ridder	Beauregard Regional	\$390,000	\$295,000	\$685,000
Delhi	Delhi Municipal	\$109,000	\$87,000	\$196,000
Eunice	Eunice	\$24,000	\$17,000	\$41,000
Farmerville	Union Parish	\$31,000	\$21,000	\$52,000
Franklinton	Franklinton	\$16,000	\$12,000	\$28,000
Galliano	South Lafourche Leonard Miller Jr.	\$12,459,000	\$10,228,000	\$22,687,000
Gonzales	Louisiana Regional	\$1,921,000	\$1,550,000	\$3,471,000
Hammond	Hammond Northshore Regional	\$39,438,000	\$27,952,000	\$67,390,000
Homer	Homer Municipal	\$-	\$-	\$-
Houma	Houma-Terrebonne	\$25,057,000	\$20,460,000	\$45,517,000
Jackson	Feliciana Airpark	\$16,000	\$12,000	\$28,000
Jeanerette	Le Maire Memorial	\$16,000	\$12,000	\$28,000
Jena	Jena	\$155,000	\$108,000	\$263,000
Jennings	Jennings	\$1,425,000	\$1,167,000	\$2,592,000
Jonesboro	Jonesboro	\$12,000	\$8,000	\$20,000
Jonesville	Jonesville	\$360,000	\$297,000	\$657,000

On-Airport Payroll

	Airport Name	Direct Payroll	Multiplier Payroll	Total Payroll
Lake Charles	Chennault International	\$73,186,000	\$59,450,000	\$132,636,000
Lake Providence	Byerley	\$223,000	\$183,000	\$406,000
Leesville	Leesville	\$165,000	\$129,000	\$294,000
Mansfield	C.E. "Rusty" Williams	\$408,000	\$308,000	\$716,000
Many	Hart	\$10,000	\$7,000	\$17,000
Marksville	Marksville Municipal	\$20,000	\$15,000	\$35,000
Minden	Minden	\$272,000	\$202,000	\$474,000
Natchitoches	Natchitoches Regional	\$2,939,000	\$2,379,000	\$5,318,000
New Iberia	Acadiana Regional	\$17,724,000	\$14,526,000	\$32,250,000
New Orleans	Lakefront	\$19,285,000	\$14,963,000	\$34,248,000
New Roads	False River Regional	\$2,126,000	\$1,695,000	\$3,821,000
Oak Grove	Kelly Dumas	\$348,000	\$287,000	\$635,000
Oakdale	Allen Parish	\$1,215,000	\$991,000	\$2,206,000
Opelousas	St. Landry Parish-Ahart Field	\$2,235,000	\$1,823,000	\$4,058,000
Patterson	Harry P. Williams Memorial	\$1,700,000	\$1,391,000	\$3,091,000
Pineville	Pineville Municipal	\$497,000	\$407,000	\$904,000
Pollock	Pollock Municipal	\$-	\$-	\$-
Rayville	John H. Hooks Jr. Memorial	\$1,914,000	\$1,574,000	\$3,488,000
Reserve	Port of South Louisiana Executive Regional	\$1,074,000	\$852,000	\$1,926,000
Ruston	Ruston Regional	\$2,571,000	\$2,103,000	\$4,674,000
Shreveport	Shreveport Downtown	\$2,329,000	\$1,846,000	\$4,175,000
Slidell	Slidell	\$5,904,000	\$4,613,000	\$10,517,000
Springhill	Springhill	\$18,000	\$12,000	\$30,000
St. Joseph	Tensas Parish	\$23,000	\$20,000	\$43,000
Sulphur	Southland Field	\$244,000	\$177,000	\$421,000
Tallulah	Scott	\$504,000	\$416,000	\$920,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$1,917,000	\$1,498,000	\$3,415,000
Thibodaux	Thibodaux Municipal	\$297,000	\$245,000	\$542,000
Vidalia	Concordia Parish	\$413,000	\$332,000	\$745,000
Vivian	Vivian	\$319,000	\$257,000	\$576,000
Welsh	Welsh	\$159,000	\$131,000	\$290,000
Winnfield	David G. Joyce	\$49,000	\$33,000	\$82,000
Winnsboro	Winnsboro Municipal	\$817,000	\$670,000	\$1,487,000
Woodworth	Woodworth	\$352,000	\$281,000	\$633,000
General Aviation Airports Total		\$242,213,000	\$191,026,000	\$433,239,000
All Airports Total		\$648,163,000	\$485,488,000	\$1,133,651,000

Source: Mead & Hunt and IMPLAN.

Table A-8: CIP Payroll

		CIP Payroll		
Airport Name		Direct Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Alexandria	Alexandria International	\$18,754,000	\$13,181,000	\$31,935,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$8,521,000	\$5,989,000	\$14,510,000
Lafayette	Lafayette Regional	\$9,145,000	\$6,428,000	\$15,573,000
Lake Charles	Lake Charles Regional	\$4,755,000	\$3,342,000	\$8,097,000
Monroe	Monroe Regional	\$2,529,000	\$1,777,000	\$4,306,000
New Orleans	Louis Armstrong New Orleans Intl.	\$22,158,000	\$15,574,000	\$37,732,000
Shreveport	Shreveport Regional	\$5,273,000	\$3,706,000	\$8,979,000
<i>Commercial Service Airports Total</i>		<i>\$71,135,000</i>	<i>\$49,997,000</i>	<i>\$121,132,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$606,000	\$427,000	\$1,033,000
Alexandria	Esler Regional	\$963,000	\$676,000	\$1,639,000
Arcadia	Arcadia-Bienville Parish	\$-	\$-	\$-
Bastrop	Morehouse Memorial	\$386,000	\$271,000	\$657,000
Bogalusa	George R. Carr Memorial Air Field	\$133,000	\$94,000	\$227,000
Bunkie	Bunkie Municipal	\$-	\$-	\$-
Columbia	Caldwell Parish	\$-	\$-	\$-
Coushatta	The Red River	\$114,000	\$80,000	\$194,000
Covington	St. Tammany Regional	\$206,000	\$144,000	\$350,000
Crowley	Le Gros Memorial	\$145,000	\$102,000	\$247,000
De Quincy	De Quincy Industrial Airpark	\$131,000	\$92,000	\$223,000
De Ridder	Beauregard Regional	\$149,000	\$105,000	\$254,000
Delhi	Delhi Municipal	\$1,000	\$-	\$1,000
Eunice	Eunice	\$133,000	\$93,000	\$226,000
Farmerville	Union Parish	\$107,000	\$75,000	\$182,000
Franklinton	Franklinton	\$3,000	\$3,000	\$6,000
Galliano	South Lafourche Leonard Miller Jr.	\$3,047,000	\$2,141,000	\$5,188,000
Gonzales	Louisiana Regional	\$414,000	\$290,000	\$704,000
Hammond	Hammond Northshore Regional	\$3,974,000	\$2,794,000	\$6,768,000
Homer	Homer Municipal	\$28,000	\$19,000	\$47,000
Houma	Houma-Terrebonne	\$6,042,000	\$4,247,000	\$10,289,000
Jackson	Feliciana Airpark	\$-	\$-	\$-
Jeanerette	Le Maire Memorial	\$-	\$-	\$-
Jena	Jena	\$36,000	\$26,000	\$62,000
Jennings	Jennings	\$489,000	\$345,000	\$834,000
Jonesboro	Jonesboro	\$65,000	\$45,000	\$110,000
Jonesville	Jonesville	\$155,000	\$109,000	\$264,000

