General Aviation Airport Feasibility Study
Plaquemines Parish, Louisiana

Prepared For:
New Orleans Regional Planning Commission (NORPC)
Plaquemines parish Government

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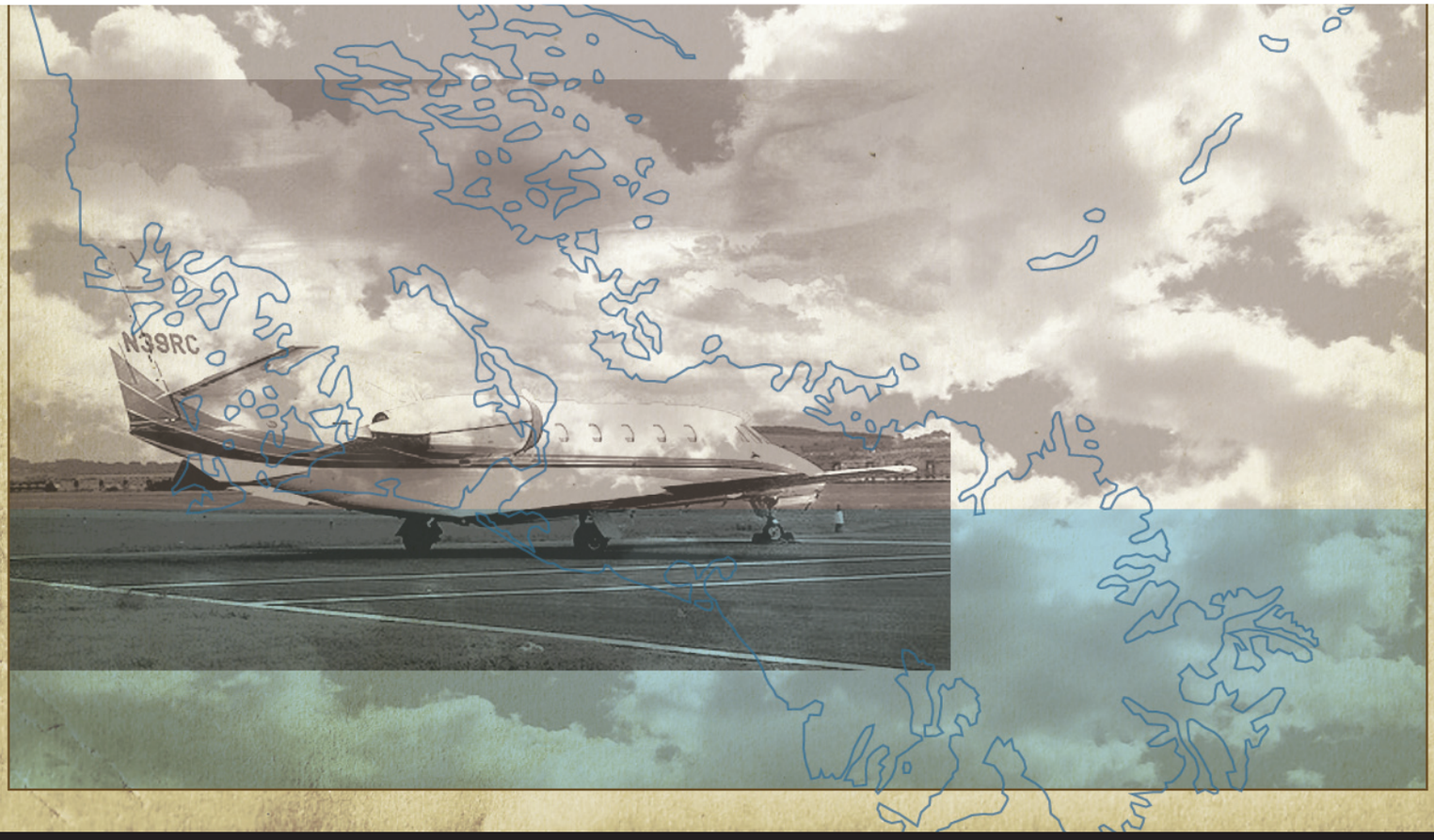

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General Aviation Airport Feasibility Study
Plaquemines Parish, Louisiana

This General Aviation Airport Feasibility Study was developed to determine the potential demand for and possible sites of a potential general aviation airport in Plaquemines Parish, Louisiana. There are numerous factors which affect both the demand for such a facility and the ultimate site for development and this study provides a summary of the information which addresses these two elements. The report was prepared by GCR and Associates, Inc. for the New Orleans Regional Planning Commission (RPC), who partnered with the Plaquemines Parish Government to sponsor the project.

Background

For a number of years, requests have been made to Plaquemines Parish Government officials by constituents and business groups regarding the need for a public use airport within the boundaries of the parish. In order to determine the viability of undertaking such a project, the Parish Government, in association with the RPC, determined that a study was needed to gauge both demand for a prospective facility and determine a conceptual location for the development**.**

This study and related report address both of the primary questions. This report has taken a high level view of the potential demand for a facility, based on trends at the national, state and local level which could affect aviation in Plaquemines Parish. This was combined with an analysis of business activity in the parish to develop the framework for a potential facility.

GCR examined all aviation facilities within the study area to determine their characteristics and trends and then conducted a survey of all current registered aircraft owners and pilots within the study area. This survey also included all business owners or operators within Plaquemines Parish who have over 100 employees and SIC/NAICS classifications of industrial or heavy commercial. In addition, surveys were conducted of all commercial entities who have expressed an interest to Plaquemines Parish for a facility to be developed.

GCR then conducted an analysis of all available sites on the west bank of Plaquemines Parish to determine available candidate locations suitable for development. Recommendations and associated cost and funding structures are included at the end of this report.

Purpose and Need

This section identifies the potential market which will use the facility and identifies all of the factors and characteristics which will influence its size and configuration. This section delineates the nature and character of the potential users of the airport and the need for the airport to be developed to serve a latent market. Based on this latent demand, each of the facility components is delineated to satisfy the need.

Current Aviation Activity in Plaquemines Parish

Currently, Plaquemines Parish has a number of aviation landing facilities which are privately owned and operated as shown in Figure 1. The most significant aviation landing facility in Plaquemines Parish is the Naval Air Station, Joint Reserve Base (NAS/JRB), located in Belle Chasse. This facility is home to the U.S. Navy, Louisiana Air National Guard, U.S. Air Force Reserve, U.S. Coast Guard and the U.S. Customs Service. The NAS/JRB maintains a 24 hour operational capability to support launches and recoveries of Coast Guard sea air rescue, U.S. Customs alert and the 159th fighter group/Louisiana Air National Guard, North American Air Defense Command alert requirements. This facility has extensive flight operations of fighter class military aircraft and requires airspace coordination for any civilian aviation activities.

Two other airport facilities are located in the parish: Southern Seaplane, which is a combination asphalt runway (3,200' X 40') and seaplane base (5,000' X 100'), located in Belle Chasse; and Birdwin Airport, which is a turf strip (2,200' X 60'), located 2 nautical miles SE of Port Sulfur. In addition, there are eight seaplane bases and 14 heliports located throughout the parish. Table 1 provides a listing of all the civilian landing facilities located within Plaquemines Parish. Because these facilities are small, private facilities, accurate operational information is not maintained by the FAA.

Table 1: Civilian Aviation Landing Facilities in Plaquemines Parish

Facility Type	Facility Name	City
Airport	Southern Seaplane	Belle Chasse
Airport	Birdwin	Port Sulphur
Heliport	Conoco Inc. Venice	Belle Chasse
Heliport	Jesuits Bend	Belle Chasse
Heliport	Robert L Suggs	Boothville
Heliport	Amax Metals Recovery Inc.	Braithwaite
Heliport	Bastian Bay	Buras
Heliport	Barataria Bay	Escaille
Heliport	Panther Helicopters Inc	Belle Chasse
Heliport	Shell Central Facilities E Bay Block 24	Belle Chasse
Heliport	Evergreen Venice	Venice
Heliport	Chevron Southpass Tank Battery W– 2	Venice
Heliport	Shell Venice Terminal	Venice
Heliport	Era Helicopters Venice Base	Venice
Heliport	Marathon Venice	Venice
Heliport	Air Logistics (Venice) N	Venice
Seaplane Base	Port Sulphur	Port Sulphur
Seaplane Base	Chevron USA Inc.	Venice
Seaplane Base	Shell Central Facilities	Venice
Seaplane Base	West Bay	Venice
Seaplane Base	Romere Pass	Venice
Seaplane Base	E– 8 Tank Battery	Venice
Seaplane Base	Venice Base Heliport and SPB	Venice
Seaplane Base	Tiger Pass	Venice

Business Climate in the Parish

Plaquemines Parish, because of its size and configuration, has maintained a diverse and dynamic business climate. From its more densely populated suburban characteristic in the northern part of the Westbank, to the more rural and agricultural characteristics of the southern part of the parish, to its sparsely populated east bank, Plaquemines Parish cannot be classically summarized into a specific community type.

From an aviation stand point, however, demand will be driven by three primary characteristics: residential population with aircraft and pilot's licenses (used for recreational flying); businesses with corporate aviation requirements; and commercial and sports fishing enterprises that require aviation support for their businesses. According to Plaquemines Parish, the seafood industry is one of the leading sources of income and the highest employers in Louisiana. Plaquemines Parish is also one of the operational centers for the offshore oil and gas industry. The Plaquemines Port and Harbor Terminal District continues to be one of the coal exporting centers for the United States. From a population standpoint, the parish maintained a residential base in 2008 of over 29,000 residents on both sides of the river.