		CIP Payroll		
	Airport Name	Direct Payroll	Multiplier Payroll	Total Payroll
Lake Charles	Chennault International	\$13,542,000	\$9,518,000	\$23,060,000
Lake Providence	Byerley	\$23,000	\$16,000	\$39,000
Leesville	Leesville	\$92,000	\$65,000	\$157,000
Mansfield	C.E. "Rusty" Williams	\$50,000	\$35,000	\$85,000
Many	Hart	\$58,000	\$40,000	\$98,000
Marksville	Marksville Municipal	\$132,000	\$93,000	\$225,000
Minden	Minden	\$372,000	\$261,000	\$633,000
Natchitoches	Natchitoches Regional	\$439,000	\$309,000	\$748,000
New Iberia	Acadiana Regional	\$1,325,000	\$931,000	\$2,256,000
New Orleans	Lakefront	\$4,002,000	\$2,813,000	\$6,815,000
New Roads	False River Regional	\$525,000	\$370,000	\$895,000
Oak Grove	Kelly Dumas	\$287,000	\$202,000	\$489,000
Oakdale	Allen Parish	\$240,000	\$168,000	\$408,000
Opelousas	St. Landry Parish-Ahart Field	\$349,000	\$246,000	\$595,000
Patterson	Harry P. Williams Memorial	\$449,000	\$316,000	\$765,000
Pineville	Pineville Municipal	\$231,000	\$162,000	\$393,000
Pollock	Pollock Municipal	\$1,000	\$1,000	\$2,000
Rayville	John H. Hooks Jr. Memorial	\$128,000	\$91,000	\$219,000
Reserve	Port of South Louisiana Executive Regional	\$403,000	\$284,000	\$687,000
Ruston	Ruston Regional	\$919,000	\$647,000	\$1,566,000
Shreveport	Shreveport Downtown	\$1,410,000	\$991,000	\$2,401,000
Slidell	Slidell	\$1,043,000	\$733,000	\$1,776,000
Springhill	Springhill	\$419,000	\$295,000	\$714,000
St. Joseph	Tensas Parish	\$56,000	\$39,000	\$95,000
Sulphur	Southland Field	\$880,000	\$618,000	\$1,498,000
Tallulah	Scott	\$67,000	\$46,000	\$113,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$159,000	\$112,000	\$271,000
Thibodaux	Thibodaux Municipal	\$146,000	\$103,000	\$249,000
Vidalia	Concordia Parish	\$232,000	\$164,000	\$396,000
Vivian	Vivian	\$206,000	\$146,000	\$352,000
Welsh	Welsh	\$28,000	\$19,000	\$47,000
Winnfield	David G. Joyce	\$4,000	\$2,000	\$6,000
Winnsboro	Winnsboro Municipal	\$66,000	\$47,000	\$113,000
Woodworth	Woodworth	\$99,000	\$70,000	\$169,000
General Aviation Airports Total		\$45,709,000	\$32,131,000	\$77,840,000
All Airports Total		\$116,844,000	\$82,128,000	\$198,972,000

Source: Mead & Hunt and IMPLAN.

Table A-9: Commercial Service Visitor-related Payroll

Commercial Service Visitor-Related Payroll				
Airport Name		Direct Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Alexandria	Alexandria International	\$11,370,000	\$6,481,000	\$17,851,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$51,110,000	\$29,133,000	\$80,243,000
Lafayette	Lafayette Regional	\$22,458,000	\$12,801,000	\$35,259,000
Lake Charles	Lake Charles Regional	\$8,589,000	\$4,896,000	\$13,485,000
Monroe	Monroe Regional	\$10,912,000	\$6,220,000	\$17,132,000
New Orleans	Louis Armstrong New Orleans Intl.	\$1,001,757,000	\$571,001,000	\$1,572,758,000
Shreveport	Shreveport Regional	\$38,016,000	\$21,669,000	\$59,685,000
<i>Commercial Service Airports Total</i>		<i>\$1,144,212,000</i>	<i>\$652,201,000</i>	<i>\$1,796,413,000</i>

Source: Mead & Hunt and IMPLAN.