Oil and Gas Resources

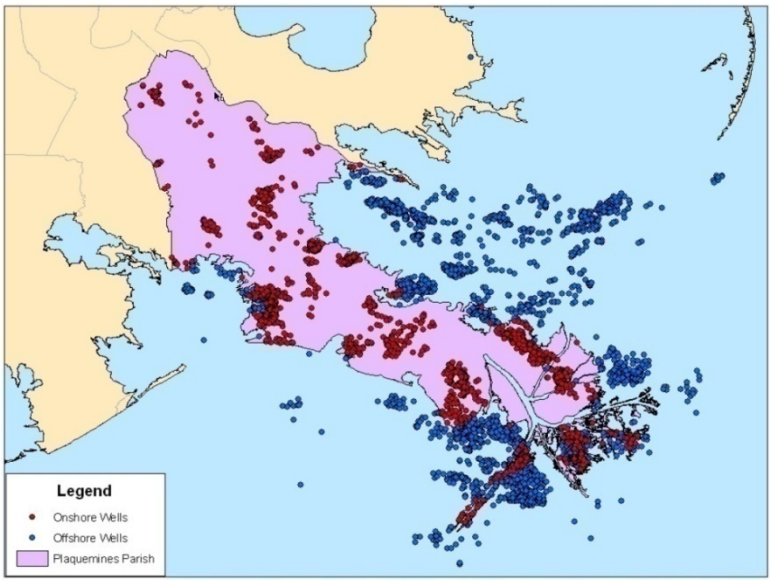
Offshore oil and gas industry activity in the Gulf of Mexico is the primary economic driver at the port facilities in Venice and important to the continued economic development, recovery and growth of Plaquemines Parish, the state of Louisiana and the U.S. energy economy. Plaquemines Parish is the most concentrated area of oil and gas production in the state of Louisiana (*Figure 1* and *Figure 2*) and includes almost all types of energy production, support and infrastructure (production, support, storage, transportation, refining and petrochemical). Outer Continental Shelf (OCS) oil and natural gas production located offshore of Plaquemines has been increasing significantly, as has its share of total federal OCS production. Prior to Hurricane Katrina, the offshore area accounted for half of the total oil production and one– third of total natural gas production in the Gulf of Mexico[1].

The greatest majority of offshore oil and natural gas resources in the Gulf of Mexico are located off the coast of Louisiana. The total endowment of oil and gas resources in state waters, including both cumulative production through 2004 and undiscovered technically recoverable resources (UTRR), are overwhelmingly located off the coast of Louisiana. Similarly, the total endowment of oil and gas resources in the federal OCS, including both cumulative production through 2004 and UTRR, are also overwhelmingly located off the coast of Louisiana[2].

[1] Dismukes, David E., Seth Cureington and Elizabeth Oleks, LSU Center for Energy Studies, *The Importance of Energy Production and Infrastructure in Plaquemines Parish*, June 14, 2006.

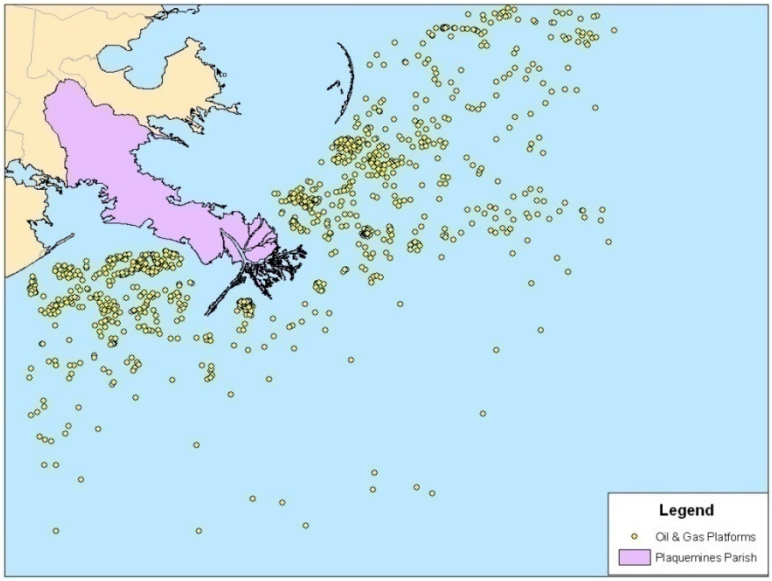
[2] Mineral Management Service, *Report to Congress: Estimates of Natural Gas and Oil Reserves, Reserves Growth and Undiscovered Resources in Federal and State Waters off the coasts of Louisiana, Texas, Alabama and Mississippi*; based on information available as of January 1, 2003.

Figure 1: Active Oil and Gas Wells (approx. 11,000) in Plaquemines Parish (State jurisdiction), 2006



Source: LSU Center for Energy Studies

Figure 2: Active Oil and Gas Structures (approx. 1,102) on the OCS in the vicinity of Plaquemines Parish (MMS jurisdiction), 2006



Source: LSU Center for Energy Studies

Production in Plaquemines Parish accounts for twenty percent of the state's oil production and 10 percent of the state's natural gas production. The Parish contributes over $230 million of mineral revenues to the state each year and it contributed the largest share of state production and mineral revenues from 1997– 2006 – over $2.1 billion in total[3].

Population and Businesses

The population and related demographic categories within Plaquemines Parish in 2008 exceeded those in the year 2000 as shown in *Table 2*. This means that any losses experienced during Hurricane Katrina have been overcome and the parish has continued to grow. In addition, this table illustrates that population is expected to continue its growth in the intermediate period.

Table 2: Historical and Forecast Key Demographic Indicators in Plaquemines Parish

Categories	2000	2008	2013
Population	26,757	29,240	31,631
Households	9,021	10,143	11,073
Families	6,999	7,810	8,466
Average Household Size	2.89	2.83	2.81
Owner Occupied Housing Units	7,117	8,052	8,700
Renter Occupied Housing Units	1,904	2,091	2,373
Median Age	33.7	34.2	35.1

Table 3 shows the number of total businesses and employees in the parish, with a corresponding employee/residential population ratio.

Table 3: Business Indicators

Category	Number
Total Businesses	847
Total Employees	12,297
Total Residential Population	29,240
Employee/Residential Population Ratio	0.42

[3] Mineral Management Service, *Report to Congress: Estimates of Natural Gas and Oil Reserves, Reserves Growth and Undiscovered Resources in Federal and State Waters off the coasts of Louisiana, Texas, Alabama and Mississippi*; based on information available as of January 1, 2003.

Table 4 provides a summary of all the businesses located in Plaquemines Parish, divided by NAICS code. This shows the number of businesses and the number of employees per business broken down by each of the primary categories.

Table 4: Businesses by NAICS Code

	BUSINESSES		EMPLOYEES	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing and Hunting	4	0.5%	7	0.1%
Mining	4	0.5%	41	0.3%
Utilities	0	0.0%	0	0.0%
Construction	127	15.0%	1,476	12.0%
Manufacturing	57	6.7%	1,584	12.9%
Wholesale Trade	60	7.1%	671	5.5%
Retail Trade	92	10.9%	776	6.3%
Transportation and Warehousing	48	5.7%	1,830	14.9%
Information	7	0.8%	46	0.4%
Finance and Insurance	27	3.2%	92	0.7%
Real Estate and Rental and Leasing	35	4.1%	316	2.6%
Professional, Scientific and Technical Services	69	8.1%	561	4.6%
Legal Services	17	2.0%	57	0.5%
Management of Companies and Enterprises	0	0.0%	0	0.0%
Administrative and Support and Waste Management and Remediation Services	43	5.1%	271	2.2%
Educational Services	17	2.0%	1,106	9.0%
Health Care and Social Assistance	29	3.4%	233	1.9%
Arts, Entertainment and Recreation	25	3.0%	212	1.7%
Accommodation and Food Services	46	5.4%	860	7.0%
Other Services (except Public Administration)	84	9.9%	424	3.4%
Automotive Repair and Maintenance	15	1.8%	66	0.5%
Public Administration	43	5.1%	1,427	11.6%
Unclassified Establishments	30	3.5%	364	3.0%
Totals	847	100.0%	12,297	100.0%

Source: Data provided by Info USA

National Aviation Activity Perspective

Aviation activity in the United States has been strong over the past ten years, with noticeable decreases in activity occurring in 2008, precipitated by dramatic increases in aviation fuel costs. *Figure 3* illustrates the number of registered aircraft in the U.S. each year since 1973. *Figure 4* shows the number of aircraft manufactured in the United States each year since 1980. As shown, the number of aircraft has fluctuated over the years, with 2006 being the year with the single greatest number of registered aircraft. Fuel prices have stabilized since their record highs in 2008, but the general economic outlook for the nation is expected to preclude a full recovery to 2006 aircraft registration levels. There remains some degree of uncertainty related to the overall economic conditions and the long term stability of oil and related fuel prices.