Table A-10: General Aviation Visitor-Related Payroll

General Aviation Visitor-Related Payroll				
Airport Name		Direct Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Alexandria	Alexandria International	\$215,000	\$125,000	\$340,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$3,534,000	\$2,050,000	\$5,584,000
Lafayette	Lafayette Regional	\$2,992,000	\$1,735,000	\$4,727,000
Lake Charles	Lake Charles Regional	\$1,169,000	\$678,000	\$1,847,000
Monroe	Monroe Regional	\$1,246,000	\$723,000	\$1,969,000
New Orleans	Louis Armstrong New Orleans Intl.	\$4,404,000	\$2,554,000	\$6,958,000
Shreveport	Shreveport Regional	\$2,063,000	\$1,197,000	\$3,260,000
<i>Commercial Service Airports Total</i>		<i>\$15,623,000</i>	<i>\$9,062,000</i>	<i>\$24,685,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$4,294,000	\$2,491,000	\$6,785,000
Alexandria	Esler Regional	\$1,035,000	\$600,000	\$1,635,000
Arcadia	Arcadia-Bienville Parish	\$70,000	\$41,000	\$111,000
Bastrop	Morehouse Memorial	\$239,000	\$139,000	\$378,000
Bogalusa	George R. Carr Memorial Air Field	\$232,000	\$135,000	\$367,000
Bunkie	Bunkie Municipal	\$53,000	\$31,000	\$84,000
Columbia	Caldwell Parish	\$70,000	\$41,000	\$111,000
Coushatta	The Red River	\$60,000	\$35,000	\$95,000
Covington	St. Tammany Regional	\$303,000	\$176,000	\$479,000
Crowley	Le Gros Memorial	\$46,000	\$27,000	\$73,000
De Quincy	De Quincy Industrial Airpark	\$67,000	\$39,000	\$106,000
De Ridder	Beauregard Regional	\$215,000	\$125,000	\$340,000
Delhi	Delhi Municipal	\$120,000	\$70,000	\$190,000
Eunice	Eunice	\$120,000	\$70,000	\$190,000
Farmerville	Union Parish	\$63,000	\$37,000	\$100,000
Franklinton	Franklinton	\$144,000	\$84,000	\$228,000
Galliano	South Lafourche Leonard Miller Jr.	\$3,460,000	\$2,007,000	\$5,467,000
Gonzales	Louisiana Regional	\$1,732,000	\$1,005,000	\$2,737,000
Hammond	Hammond Northshore Regional	\$3,351,000	\$1,944,000	\$5,295,000
Homer	Homer Municipal	\$28,000	\$16,000	\$44,000
Houma	Houma-Terrebonne	\$4,108,000	\$2,383,000	\$6,491,000
Jackson	Feliciana Airpark	\$25,000	\$15,000	\$40,000
Jeanerette	Le Maire Memorial	\$151,000	\$88,000	\$239,000
Jena	Jena	\$106,000	\$61,000	\$167,000
Jennings	Jennings	\$1,003,000	\$582,000	\$1,585,000
Jonesboro	Jonesboro	\$95,000	\$55,000	\$150,000
Jonesville	Jonesville	\$584,000	\$339,000	\$923,000

General Aviation Visitor-Related Payroll

	Airport Name	Direct Payroll	Multiplier Payroll	Total Payroll
Lake Charles	Chennault International	\$609,000	\$353,000	\$962,000
Lake Providence	Byerley	\$60,000	\$35,000	\$95,000
Leesville	Leesville	\$95,000	\$55,000	\$150,000
Mansfield	C.E. "Rusty" Williams	\$116,000	\$67,000	\$183,000
Many	Hart	\$63,000	\$37,000	\$100,000
Marksville	Marksville Municipal	\$49,000	\$28,000	\$77,000
Minden	Minden	\$187,000	\$108,000	\$295,000
Natchitoches	Natchitoches Regional	\$394,000	\$229,000	\$623,000
New Iberia	Acadiana Regional	\$732,000	\$425,000	\$1,157,000
New Orleans	Lakefront	\$5,512,000	\$3,197,000	\$8,709,000
New Roads	False River Regional	\$637,000	\$369,000	\$1,006,000
Oak Grove	Kelly Dumas	\$123,000	\$71,000	\$194,000
Oakdale	Allen Parish	\$53,000	\$31,000	\$84,000
Opelousas	St. Landry Parish-Ahart Field	\$292,000	\$169,000	\$461,000
Patterson	Harry P. Williams Memorial	\$1,651,000	\$958,000	\$2,609,000
Pineville	Pineville Municipal	\$296,000	\$172,000	\$468,000
Pollock	Pollock Municipal	\$14,000	\$8,000	\$22,000
Rayville	John H. Hooks Jr. Memorial	\$162,000	\$94,000	\$256,000
Reserve	Port of South Louisiana Executive Regional	\$169,000	\$98,000	\$267,000
Ruston	Ruston Regional	\$662,000	\$384,000	\$1,046,000
Shreveport	Shreveport Downtown	\$1,577,000	\$915,000	\$2,492,000
Slidell	Slidell	\$532,000	\$309,000	\$841,000
Springhill	Springhill	\$49,000	\$28,000	\$77,000
St. Joseph	Tensas Parish	\$130,000	\$75,000	\$205,000
Sulphur	Southland Field	\$289,000	\$168,000	\$457,000
Tallulah	Scott	\$155,000	\$90,000	\$245,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$155,000	\$90,000	\$245,000
Thibodaux	Thibodaux Municipal	\$63,000	\$37,000	\$100,000
Vidalia	Concordia Parish	\$77,000	\$45,000	\$122,000
Vivian	Vivian	\$187,000	\$108,000	\$295,000
Welsh	Welsh	\$95,000	\$55,000	\$150,000
Winnfield	David G. Joyce	\$92,000	\$53,000	\$145,000
Winnsboro	Winnsboro Municipal	\$99,000	\$57,000	\$156,000
Woodworth	Woodworth	\$162,000	\$94,000	\$256,000
General Aviation Airports Total		\$37,312,000	\$21,648,000	\$58,960,000
All Airports Total		\$52,935,000	\$30,710,000	\$83,645,000

Source: Mead & Hunt and IMPLAN.

Table A-11: All Airport-Related Payroll

All Airport-Related Payroll				
Airport Name		Direct Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Alexandria	Alexandria International	\$69,028,000	\$47,473,000	\$116,501,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$95,532,000	\$60,898,000	\$156,430,000
Lafayette	Lafayette Regional	\$85,510,000	\$60,192,000	\$145,702,000
Lake Charles	Lake Charles Regional	\$41,167,000	\$28,839,000	\$70,006,000
Monroe	Monroe Regional	\$28,307,000	\$18,575,000	\$46,882,000
New Orleans	Louis Armstrong New Orleans Intl.	\$1,224,058,000	\$727,463,000	\$1,951,521,000
Shreveport	Shreveport Regional	\$93,318,000	\$62,282,000	\$155,600,000
<i>Commercial Service Airports Total</i>		<i>\$1,636,920,000</i>	<i>\$1,005,722,000</i>	<i>\$2,642,642,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$14,084,000	\$10,483,000	\$24,567,000
Alexandria	Esler Regional	\$10,345,000	\$7,106,000	\$17,451,000
Arcadia	Arcadia-Bienville Parish	\$86,000	\$53,000	\$139,000
Bastrop	Morehouse Memorial	\$778,000	\$533,000	\$1,311,000
Bogalusa	George R. Carr Memorial Air Field	\$525,000	\$339,000	\$864,000
Bunkie	Bunkie Municipal	\$63,000	\$38,000	\$101,000
Columbia	Caldwell Parish	\$86,000	\$53,000	\$139,000
Coushatta	The Red River	\$438,000	\$330,000	\$768,000
Covington	St. Tammany Regional	\$861,000	\$602,000	\$1,463,000
Crowley	Le Gros Memorial	\$1,108,000	\$877,000	\$1,985,000
De Quincy	De Quincy Industrial Airpark	\$306,000	\$211,000	\$517,000
De Ridder	Beauregard Regional	\$754,000	\$525,000	\$1,279,000
Delhi	Delhi Municipal	\$230,000	\$157,000	\$387,000
Eunice	Eunice	\$277,000	\$180,000	\$457,000
Farmerville	Union Parish	\$201,000	\$133,000	\$334,000
Franklinton	Franklinton	\$163,000	\$99,000	\$262,000
Galliano	South Lafourche Leonard Miller Jr.	\$18,966,000	\$14,376,000	\$33,342,000
Gonzales	Louisiana Regional	\$4,067,000	\$2,845,000	\$6,912,000
Hammond	Hammond Northshore Regional	\$46,763,000	\$32,690,000	\$79,453,000
Homer	Homer Municipal	\$56,000	\$35,000	\$91,000
Houma	Houma-Terrebonne	\$35,207,000	\$27,090,000	\$62,297,000
Jackson	Feliciana Airpark	\$41,000	\$27,000	\$68,000
Jeanerette	Le Maire Memorial	\$167,000	\$100,000	\$267,000
Jena	Jena	\$297,000	\$195,000	\$492,000
Jennings	Jennings	\$2,917,000	\$2,094,000	\$5,011,000
Jonesboro	Jonesboro	\$172,000	\$108,000	\$280,000
Jonesville	Jonesville	\$1,099,000	\$745,000	\$1,844,000

All Airport-Related Payroll

	Airport Name	Direct Payroll	Multiplier Payroll	Total Payroll
Lake Charles	Chennault International	\$87,337,000	\$69,321,000	\$156,658,000
Lake Providence	Byerley	\$306,000	\$234,000	\$540,000
Leesville	Leesville	\$352,000	\$249,000	\$601,000
Mansfield	C.E. "Rusty" Williams	\$574,000	\$410,000	\$984,000
Many	Hart	\$131,000	\$84,000	\$215,000
Marksville	Marksville Municipal	\$201,000	\$136,000	\$337,000
Minden	Minden	\$831,000	\$571,000	\$1,402,000
Natchitoches	Natchitoches Regional	\$3,772,000	\$2,917,000	\$6,689,000
New Iberia	Acadiana Regional	\$19,781,000	\$15,882,000	\$35,663,000
New Orleans	Lakefront	\$28,799,000	\$20,973,000	\$49,772,000
New Roads	False River Regional	\$3,288,000	\$2,434,000	\$5,722,000
Oak Grove	Kelly Dumas	\$758,000	\$560,000	\$1,318,000
Oakdale	Allen Parish	\$1,508,000	\$1,190,000	\$2,698,000
Opelousas	St. Landry Parish-Ahart Field	\$2,876,000	\$2,238,000	\$5,114,000
Patterson	Harry P. Williams Memorial	\$3,800,000	\$2,665,000	\$6,465,000
Pineville	Pineville Municipal	\$1,024,000	\$741,000	\$1,765,000
Pollock	Pollock Municipal	\$15,000	\$9,000	\$24,000
Rayville	John H. Hooks Jr. Memorial	\$2,204,000	\$1,759,000	\$3,963,000
Reserve	Port of South Louisiana Executive Regional	\$1,646,000	\$1,234,000	\$2,880,000
Ruston	Ruston Regional	\$4,152,000	\$3,134,000	\$7,286,000
Shreveport	Shreveport Downtown	\$5,316,000	\$3,752,000	\$9,068,000
Slidell	Slidell	\$7,479,000	\$5,655,000	\$13,134,000
Springhill	Springhill	\$486,000	\$335,000	\$821,000
St. Joseph	Tensas Parish	\$209,000	\$134,000	\$343,000
Sulphur	Southland Field	\$1,413,000	\$963,000	\$2,376,000
Tallulah	Scott	\$726,000	\$552,000	\$1,278,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$2,231,000	\$1,700,000	\$3,931,000
Thibodaux	Thibodaux Municipal	\$506,000	\$385,000	\$891,000
Vidalia	Concordia Parish	\$722,000	\$541,000	\$1,263,000
Vivian	Vivian	\$712,000	\$511,000	\$1,223,000
Welsh	Welsh	\$282,000	\$205,000	\$487,000
Winnfield	David G. Joyce	\$145,000	\$88,000	\$233,000
Winnsboro	Winnsboro Municipal	\$982,000	\$774,000	\$1,756,000
Woodworth	Woodworth	\$613,000	\$445,000	\$1,058,000
General Aviation Airports Total		\$325,234,000	\$244,805,000	\$570,039,000
All Airports Total		\$1,962,154,000	\$1,250,527,000	\$3,212,681,000

Source: Mead & Hunt and IMPLAN.