Figure 3: History of Registered Aircraft in U.S. Through 2006

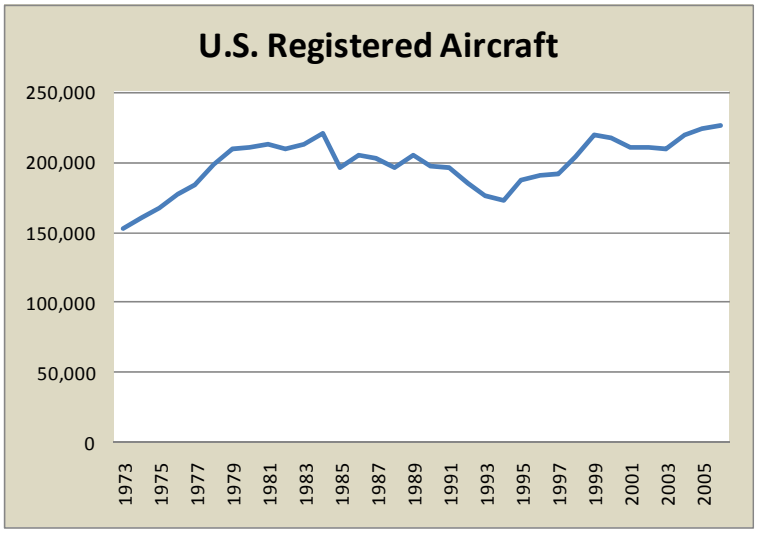


Figure 4: Annual Count of Aircraft Manufactured in U.S. Through 2008

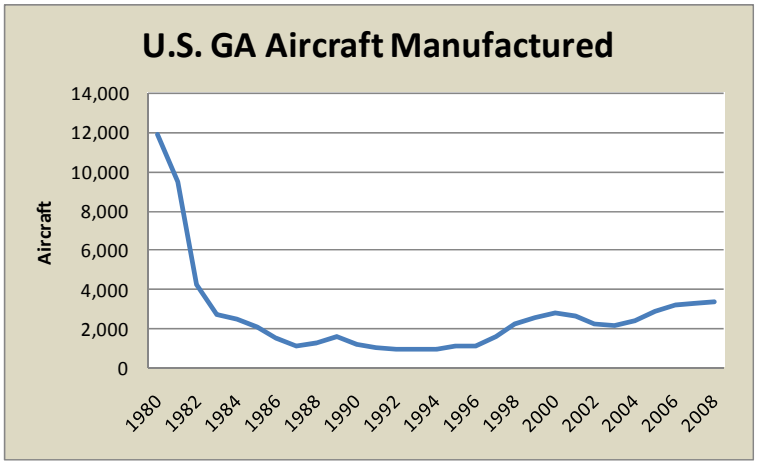
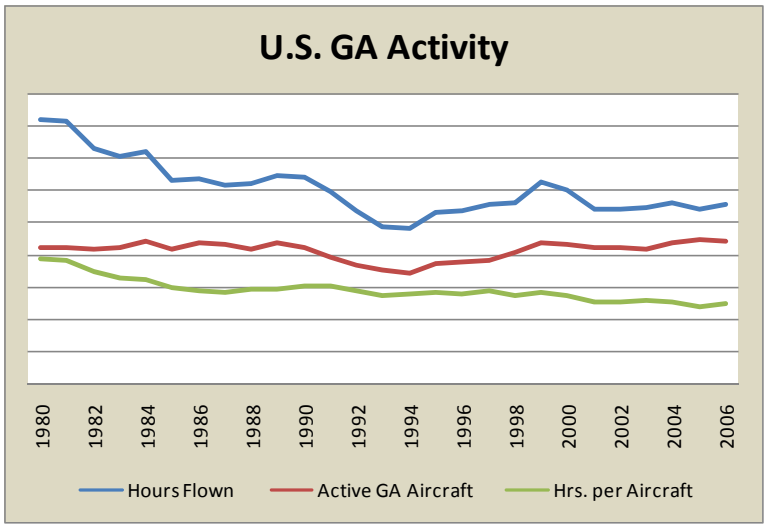


Figure 5 graphically illustrates the active general aviation aircraft in the United States compared to the hours flown for all aircraft. The third line shows the calculated hours flown per aircraft, representing a general decline in overall activity in the country.

In summary, the general aviation market nationally continues to be challenging since 2006, with the cost of fuel being the predominant factor affecting activity.

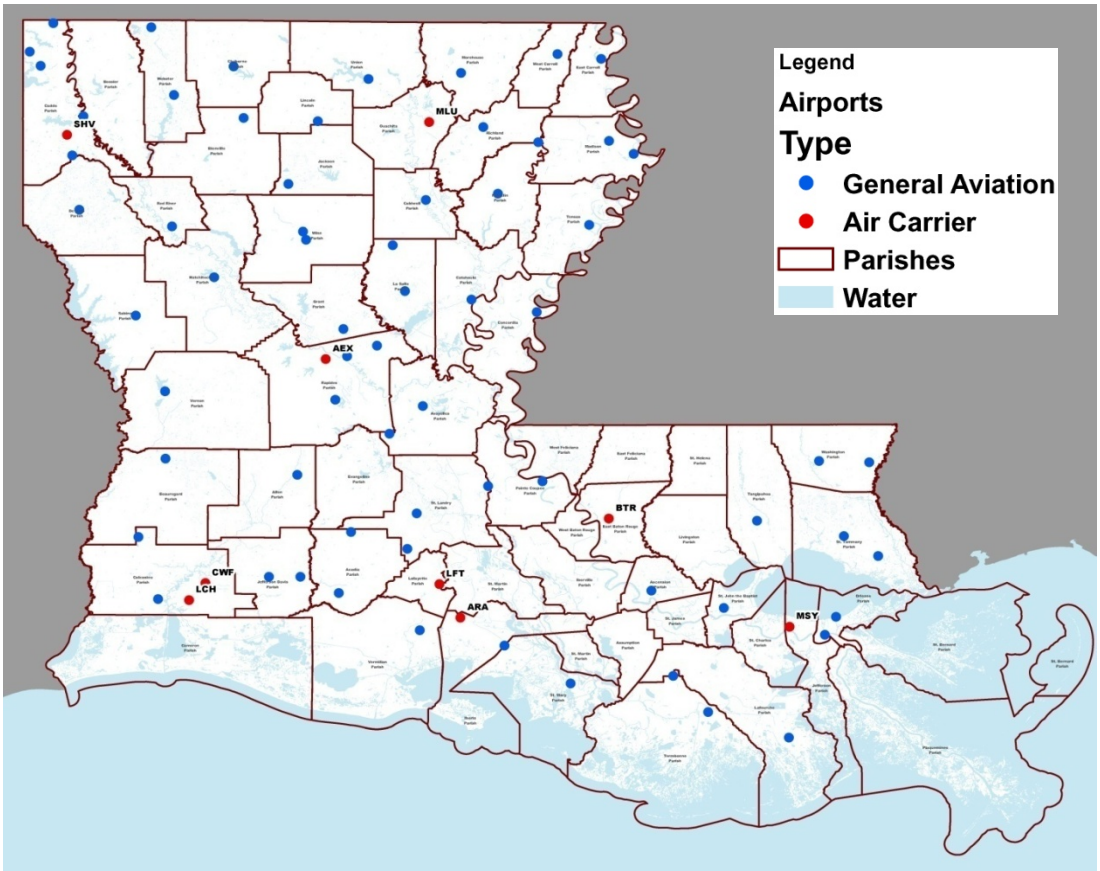
Figure 5: Hours Flown by Aircraft in U.S.



Louisiana Aviation Perspective

Aviation activity in Louisiana, by contrast to national trends, has been considerably strong. Louisiana has a significant inventory of airport infrastructure, with 75 public use airports (seven of them being commercial service), with a total of 475 facilities of all types (including heliports and seaplane bases) as shown in *Figure 6*.

Figure 6: Location of Louisiana Public Use Airports



One of the most telling statistics about aviation in Louisiana is the average number of hours flown by a registered aircraft. According to the Aircraft Owners and Pilots Association (AOPA), Louisiana ranks second only to Hawaii in the number of hours flown per registered aircraft. The list of top ten states is depicted in *Table 5*. This means that aviation in Louisiana is not only vital but is dramatically more active and essential to our flying community than in virtually all other states.

Table 5: State Averages of Annual Hours Flown per Aircraft

State	Aircraft Population Size	Estimated Hours Flown	Est. Average Hours Flown
Hawaii	620	121,069	251.5
Louisiana	3,633	658,019	217.2
Oklahoma	4,986	787,621	201.5
Utah	2,353	363,184	187.6
Connecticut	2,600	380,153	179.3
Delaware	3,617	417,657	160.9
Mississippi	2,510	324,936	157.2
Ohio	9,418	999,454	150.8
Nevada	4,187	412,785	138.1
Florida	20,134	2,137,202	135.5
		National Avg.	**120.3**

Using the FAA's Terminal Area Forecast reports, which tracks based aircraft and operational activity at all National Plan of Integrated Airport Systems (NPIAS) airports in the United States, the number of based aircraft has increased at Louisiana airports 52% percent since 1990 and the number of operations has increased 22% over the same period as shown in *Figure 7* and *Figure 8*. Similar to national trends, however, this level of growth may be difficult to sustain given the economic conditions and price of fuel.

Figure 7: History and Forecast of Based Aircraft at Louisiana and Vicinity Airports

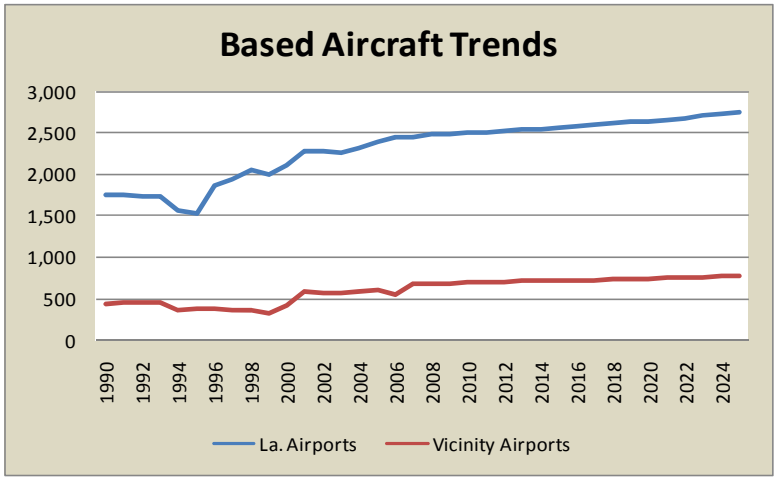
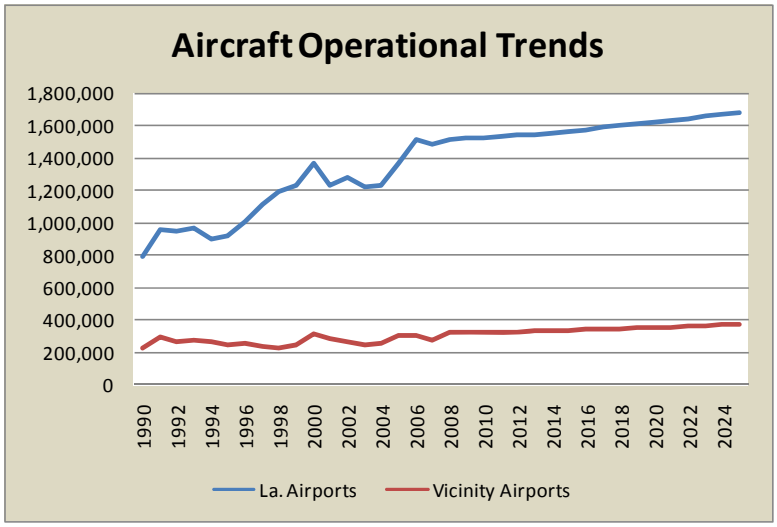


Figure 8: History and Forecast of Operations at Louisiana and Vicinity Airports



Aviation Activity in the Study Area

For purposes of this project, the study area is defined as Plaquemines Parish and the Westbank of Jefferson Parish. These two areas are shown, based on travel time calculations, to be underserved by current public use aviation facilities. As shown in *Figure 9*, the nearest public use facility for this area is either Lakefront Airport or Louis Armstrong New Orleans International Airport.

Within the Metropolitan New Orleans area, there are 164 aircraft registered with the FAA, with 24 in the study area. These are categorized and illustrated in *Figure 10*. Additionally, there are approximately 1,267 pilots located within the Metropolitan New Orleans area and 299 located within the study area. These locations are graphically depicted in *Figure 10*. Currently, there are 35 aircraft based at the general aviation airports in Plaquemines Parish, based on the FAA 5010 master record.

Figure 9: Location of all Landing Facilities in Vicinity of Plaquemines Parish

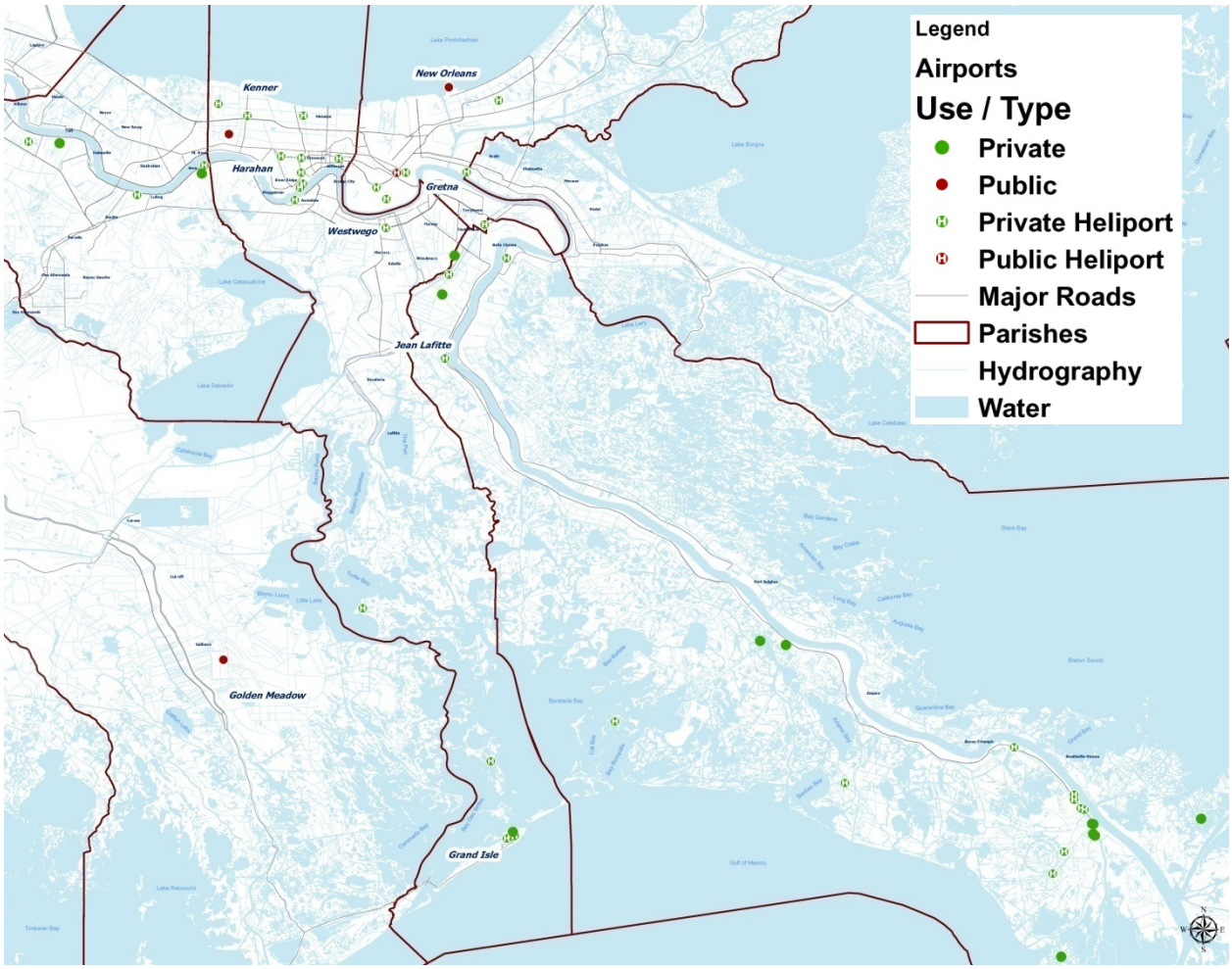
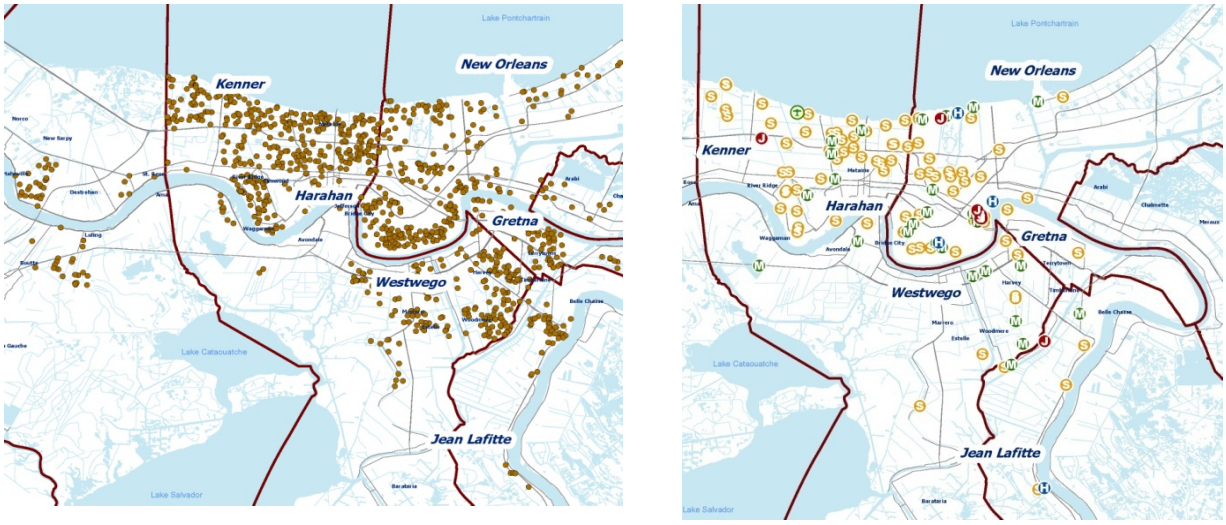


Figure 10: Location of Registered Aircraft and Pilots (respectively) in New Orleans Metropolitan Area



Public Use Airports in the Vicinity

Within the vicinity of Plaquemines Parish, there are seven public use airports and one public use heliport. The listing of these facilities, along with their based aircraft and operational information, is contained in *Table 6*. These facilities have all had a strong history of aviation activity and growth and *Table 6* also illustrates the expected growth for each of these facilities by the FAA through the year 2015.