Table A-12: On-Airport Output

		On-Airport Output		
Airport Name		Direct Output	Multiplier Output	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	\$93,972,000	\$104,672,000	\$198,644,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$108,890,000	\$100,910,000	\$209,800,000
Lafayette	Lafayette Regional	\$195,209,000	\$157,320,000	\$352,529,000
Lake Charles	Lake Charles Regional	\$77,935,000	\$68,804,000	\$146,739,000
Monroe	Monroe Regional	\$39,699,000	\$39,508,000	\$79,207,000
New Orleans	Louis Armstrong New Orleans Intl.	\$801,816,000	\$670,433,000	\$1,472,249,000
Shreveport	Shreveport Regional	\$156,951,000	\$135,692,000	\$292,643,000
<i>Commercial Service Airports Total</i>		<i>\$1,474,472,000</i>	<i>\$1,277,339,000</i>	<i>\$2,751,811,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$25,168,000	\$17,956,000	\$43,124,000
Alexandria	Esler Regional	\$14,921,000	\$20,110,000	\$35,031,000
Arcadia	Arcadia-Bienville Parish	\$33,000	\$47,000	\$80,000
Bastrop	Morehouse Memorial	\$944,000	\$727,000	\$1,671,000
Bogalusa	George R. Carr Memorial Air Field	\$400,000	\$584,000	\$984,000
Bunkie	Bunkie Municipal	\$37,000	\$55,000	\$92,000
Columbia	Caldwell Parish	\$33,000	\$47,000	\$80,000
Coushatta	The Red River	\$941,000	\$693,000	\$1,634,000
Covington	St. Tammany Regional	\$1,178,000	\$949,000	\$2,127,000
Crowley	Le Gros Memorial	\$3,894,000	\$3,216,000	\$7,110,000
De Quincy	De Quincy Industrial Airpark	\$418,000	\$493,000	\$911,000
De Ridder	Beauregard Regional	\$1,308,000	\$1,382,000	\$2,690,000
Delhi	Delhi Municipal	\$348,000	\$272,000	\$620,000
Eunice	Eunice	\$496,000	\$724,000	\$1,220,000
Farmerville	Union Parish	\$80,000	\$117,000	\$197,000
Franklinton	Franklinton	\$33,000	\$47,000	\$80,000
Galliano	South Lafourche Leonard Miller Jr.	\$69,599,000	\$50,703,000	\$120,302,000
Gonzales	Louisiana Regional	\$5,954,000	\$4,597,000	\$10,551,000
Hammond	Hammond Northshore Regional	\$69,207,000	\$85,259,000	\$154,466,000
Homer	Homer Municipal	\$118,000	\$173,000	\$291,000
Houma	Houma-Terrebonne	\$148,980,000	\$107,825,000	\$256,805,000
Jackson	Feliciana Airpark	\$33,000	\$47,000	\$80,000
Jeanerette	Le Maire Memorial	\$33,000	\$47,000	\$80,000
Jena	Jena	\$407,000	\$596,000	\$1,003,000
Jennings	Jennings	\$7,803,000	\$5,627,000	\$13,430,000
Jonesboro	Jonesboro	\$23,000	\$34,000	\$57,000
Jonesville	Jonesville	\$1,300,000	\$924,000	\$2,224,000

On-Airport Output

	Airport Name	Direct Output	Multiplier Output	Total Output
Lake Charles	Chennault International	\$135,178,000	\$114,315,000	\$249,493,000
Lake Providence	Byerley	\$1,647,000	\$1,171,000	\$2,818,000
Leesville	Leesville	\$423,000	\$419,000	\$842,000
Mansfield	C.E. "Rusty" Williams	\$1,497,000	\$1,366,000	\$2,863,000
Many	Hart	\$20,000	\$28,000	\$48,000
Marksville	Marksville Municipal	\$85,000	\$123,000	\$208,000
Minden	Minden	\$1,030,000	\$1,247,000	\$2,277,000
Natchitoches	Natchitoches Regional	\$12,016,000	\$9,764,000	\$21,780,000
New Iberia	Acadiana Regional	\$37,719,000	\$28,615,000	\$66,334,000
New Orleans	Lakefront	\$69,068,000	\$57,498,000	\$126,566,000
New Roads	False River Regional	\$8,445,000	\$6,837,000	\$15,282,000
Oak Grove	Kelly Dumas	\$2,097,000	\$1,505,000	\$3,602,000
Oakdale	Allen Parish	\$4,473,000	\$3,391,000	\$7,864,000
Opelousas	St. Landry Parish-Ahart Field	\$5,528,000	\$4,311,000	\$9,839,000
Patterson	Harry P. Williams Memorial	\$7,575,000	\$5,698,000	\$13,273,000
Pineville	Pineville Municipal	\$2,668,000	\$1,967,000	\$4,635,000
Pollock	Pollock Municipal	\$7,000	\$11,000	\$18,000
Rayville	John H. Hooks Jr. Memorial	\$6,635,000	\$4,738,000	\$11,373,000
Reserve	Port of South Louisiana Executive Regional	\$3,903,000	\$3,569,000	\$7,472,000
Ruston	Ruston Regional	\$11,265,000	\$8,255,000	\$19,520,000
Shreveport	Shreveport Downtown	\$8,667,000	\$6,812,000	\$15,479,000
Slidell	Slidell	\$13,600,000	\$11,545,000	\$25,145,000
Springhill	Springhill	\$70,000	\$102,000	\$172,000
St. Joseph	Tensas Parish	\$115,000	\$94,000	\$209,000
Sulphur	Southland Field	\$929,000	\$1,187,000	\$2,116,000
Tallulah	Scott	\$3,373,000	\$2,405,000	\$5,778,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$7,046,000	\$6,202,000	\$13,248,000
Thibodaux	Thibodaux Municipal	\$2,027,000	\$1,506,000	\$3,533,000
Vidalia	Concordia Parish	\$1,614,000	\$1,207,000	\$2,821,000
Vivian	Vivian	\$1,034,000	\$800,000	\$1,834,000
Welsh	Welsh	\$725,000	\$525,000	\$1,250,000
Winnfield	David G. Joyce	\$311,000	\$454,000	\$765,000
Winnsboro	Winnsboro Municipal	\$3,382,000	\$2,432,000	\$5,814,000
Woodworth	Woodworth	\$951,000	\$884,000	\$1,835,000
General Aviation Airports Total		\$708,812,000	\$594,234,000	\$1,303,046,000
All Airports Total		\$2,183,284,000	\$1,871,573,000	\$4,054,857,000

Source: Mead & Hunt and IMPLAN.

Table A-13: CIP Output

		CIP Output		
Airport Name		Direct Output	Multiplier Output	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	\$56,779,000	\$41,455,000	\$98,234,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$25,798,000	\$18,835,000	\$44,633,000
Lafayette	Lafayette Regional	\$27,689,000	\$20,215,000	\$47,904,000
Lake Charles	Lake Charles Regional	\$14,397,000	\$10,511,000	\$24,908,000
Monroe	Monroe Regional	\$7,656,000	\$5,590,000	\$13,246,000
New Orleans	Louis Armstrong New Orleans Intl.	\$67,087,000	\$48,980,000	\$116,067,000
Shreveport	Shreveport Regional	\$15,965,000	\$11,655,000	\$27,620,000
<i>Commercial Service Airports Total</i>		<i>\$215,371,000</i>	<i>\$157,241,000</i>	<i>\$372,612,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$1,836,000	\$1,341,000	\$3,177,000
Alexandria	Esler Regional	\$2,914,000	\$2,128,000	\$5,042,000
Arcadia	Arcadia-Bienville Parish	\$-	\$-	\$-
Bastrop	Morehouse Memorial	\$1,169,000	\$853,000	\$2,022,000
Bogalusa	George R. Carr Memorial Air Field	\$404,000	\$295,000	\$699,000
Bunkie	Bunkie Municipal	\$-	\$-	\$-
Columbia	Caldwell Parish	\$-	\$-	\$-
Coushatta	The Red River	\$345,000	\$252,000	\$597,000
Covington	St. Tammany Regional	\$623,000	\$454,000	\$1,077,000
Crowley	Le Gros Memorial	\$439,000	\$321,000	\$760,000
De Quincy	De Quincy Industrial Airpark	\$397,000	\$290,000	\$687,000
De Ridder	Beauregard Regional	\$452,000	\$330,000	\$782,000
Delhi	Delhi Municipal	\$2,000	\$2,000	\$4,000
Eunice	Eunice	\$401,000	\$294,000	\$695,000
Farmerville	Union Parish	\$323,000	\$236,000	\$559,000
Franklinton	Franklinton	\$10,000	\$7,000	\$17,000
Galliano	South Lafourche Leonard Miller Jr.	\$9,224,000	\$6,735,000	\$15,959,000
Gonzales	Louisiana Regional	\$1,252,000	\$914,000	\$2,166,000
Hammond	Hammond Northshore Regional	\$12,033,000	\$8,785,000	\$20,818,000
Homer	Homer Municipal	\$84,000	\$62,000	\$146,000
Houma	Houma-Terrebonne	\$18,293,000	\$13,356,000	\$31,649,000
Jackson	Feliciana Airpark	\$-	\$-	\$-
Jeanerette	Le Maire Memorial	\$-	\$-	\$-
Jena	Jena	\$110,000	\$80,000	\$190,000
Jennings	Jennings	\$1,482,000	\$1,082,000	\$2,564,000
Jonesboro	Jonesboro	\$196,000	\$144,000	\$340,000
Jonesville	Jonesville	\$470,000	\$343,000	\$813,000

		CIP Output		
	Airport Name	Direct Output	Multiplier Output	Total Output
Lake Charles	Chennault International	\$41,000,000	\$29,933,000	\$70,933,000
Lake Providence	Byerley	\$69,000	\$50,000	\$119,000
Leesville	Leesville	\$279,000	\$203,000	\$482,000
Mansfield	C.E. "Rusty" Williams	\$152,000	\$110,000	\$262,000
Many	Hart	\$174,000	\$127,000	\$301,000
Marksville	Marksville Municipal	\$399,000	\$292,000	\$691,000
Minden	Minden	\$1,126,000	\$822,000	\$1,948,000
Natchitoches	Natchitoches Regional	\$1,330,000	\$972,000	\$2,302,000
New Iberia	Acadiana Regional	\$4,011,000	\$2,928,000	\$6,939,000
New Orleans	Lakefront	\$12,116,000	\$8,846,000	\$20,962,000
New Roads	False River Regional	\$1,591,000	\$1,161,000	\$2,752,000
Oak Grove	Kelly Dumas	\$869,000	\$634,000	\$1,503,000
Oakdale	Allen Parish	\$725,000	\$530,000	\$1,255,000
Opelousas	St. Landry Parish-Ahart Field	\$1,058,000	\$772,000	\$1,830,000
Patterson	Harry P. Williams Memorial	\$1,360,000	\$993,000	\$2,353,000
Pineville	Pineville Municipal	\$698,000	\$509,000	\$1,207,000
Pollock	Pollock Municipal	\$3,000	\$2,000	\$5,000
Rayville	John H. Hooks Jr. Memorial	\$389,000	\$283,000	\$672,000
Reserve	Port of South Louisiana Executive Regional	\$1,221,000	\$891,000	\$2,112,000
Ruston	Ruston Regional	\$2,784,000	\$2,032,000	\$4,816,000
Shreveport	Shreveport Downtown	\$4,268,000	\$3,116,000	\$7,384,000
Slidell	Slidell	\$3,157,000	\$2,305,000	\$5,462,000
Springhill	Springhill	\$1,269,000	\$926,000	\$2,195,000
St. Joseph	Tensas Parish	\$170,000	\$124,000	\$294,000
Sulphur	Southland Field	\$2,663,000	\$1,945,000	\$4,608,000
Tallulah	Scott	\$201,000	\$147,000	\$348,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$482,000	\$351,000	\$833,000
Thibodaux	Thibodaux Municipal	\$443,000	\$324,000	\$767,000
Vidalia	Concordia Parish	\$704,000	\$513,000	\$1,217,000
Vivian	Vivian	\$625,000	\$457,000	\$1,082,000
Welsh	Welsh	\$84,000	\$61,000	\$145,000
Winnfield	David G. Joyce	\$11,000	\$8,000	\$19,000
Winnsboro	Winnsboro Municipal	\$200,000	\$147,000	\$347,000
Woodworth	Woodworth	\$301,000	\$220,000	\$521,000
General Aviation Airports Total		\$138,391,000	\$101,038,000	\$239,429,000
All Airports Total		\$353,762,000	\$258,279,000	\$612,041,000

Source: Mead & Hunt and IMPLAN.

Table A-14: Commercial Service Visitor-Related Output

Commercial Service Visitor-Related Output				
Airport Name		Direct Output	Multiplier Output	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	\$31,962,000	\$20,136,000	\$52,098,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$143,443,000	\$90,369,000	\$233,812,000
Lafayette	Lafayette Regional	\$63,060,000	\$39,728,000	\$102,788,000
Lake Charles	Lake Charles Regional	\$24,099,000	\$15,182,000	\$39,281,000
Monroe	Monroe Regional	\$30,613,000	\$19,286,000	\$49,899,000
New Orleans	Louis Armstrong New Orleans Intl.	\$2,812,201,000	\$1,771,687,000	\$4,583,888,000
Shreveport	Shreveport Regional	\$106,761,000	\$67,259,000	\$174,020,000
<i>Commercial Service Airports Total</i>		<i>\$3,212,139,000</i>	<i>\$2,023,647,000</i>	<i>\$5,235,786,000</i>

Source: Mead & Hunt and IMPLAN.