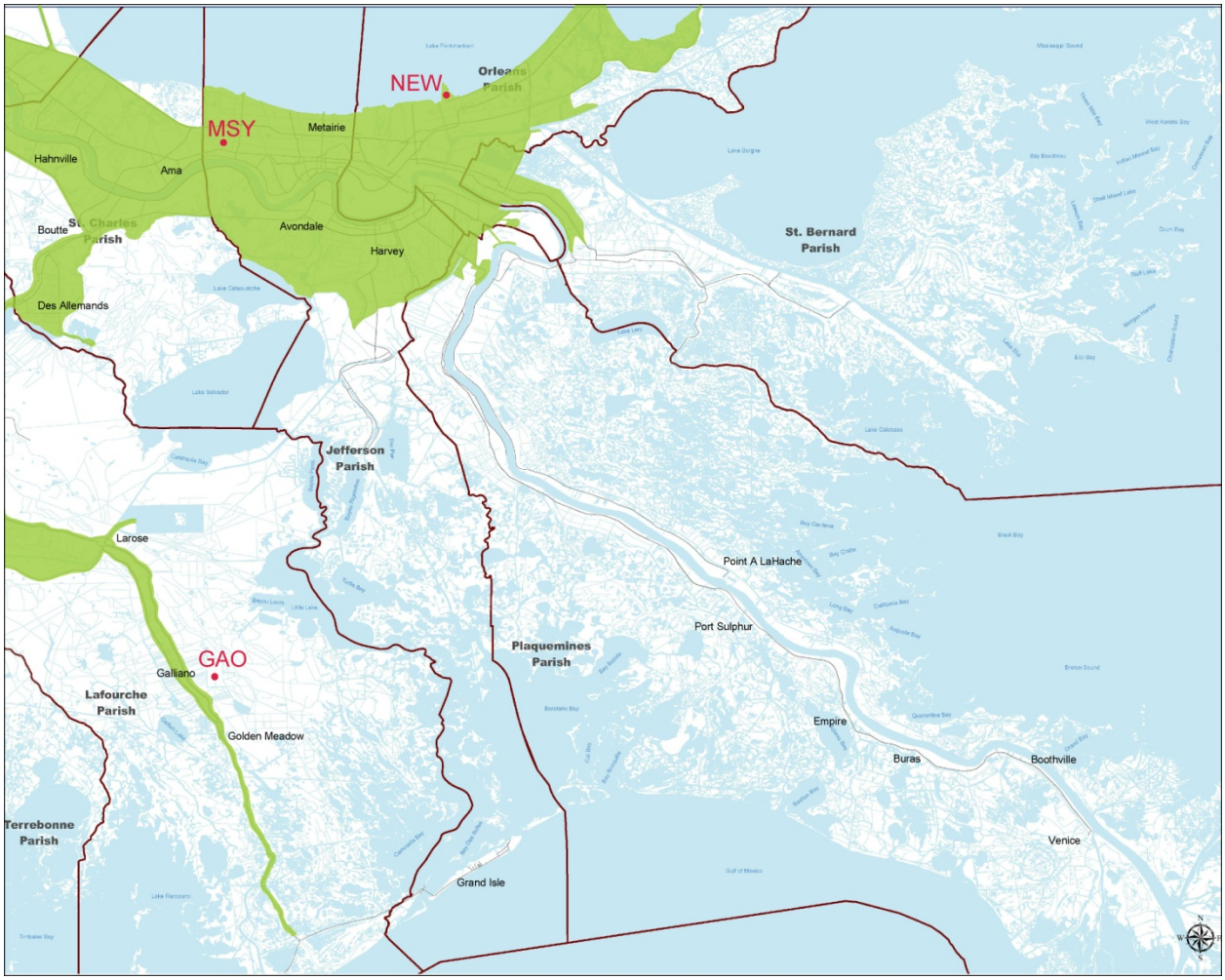
Table 6: Operations and Based Aircraft at Vicinity Airports (2007 and 2015)

Code	Airport	2007 GA Operations	2007 Based Aircraft	2015 GA Operations	2015 Based Aircraft
MSY	Louis Armstrong	28,884	19	27,411	24
NEW	N.O. Lakefront	87,496	214	69,496	235
HUM	Houma– Terrebonne	99,927	109	114,550	128
1L0	St. John the Baptist Parish	20,300	81	20,300	81
7NO	N.O. Downtown Heliport	1,500	0	1,500	0
ASD	Slidell	85,000	81	85,000	77
GAO	South Lafourche	12,404	28	16,652	28
L31	St. Tammany Regional	25,600	20	25,600	19
HDC	Hammond	76,850	140	76,850	142
	Totals	**437,961**	**692**	**437,359**	**743**

Drive Times

FAA criteria for the development of a new airport are based, in part, on drive times for populations not adequately served by existing airports. In order to be considered underserved, the nearest airport must be located more than a thirty minute drive time away. As part of this study, GCR conducted a drive time analysis of existing airports within the study area, based on the thirty minute FAA rule. *Figure 11* shows the estimated drive time from Lakefront and New Orleans International Airports, which are the nearest facilities to Plaquemines Parish. As shown, 79% of the population base of Plaquemines Parish is outside of the thirty minute drive. Geographically, 98% of the parish is beyond the 30 minute drive time from these facilities.

Figure 11: 30 – Minute Drive Time to Vicinity Public Use Airports



Potential User Survey

One of the primary elements of this study was to assess and determine the underlying latent demand for a new airport facility in Plaquemines Parish. Conventional methods of demand assessment, such as demographic analysis, drive time calculations and regional aviation growth trends only tell part of the story about potential users of a new facility. For years, Plaquemines Parish officials have been hearing from constituents and business groups about the need and desire of aviation operators to have a public use airport located in the parish. Based on the sheer volume of these requests over the years, Plaquemines Parish officials determined that an assessment beyond the conventional demand factors was required. As such, GCR conducted a multi– phase survey of potential users to gauge their level of commitment to operate at a proposed Plaquemines Parish airport.

The first phase of this survey was to develop a composite list of all individuals or companies who have expressed an interest in operating at the airport. This list was combined with a list of all existing aircraft owners and pilots within the study area. Lastly, GCR, in conjunction with the Regional Planning Commission, developed a database of all parish businesses with more than 100 employees and categorized as manufacturing or industrial. A simple survey was then mailed to each of these stakeholders (approximately 400 surveys) to determine if there was any interest in a new facility in the parish. Follow– up discussions were conducted with each respondent who expressed an interest in the airport. These follow– up discussions centered on the exact nature of the aviation operator, his/her level of interest or commitment to operate or base an aircraft at a proposed new airport and the level of facilities and services required in order for that commitment to be realized. The Appendix includes the list of all individuals and companies who received the initial survey. *Table 7* and *Table 8* contains the list of individuals deemed most interested and/or committed to a new facility in Plaquemines Parish. As discussed in the next section of this study, multiple site locations were considered for this airport facility development. The survey and subsequent interview also attempted to gauge demand based on location of the development.

Table 7: Potential Users who would Base their Aircraft in Plaquemines

User	Aircraft	Est. Operation Per Year	Aircraft Design Group	Approach Speed (Knots)	Rwy. Length Required
L. Olivares	Rotorcraft Helicopters				
B. Wallace	(2)C180, (2)C182, (7)C172		A– I	66– 77	3,600’
D. Miles	Cirrus SR22		A– I	75	3,600’
D. Wille	Piper PA28– 140	730	A– I	61	3,600’
D. Simon	Cessna 150/Cessna 310	730	A– I/B– I	55 / 81	3,600’
E. Covell	Robinson R44 and Bell 206B	312			
F. Hazen	Piper Arrow II	48	A– I	60	3,600’
J. Perry	Rockwell Commander 114	104	A– I	72	3,600’
L. Collins	Cessna 170A	104	A– I	56	3,600’
L. .Pevey	Phantom X– 1	104			
M. Hartman	Cessna Skyhawk	208	A– I	66	3,600’
M. Lincoln Jr	Cessna 150	120	A– I	55	3,600’
R. McGee	Experimental RV7	208			
R. Rowley	Cessna 182	48	A– I	64	3,600’
		2,716 OPS			