Table A-15: General Aviation Visitor-Related Output

General Aviation Visitor-Related Output				
Airport Name		Direct Output	Multiplier Output	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	\$469,000	\$328,000	\$797,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$7,780,000	\$5,446,000	\$13,226,000
Lafayette	Lafayette Regional	\$6,584,000	\$4,609,000	\$11,193,000
Lake Charles	Lake Charles Regional	\$2,569,000	\$1,798,000	\$4,367,000
Monroe	Monroe Regional	\$2,742,000	\$1,919,000	\$4,661,000
New Orleans	Louis Armstrong New Orleans Intl.	\$9,690,000	\$6,783,000	\$16,473,000
Shreveport	Shreveport Regional	\$4,540,000	\$3,178,000	\$7,718,000
<i>Commercial Service Airports Total</i>		<i>\$34,374,000</i>	<i>\$24,061,000</i>	<i>\$58,435,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$9,449,000	\$6,614,000	\$16,063,000
Alexandria	Esler Regional	\$2,279,000	\$1,595,000	\$3,874,000
Arcadia	Arcadia-Bienville Parish	\$156,000	\$109,000	\$265,000
Bastrop	Morehouse Memorial	\$530,000	\$371,000	\$901,000
Bogalusa	George R. Carr Memorial Air Field	\$512,000	\$358,000	\$870,000
Bunkie	Bunkie Municipal	\$113,000	\$79,000	\$192,000
Columbia	Caldwell Parish	\$157,000	\$110,000	\$267,000
Coushatta	The Red River	\$132,000	\$92,000	\$224,000
Covington	St. Tammany Regional	\$666,000	\$466,000	\$1,132,000
Crowley	Le Gros Memorial	\$104,000	\$73,000	\$177,000
De Quincy	De Quincy Industrial Airpark	\$151,000	\$106,000	\$257,000
De Ridder	Beauregard Regional	\$474,000	\$332,000	\$806,000
Delhi	Delhi Municipal	\$266,000	\$186,000	\$452,000
Eunice	Eunice	\$265,000	\$186,000	\$451,000
Farmerville	Union Parish	\$139,000	\$97,000	\$236,000
Franklinton	Franklinton	\$314,000	\$220,000	\$534,000
Galliano	South Lafourche Leonard Miller Jr.	\$7,618,000	\$5,333,000	\$12,951,000
Gonzales	Louisiana Regional	\$3,809,000	\$2,666,000	\$6,475,000
Hammond	Hammond Northshore Regional	\$7,378,000	\$5,165,000	\$12,543,000
Homer	Homer Municipal	\$61,000	\$43,000	\$104,000
Houma	Houma-Terrebonne	\$9,039,000	\$6,327,000	\$15,366,000
Jackson	Feliciana Airpark	\$57,000	\$40,000	\$97,000
Jeanerette	Le Maire Memorial	\$334,000	\$234,000	\$568,000
Jena	Jena	\$234,000	\$164,000	\$398,000
Jennings	Jennings	\$2,205,000	\$1,544,000	\$3,749,000
Jonesboro	Jonesboro	\$211,000	\$148,000	\$359,000
Jonesville	Jonesville	\$1,288,000	\$902,000	\$2,190,000

General Aviation Visitor-Related Output

	Airport Name	Direct Output	Multiplier Output	Total Output
Lake Charles	Chennault International	\$1,343,000	\$940,000	\$2,283,000
Lake Providence	Byerley	\$134,000	\$94,000	\$228,000
Leesville	Leesville	\$212,000	\$148,000	\$360,000
Mansfield	C.E. "Rusty" Williams	\$254,000	\$178,000	\$432,000
Many	Hart	\$141,000	\$99,000	\$240,000
Marksville	Marksville Municipal	\$106,000	\$74,000	\$180,000
Minden	Minden	\$410,000	\$287,000	\$697,000
Natchitoches	Natchitoches Regional	\$864,000	\$605,000	\$1,469,000
New Iberia	Acadiana Regional	\$1,615,000	\$1,131,000	\$2,746,000
New Orleans	Lakefront	\$12,129,000	\$8,490,000	\$20,619,000
New Roads	False River Regional	\$1,404,000	\$983,000	\$2,387,000
Oak Grove	Kelly Dumas	\$271,000	\$190,000	\$461,000
Oakdale	Allen Parish	\$115,000	\$81,000	\$196,000
Opelousas	St. Landry Parish-Ahart Field	\$643,000	\$450,000	\$1,093,000
Patterson	Harry P. Williams Memorial	\$3,631,000	\$2,542,000	\$6,173,000
Pineville	Pineville Municipal	\$649,000	\$454,000	\$1,103,000
Pollock	Pollock Municipal	\$29,000	\$20,000	\$49,000
Rayville	John H. Hooks Jr. Memorial	\$359,000	\$251,000	\$610,000
Reserve	Port of South Louisiana Executive Regional	\$372,000	\$260,000	\$632,000
Ruston	Ruston Regional	\$1,458,000	\$1,021,000	\$2,479,000
Shreveport	Shreveport Downtown	\$3,467,000	\$2,427,000	\$5,894,000
Slidell	Slidell	\$1,173,000	\$821,000	\$1,994,000
Springhill	Springhill	\$112,000	\$78,000	\$190,000
St. Joseph	Tensas Parish	\$286,000	\$200,000	\$486,000
Sulphur	Southland Field	\$637,000	\$446,000	\$1,083,000
Tallulah	Scott	\$341,000	\$239,000	\$580,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$343,000	\$240,000	\$583,000
Thibodaux	Thibodaux Municipal	\$136,000	\$95,000	\$231,000
Vidalia	Concordia Parish	\$170,000	\$119,000	\$289,000
Vivian	Vivian	\$408,000	\$286,000	\$694,000
Welsh	Welsh	\$206,000	\$144,000	\$350,000
Winnfield	David G. Joyce	\$203,000	\$142,000	\$345,000
Winnsboro	Winnsboro Municipal	\$219,000	\$153,000	\$372,000
Woodworth	Woodworth	\$355,000	\$249,000	\$604,000
General Aviation Airports Total		\$82,136,000	\$57,497,000	\$139,633,000
All Airports Total		\$116,510,000	\$81,558,000	\$198,068,000

Source: Mead & Hunt and IMPLAN.