Table 8: Potential Users who would Operate their Aircraft in Plaquemines

User	Aircraft	Estimated Operation Per Year	Aircraft Design Group	Approach Speed (Knots)	Rwy. Length Required
B. Welch	Piper Warrior/King Air 90	10	A– I / B– II	61 / 117	3,600’
B. Albecht	Piper PA30 Twin Comanche	192	A– I		3,600’
B. Goodbee	Cessna 172	24	A– I	66	3,600’
Hammond Air	Floatplanes (x4)	96	A– I		
C. Decoteau	Piper Arrow	72	A– I	60	3,600’
D. Sillinger	Cessna 150/Cherokee 6	20	A– I / A– I	55 /	3,600’
D. Sisung	Cessna 185		A– I	70	3,600’
D. Schiro	American Decathlon	8	A– I	69	3,600’
H.W. Hunter Jr.	1960 Piper PA22/20		A– I	55	3,600’
J. Shaw	sig. piston	24	A– I		
J. Freeman	Cessna 172	100	A– I	66	3,600’
J. Neathamer	Beechcraft Baron B– 55		A– I		3,600’
K. Gunter	Jets– Citation, French 50 & 90	rarely			
O. Tanner Jr	Cessna 182Q	24	A– I	66	3,600’
P. Accardo	Cessna 172/ RV9A	48	A– I / A– I	66 /	3,600’
R. Warner	Cessna 180	4	A– I	77	3,600’
R. Graffeo	Gyro Plane	4			
S. LeBlanc	Bonanza / Cessna 206 / Cessna 172	24	A– I / A– I / A– I	/ 70 / 66	3,600’
V. Dantone	RV4	12	EXP		
W. Seal	Cessna 172XP	20	A– I	66	3,600’
A. Conrad	Piper PA– 24 Comanche	12	A– I	77	3,600’
B. Sullvant	Cessna 172	6	A– I	66	3,600’
B. Adams	Various	140			
B. Morris	PA28– 180	10	A– I	65	3,600’
B. Burch	Cessna 206	96	A– I	70	3,600’
B. Jones	Cessna 210	48	A– I	68	3,600’
C. Soileau	Mooney	10	A– I	65	3,600’
D. Good	Cessna 185	120	A– I	70	3,600’
D. Weber	Beechcraft V– 35 Bonanza	24	A– I	72	3,600’
Dr. G. Corbett	Cessna 182	48	A– I	64	3,600’
E. Botnick	Cessna 150and182	20	A– I / A– I	55 / 64	3,600’
G. Songy	DHC– 2 Beaver	312	A– I		3,600’
G. Borne	Piper J– 3 Cub	24	A– I	57	3,600’
H. Mouton	Turbo Commander	312	B– II	103	3,600’
H. Landry Jr	Ercoupe	10	A– I		3,600’
J. Gonzales	Cessna 152	6	A– I	64	3,600’
J. Bernhes	Experimental– Europa XS	12	A– I		3,600’
J. Jenkins	500S, T34, Bell, 47 G	208			
J. Jones	Cessna 182	72	A– I	64	3,600’
K. Smith	OH58, 206B	40			
L. Parmley	Grumman AA1C+S. Cub	10	A– I		3,600’

User	Aircraft	Estimated Operation Per Year	Aircraft Design Group	Approach Speed (Knots)	Rwy. Length Required
M. St. Pierre	Cessna 172	100	A– I	66	3,600’
M. Marchand	Cessna 172	24	A– I	66	3,600’
Dr. M. Bond	Aerostar 702 P	24	B– I	95	3,600’
N. Funk	Piper PA– 28– 180	8	A– I	69	3,600’
P. Quigley	King Air and Piper PA– 34	208	B– II / A– I	100 / 83	3,600’
P. Thistlewaite	Cessna 172	24	A– I	66	3,600’
P. Flood	Any Type client owns	42			
R. Fuenzalida	Beechcraft Sundowner	8	A– I	66	3,600’
R. Jones	Cessna 182	60	A– I	64	3,600’
R. Campbell	Mooney M20R	4	A– I	65	3,600’
R. Warner	Falcon 10andC– 180	24	B– I / A– I	104 / 77	3,600’
S. Joffrion		20			
S. Ware	RV– 7	8	EXP		
T. Cook	Cessna 172	208	A– I	66	3,600’
T. Marino	SEL	12	A– I		
T. Morgan		4			
W. DeVillier	Cessna 172	100	A– I	66	3,600’
Warner Jr	Citabria	48	A– I	66	3,600’
		3,148 OPS			

As shown in the above tables, a significant level of latent aviation demand exists for a new facility in Plaquemines Parish. While surveys are the most concrete form of establishing demand for facilities to serve specific aircraft, it is reasonably stated that additional demand is present which is difficult to gauge through potential user surveys. A significant level of seasonal activities exists within commercial and recreational fishing enterprises, as well as sport fishing and events. There is also a significant level of itinerant activity which could occur at the facility to support the fishing tourism industry. It is evident by the level of infrastructure and itinerant high– end housing being developed in the parish that demand for fishing excursions by out– of– town guests is strong.

With that said, user surveys established that upwards of 25 aircraft could be based at the proposed airport. Additionally, over 5,000 annual operations could be established as a baseline level of activity, based on user surveys. This number is expected to rise, based on the harder to quantify commercial and game fishing activities discussed above. In order to support the level of demand established, it is believed that a 4,200 foot by 100 foot runway be established as a first phase development. This runway and associated developments would accommodate documented demand and would provide a catalyst for further strengthening of the aviation market in the parish. *Table 9* illustrates the elements that GCR recommends for development as part of a first phase airport. While some elements of an airport can be deferred for future construction, it is believed that all of the elements expressed in this Phase 1 table are needed in order for the identified market to be served at this proposed airport.

Table 10 provides a list of elements which are considered optional for the first phase, but are essential for at least some of the anticipated demand to be served. *Table 11* provides a list of the remaining components which could be constructed to provide the ultimate development of the airport. This future ultimate development would be a 6,500 foot by 100 foot runway with a full length parallel taxiway and related facilities.

Table 9: Recommended Airport Facility Characteristics / Components – Phase I

New Runway Construction (4,200 ft Length X 100 ft Width) • PCC Rigid Pavement – 6" PCC + 6" Base + geotextile fabric) • Runway construction costs include paving, grading (2'fill), lighting, marking, turfing and minimal drainage within the runway safety area.
RW End turnarounds 75ft depth X 100 ft length w connector
Taxiway Connector to Apron (approx 500 ft X 40 ft)
Aircraft Parking Apron (500 ft X 300 ft)
Vehicle Parking Area (100 ft X 60 ft)
Vehicle Access Road (1,500 ft X 24 ft)

Table 10: Optional Airport Facility Components – Phase II

(10) T– Hangar Units
Above Ground Fuel Tank Installation
Perimeter Security Fencing/w gates
Airport Modular Building (30 ft X 30 ft) for use as Self Service FBO

Table 11: Long– Term Facility Development Components

2300 ft Runway Extension (2,300 ft X 100 ft)
Parallel Taxiway (7,160 ft X 40 ft)
Terminal Structure

SITE SELECTION

Using the results of the potential airport user survey and the recommended facility characteristics, GCR then conducted a site selection process to determine the most suitable site for development. The site selection process is an objective process used to systematically evaluate a defined study area to determine the positive and negative characteristics of each potential site. To accomplish this, the site selection has been divided into five phases to permit a systematic analysis of potential airport sites, as follows:

1. Develop Site Selection Factors: Develop a composite list of major factors used in the selection of potential sites.
2. Identification of Potential Sites: Identify all potential sites which could be considered for development, based on a visual site inspection of the study area.
3. Initial Screening and Elimination of Potential Sites: Conduct a high level assessment and on– site survey to determine any critical conflicts which eliminate the site for further consideration.
4. Final Screening of Candidate Sites: Conduct a detailed assessment of each candidate site to determine their ranking *based* on the established screening criteria. Each site includes an analysis of possible airport layout configurations which would minimize environmental impacts.
5. Assess Candidate Site Details / Identify Preferred Site: Identify preferred site for ultimate airport development.

Phase 1 – Develop Site Selection Factors

The site selection process entails steps to eliminate possible site locations from the study area. As part of this process, a phased analysis is used to assess and further evaluate possible airport locations, as progressively identified by 1) potential, 2) candidate and 3) favored sites. In order to review all potential sites and narrow the list to just candidate sites, GCR developed a two part screening process for which all sites are evaluated.

The first, or initial screening, applies several high level factors which could eliminate a site from further consideration. Any potential site which passed initial screening became a candidate site and was subject to the factors in the final screening. The initial and final screening factors are described below.

Initial Screening

The initial screening was used to provide a very high level overview of sites and determine if there were any fundamental flaws that would preclude them from being acceptable. This initial screening included site surveys and high level analysis based on the following three factors:

- Available land for development – Is there sufficient land available to develop an airport and its initial and ultimate configuration (6,500' in length).
- Site development cost suitability – Does the site have any obvious physical characteristics which would make it unsuitable for development or add significant cost which would jeopardize the project.
- Potential operational constraints and compatibility – Are there any obvious operational incompatibilities with adjoining facilities or other characteristics which would significantly impede operations.

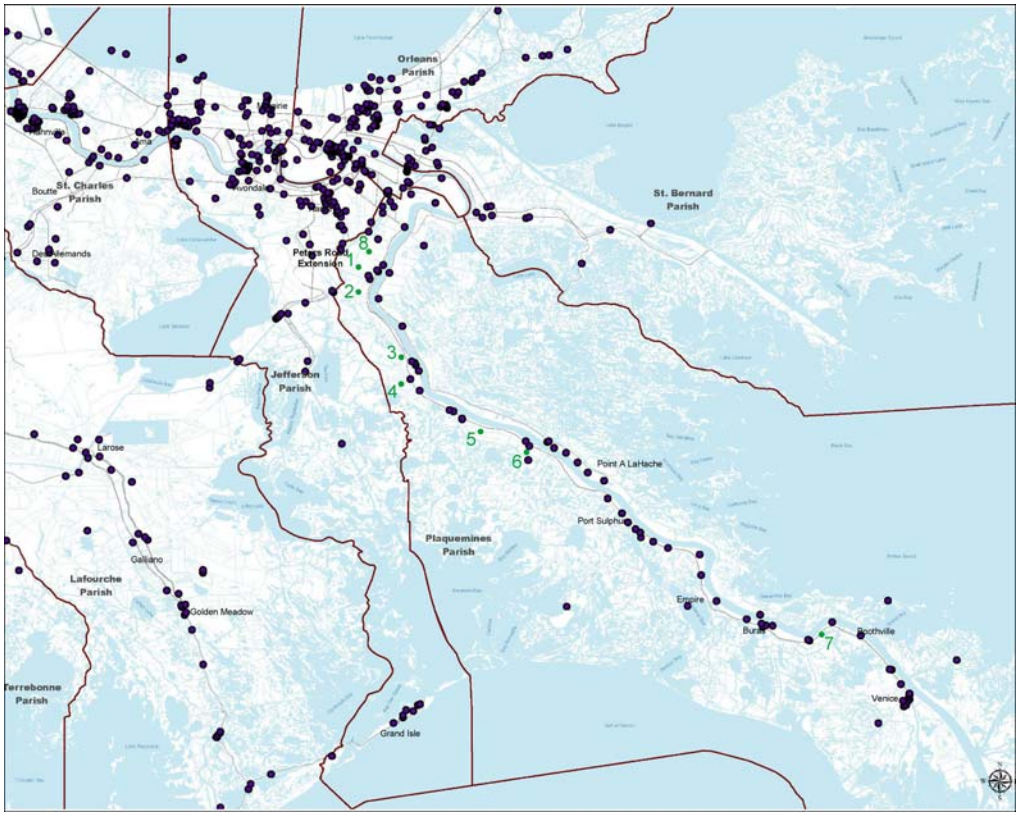
Final Screening

This analysis is based on an electronic overlay modeling technique, which reveals potential site locations by application of the following factors:

- Location / Convenience / Visibility: As with any transportation– related facility, location is the most important factor for consideration of a general aviation airport site. Ground transportation to the airport should provide convenient travel (distance and time) for the majority of residents (pilots, business and general public) within the airport service area. The community served by a proposed airport should be within a 30– minute drive time (20 miles) of the facility for the airport to be included in the national airport system plan. In addition, the site should be visible from the adjacent primary roadway(s) to promote exposure.
- Airport Geometric Design: The physical attributes of the site should accommodate the ultimate airport layout without modifications to FAA airport design standards (runway length, safety areas, wind coverage, etc.).
- Social Factors: Social factors include land use, cultural resources and economic development considerations. The airport site should be compatible with adjacent land uses. The selection process considers impacts to the general population, including: proximity to places of public assembly, changes to roadway patterns, utilities, services, pollution and potential development of aeronautical and non– aeronautical activities at the preferred airport site.
- Environmental Factors: Ecological factors are considered throughout the airport site identification process. Direct and indirect environmental effects should be minimized, as consistent with Federal, State and Local thresholds. To achieve airport– environs compatibility, minimizing aircraft noise impacts on areas surrounding the airport is important. Noise very simply is unwanted sound. Aircraft noise is perceived differently by different individuals. However, concerns about aircraft noise are often reflections of the degree to which aircraft noise intrudes on existing background noise. In general, where ambient noise is low, aircraft noise is perceived as a problem. For example, in an urban area, noise generated by aircraft is muffled by noise generated by traffic and industry. In a quiet, less developed area like Plaquemines Parish, noise generated by small aircraft could be annoying to nearby residents. Each community must decide whether noise related land use controls around their airport should be limited to substantially noise– impacted areas, or if they see a need to control land use in areas impacted by more moderate noise levels.
- Site Acquisition: Relocation of residences or businesses should be minimized or, if possible, entirely avoided. Airport property acquisition should minimize the division of parcels and avoid fractional use of tracts that diminishes a property's economical benefits.
- Airspace: Separation from existing airports should be maintained to minimize visual and instrument airspace conflicts. Tall structures (communication towers, power lines, etc.) as identified in *Figure 12* should be located beyond the FAA imaginary airspace surfaces. Relocation and replacement of existing structures should be avoided. Of particular note, structures greater than 150 feet above ground level are regarded as significant with respect to the site selection analysis.
- Utilities: Due to the industrial classification of airports, the site should be located in close proximity to existing or planned utilities.
- Airport Roadway Access/Entrance: The site should be adjacent to existing paved primary routes to minimize airport entrance road construction costs.

- <u>On– Airport Development</u>: Sufficient areas on the airport site should be allotted for possible commercial/industrial development.

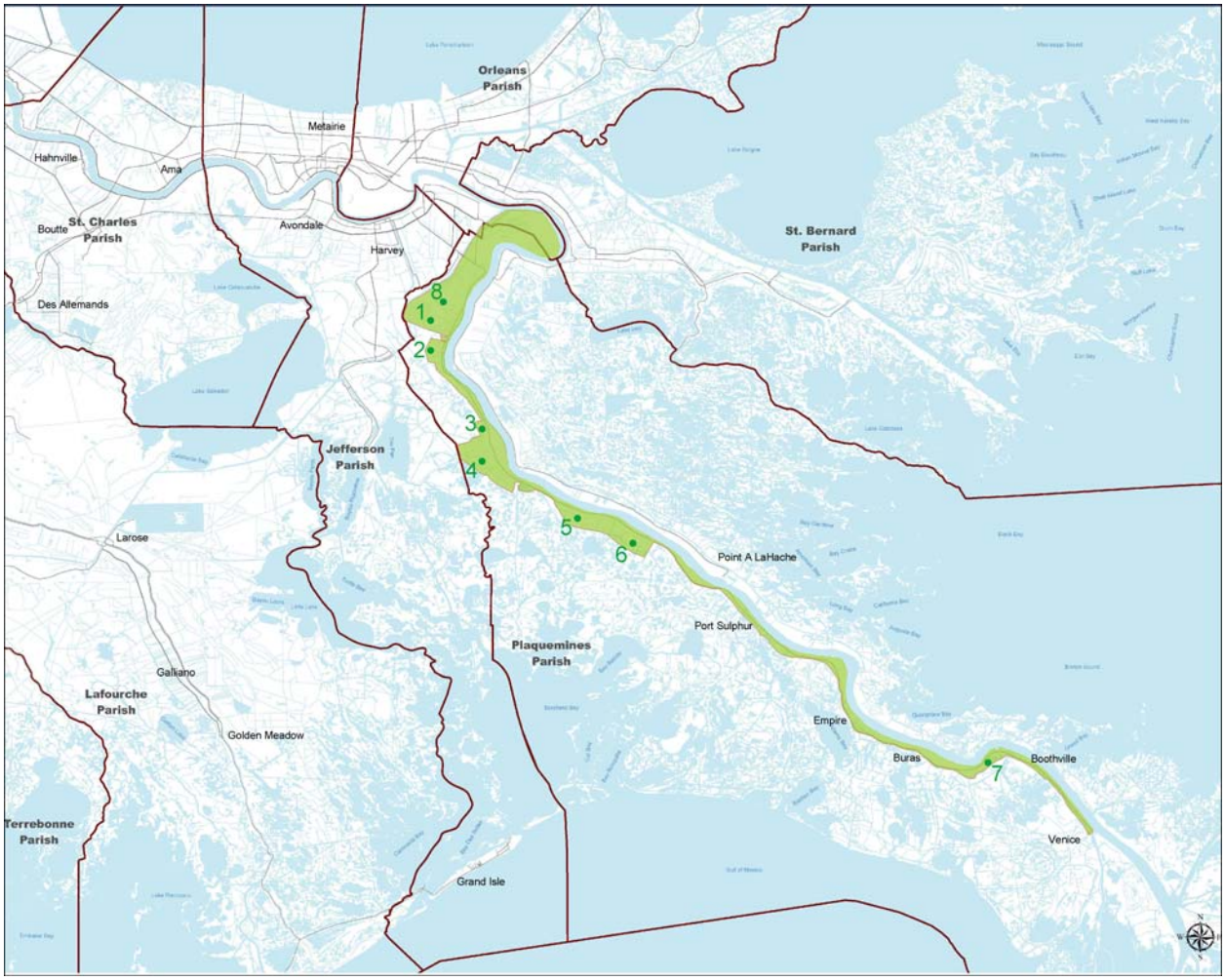
Figure 12: Location of Tall Towers in Plaquemines Parish and Vicinity



Phase 2 – Identification of Potential Sites

The first phase of the site selection process is to identify potential airport development locations based on various criteria. These sites are identified in *Figure 13*. It should be noted that the selection of potential airport sites was evaluated based on a general review and analysis of site factors, with the greatest weight placed on the availability of land. At this point, each potential site was rated based on its overall attributes as determined by the evaluation process.

Figure 13: Available Land Area on West Bank on Plaquemines Parish



Site 1 – Cedar Grove Site
Site 2 – Jesuit Bend Site
Site 3 – Alliance Site
Site 4 – Rosalie/Ironton Site
Site 5 – Lake Hermitage Site
Site 6 – Woodland Site
Site 7 – Fort Jackson Site
Site 8 – New Orleans NAS JRB Joint Use Site

In determining an overall rating for each potential site, attributes were weighed as being advantageous or disadvantageous. A candidate site with fewer disadvantages than another site does not necessarily make the former more appealing or capable of accommodating an airport facility. Negative attributes or disadvantages that were viewed as insurmountable in terms of cost, adverse social issues, or environmental impacts, would be cause to immediately eliminate a potential site from further consideration and study.

Site 1: Cedar Grove Site – Site 1 is located in Cedar Grove (south of Belle Chasse), adjacent and south of the New Orleans NAS JRB. The site is situated west of Highway 23, south of Buccaneer Road and north of Walker Road. It is capable of accommodating the facility requirements identified previously in this study.