Table A-16: All Airport-Related Output

All Airport-Related Output				
Airport Name		Direct Output	Multiplier Output	Total Output
Commercial Service Airports				
Alexandria	Alexandria International	\$183,182,000	\$166,591,000	\$349,773,000
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	\$285,911,000	\$215,560,000	\$501,471,000
Lafayette	Lafayette Regional	\$292,542,000	\$221,872,000	\$514,414,000
Lake Charles	Lake Charles Regional	\$119,000,000	\$96,295,000	\$215,295,000
Monroe	Monroe Regional	\$80,710,000	\$66,303,000	\$147,013,000
New Orleans	Louis Armstrong New Orleans Intl.	\$3,690,794,000	\$2,497,883,000	\$6,188,677,000
Shreveport	Shreveport Regional	\$284,217,000	\$217,784,000	\$502,001,000
<i>Commercial Service Airports Total</i>		<i>\$4,936,356,000</i>	<i>\$3,482,288,000</i>	<i>\$8,418,644,000</i>
General Aviation Airports				
Abbeville	Abbeville Chris Crusta Memorial	\$36,453,000	\$25,911,000	\$62,364,000
Alexandria	Esler Regional	\$20,114,000	\$23,833,000	\$43,947,000
Arcadia	Arcadia-Bienville Parish	\$189,000	\$156,000	\$345,000
Bastrop	Morehouse Memorial	\$2,643,000	\$1,951,000	\$4,594,000
Bogalusa	George R. Carr Memorial Air Field	\$1,316,000	\$1,237,000	\$2,553,000
Bunkie	Bunkie Municipal	\$150,000	\$134,000	\$284,000
Columbia	Caldwell Parish	\$190,000	\$157,000	\$347,000
Coushatta	The Red River	\$1,418,000	\$1,037,000	\$2,455,000
Covington	St. Tammany Regional	\$2,467,000	\$1,869,000	\$4,336,000
Crowley	Le Gros Memorial	\$4,437,000	\$3,610,000	\$8,047,000
De Quincy	De Quincy Industrial Airpark	\$966,000	\$889,000	\$1,855,000
De Ridder	Beauregard Regional	\$2,234,000	\$2,044,000	\$4,278,000
Delhi	Delhi Municipal	\$616,000	\$460,000	\$1,076,000
Eunice	Eunice	\$1,162,000	\$1,204,000	\$2,366,000
Farmerville	Union Parish	\$542,000	\$450,000	\$992,000
Franklinton	Franklinton	\$357,000	\$274,000	\$631,000
Galliano	South Lafourche Leonard Miller Jr.	\$86,441,000	\$62,771,000	\$149,212,000
Gonzales	Louisiana Regional	\$11,015,000	\$8,177,000	\$19,192,000
Hammond	Hammond Northshore Regional	\$88,618,000	\$99,209,000	\$187,827,000
Homer	Homer Municipal	\$263,000	\$278,000	\$541,000
Houma	Houma-Terrebonne	\$176,312,000	\$127,508,000	\$303,820,000
Jackson	Feliciana Airpark	\$90,000	\$87,000	\$177,000
Jeanerette	Le Maire Memorial	\$367,000	\$281,000	\$648,000
Jena	Jena	\$751,000	\$840,000	\$1,591,000
Jennings	Jennings	\$11,490,000	\$8,253,000	\$19,743,000
Jonesboro	Jonesboro	\$430,000	\$326,000	\$756,000
Jonesville	Jonesville	\$3,058,000	\$2,169,000	\$5,227,000

All Airport-Related Output

	Airport Name	Direct Output	Multiplier Output	Total Output
Lake Charles	Chennault International	\$177,521,000	\$145,188,000	\$322,709,000
Lake Providence	Byerley	\$1,850,000	\$1,315,000	\$3,165,000
Leesville	Leesville	\$914,000	\$770,000	\$1,684,000
Mansfield	C.E. "Rusty" Williams	\$1,903,000	\$1,654,000	\$3,557,000
Many	Hart	\$335,000	\$254,000	\$589,000
Marksville	Marksville Municipal	\$590,000	\$489,000	\$1,079,000
Minden	Minden	\$2,566,000	\$2,356,000	\$4,922,000
Natchitoches	Natchitoches Regional	\$14,210,000	\$11,341,000	\$25,551,000
New Iberia	Acadiana Regional	\$43,345,000	\$32,674,000	\$76,019,000
New Orleans	Lakefront	\$93,313,000	\$74,834,000	\$168,147,000
New Roads	False River Regional	\$11,440,000	\$8,981,000	\$20,421,000
Oak Grove	Kelly Dumas	\$3,237,000	\$2,329,000	\$5,566,000
Oakdale	Allen Parish	\$5,313,000	\$4,002,000	\$9,315,000
Opelousas	St. Landry Parish-Ahart Field	\$7,229,000	\$5,533,000	\$12,762,000
Patterson	Harry P. Williams Memorial	\$12,566,000	\$9,233,000	\$21,799,000
Pineville	Pineville Municipal	\$4,015,000	\$2,930,000	\$6,945,000
Pollock	Pollock Municipal	\$39,000	\$33,000	\$72,000
Rayville	John H. Hooks Jr. Memorial	\$7,383,000	\$5,272,000	\$12,655,000
Reserve	Port of South Louisiana Executive Regional	\$5,496,000	\$4,720,000	\$10,216,000
Ruston	Ruston Regional	\$15,507,000	\$11,308,000	\$26,815,000
Shreveport	Shreveport Downtown	\$16,402,000	\$12,355,000	\$28,757,000
Slidell	Slidell	\$17,930,000	\$14,671,000	\$32,601,000
Springhill	Springhill	\$1,451,000	\$1,106,000	\$2,557,000
St. Joseph	Tensas Parish	\$571,000	\$418,000	\$989,000
Sulphur	Southland Field	\$4,229,000	\$3,578,000	\$7,807,000
Tallulah	Scott	\$3,915,000	\$2,791,000	\$6,706,000
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	\$7,871,000	\$6,793,000	\$14,664,000
Thibodaux	Thibodaux Municipal	\$2,606,000	\$1,925,000	\$4,531,000
Vidalia	Concordia Parish	\$2,488,000	\$1,839,000	\$4,327,000
Vivian	Vivian	\$2,067,000	\$1,543,000	\$3,610,000
Welsh	Welsh	\$1,015,000	\$730,000	\$1,745,000
Winnfield	David G. Joyce	\$525,000	\$604,000	\$1,129,000
Winnsboro	Winnsboro Municipal	\$3,801,000	\$2,732,000	\$6,533,000
Woodworth	Woodworth	\$1,607,000	\$1,353,000	\$2,960,000
General Aviation Airports Total		\$929,339,000	\$752,769,000	\$1,682,108,000
All Airports Total		\$5,865,695,000	\$4,235,057,000	\$10,100,752,000

Source: Mead & Hunt and IMPLAN.