Site 2: Jesuit Bend Site – Site 2 is located in the Jesuit Bend area, situated 0.5 miles to the west of Highway 23, south of Hero Canal and east of the Intracoastal Waterway. The site is approximately 2.5 miles south of the New Orleans NAS JRB and the Chevron Refinery. The site is capable of accommodating the facility requirements identified previously in this study.

Site 3: Alliance Site – Site 3 is located in the Alliance area, situated to the west of Highway 23 and due west of the Alliance Refinery. The site footprint is capable of accommodating the facility requirements identified previously in this study.

Site 4: St. Rosalie/Ironton Site – Site 4 is located in the St. Rosalie/Ironton area, situated 0.2 miles to the west of Highway 23 and south of West Ravenna Road. The site is approximately 1.2 miles south of the Alliance Refinery. The site is capable of accommodating the short and long– term facility requirements identified previously in this study.

Site 5: Lake Hermitage Site – Site 5 is located in the Lake Hermitage area, situated 0.3 miles to the southwest of Highway 23 and south of Hermitage Road. The site is approximately 6 miles south of the Alliance Refinery. The site is capable of accommodating the short and long– term facility requirements identified previously in this study; however the site is partially situated on a tract of land that may be used for development of a container ship and inter-modal cargo terminal development called the Millennium Port.

Site 6: Woodland Site – Site 6 is located in Woodland area about 1.5 miles north of West Pointe a la Hache and about 0.25 miles southwest of Highway 23. The site is capable of accommodating the short and long– term facility requirements identified previously in this study.

Site 7: Fort Jackson Site – Site 7 is located across Highway 23 from the Fort Jackson near Boothville, situated 0.2 miles to the southeast of Highway 23. The proposed site is also referred to as the Borrow Pits. The site is capable of accommodating the short and long– term facility requirements identified previously in this study.

Site 8: New Orleans NAS JRB Joint Use Site – Site 8 is in consideration of a joint use capability with the New Orleans NAS JRB existing Runway 14/32 (6,000’ x 200’). The site is capable of accommodating the short and long– term facility requirements identified previously in this study.

Phase 3 – Initial Screening and Elimination of Potential Sites

Based on the factors identified above, each of the seven sites was screened to determine if any of the factors would affect the site. The results of this screening are found in *Table 12*.

Table 12: Critical Conflicts Discovered in Initial Site Screening

Site	Available Land	Site Costs and Suitability	Operational Incompatibility
Site 1 – Cedar Grove Site			
Site 2 – Jesuit Bend Site			
Site 3 – Alliance Site			
Site 4 – St. Rosalie/Ironton Site			
Site 5 – Lake Hermitage Site			
Site 6 - Woodland Site			
Site 7 – Ft. Jackson Site		X	X
Site 8 – New Orleans NAS JRB Base			X

The Site 7 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). The site is clear of most woods and has been used as a borrow pit for soil materials for flood protection projects by the Corps of Engineers. Although the site falls within a flood protection levee system, there are large excavation pits that would need to be filled in order for the site to be usable. Visibility from Highway 23 is good, since there is no development fronting the highway. The site is located 1:15 minutes from the northern Plaquemines population base, which exceeds the FAA drive time criteria. No residential impacts would occur within this airport site; however inspection of the site and vicinity has revealed a substantial offshore helicopter operation within the proposed east approach.

Because of these factors, Site 7 has been eliminated from further consideration.

The Site 8 (NAS/JRB) has favorable characteristics to accommodate anticipated demand from a physical infrastructure standpoint (e.g. sufficient runway length and width), but significant, insurmountable conflicts exist with a joint operation. Through discussions with the NAS and civilian air traffic control officials, several factors would prevent effective development of this civilian operation, including:

- Future NAS expansion to the south – NAS has plans to continue development of the facility to the south, on land it currently owns or desires to acquire.
- Magazine storage – The development of an ordinance storage facility in the area poses challenges for maintaining clear areas.
- Joint use of runway – The current runway is used extensively for training by fighter class aircraft. The runway includes cable arrestors, which simulate landing on the deck of an aircraft carrier. This poses a challenge for civilian/GA aircraft.
- Arrival stream conflicts – Because of the significant differences in aircraft characteristics between civilian GA and military fighters, arrival/departure speeds vary greatly. These differences create significant conflicts arrival/departure streams and make the construction of airspace inefficient, at best.

Because of this, this Site 8 has been eliminated from further consideration.

Phase 4 – Final Screening of Candidate Sites

The next phase of the site selection process involved conducting a visual inspection of each potential site in order to validate mapping data and to collect additional information that will be used to further confirm and evaluate more detailed site advantages and disadvantages. This information, in addition to input from the Project Advisory Committee (PAC) and other project stakeholders, was used to eliminate potential sites and provide a preference for candidate sites, which are those that offer a significant advantage or an overall favorable consideration for development. The following is a summary of major findings for each potential site.

Site 1: Cedar Grove Site

The Site 1 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). The site is located south of the NAS/JRB west of Highway 23 within minutes of the service area, a large population base in northern Plaquemines Parish and the Westbank of Jefferson Parish. Research has revealed that the State has plans to extend Peters Road from the intersection with Engineers Road in Harvey to Walker Road and Highway 23 in Belle Chasse. If this extension is completed, it could provide additional access to the airport site from the Westbank of Jefferson. The site's land falls within a flood protection levee system and ground cover consists of wooded areas that would require clearing. Visibility from Highway 23 is poor due to pockets of residential and businesses located along the highway.

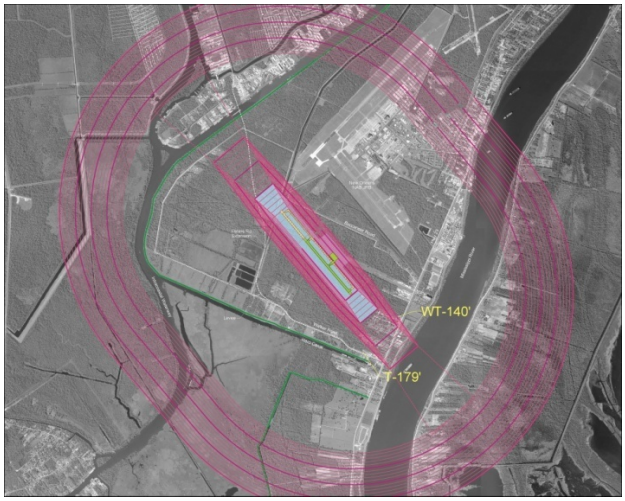
In order for this site to be viable, the orientation of the proposed runway must be parallel to the NAS/JRB runway 14/32, with a minimum separation of 4,800'. This orientation provides good wind coverage; 94% coverage at 10.5 knots and 96% coverage at 13 knots. However, this configuration has the potential for placing numerous residential homes within the south approach which could be impacted by aircraft noise on arrivals or departures.

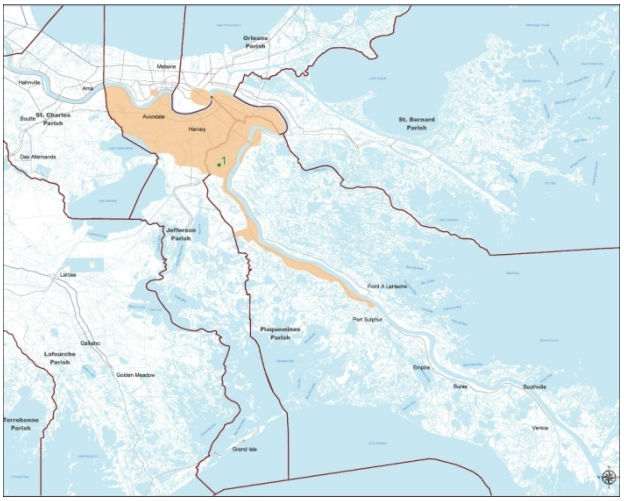
In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed a communication and water tower southeast of the site, both of which would be a penetration to the FAR Part 77 airspace horizontal surface. Additionally, there are 50– foot transmission lines running parallel to Highway 23 which would likely need to be lighted as an obstruction and marked. Utilities along Highway 23 appear to be available for service of airport development.

Site 1 provides adequate drive times from most of the study area. This includes the Westbank of Jefferson, upper Plaquemines and all areas south to Port Sulphur.

The FAA and Navy Liaison (at the NAS JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. The Navy Liaison's review of Site 1 stated that this site and orientation would be a "non– starter", especially since the runway orientation would be perpendicular to the NAS JRB's main runway and traffic flow.

Figure 14: Site 1 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)





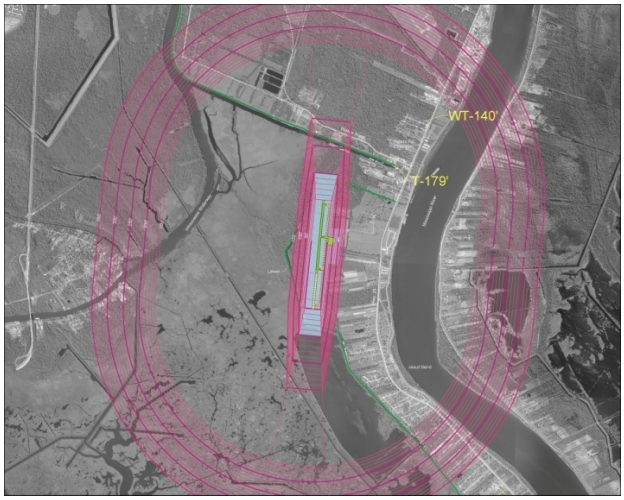
Site 2: Jesuit Bend Site

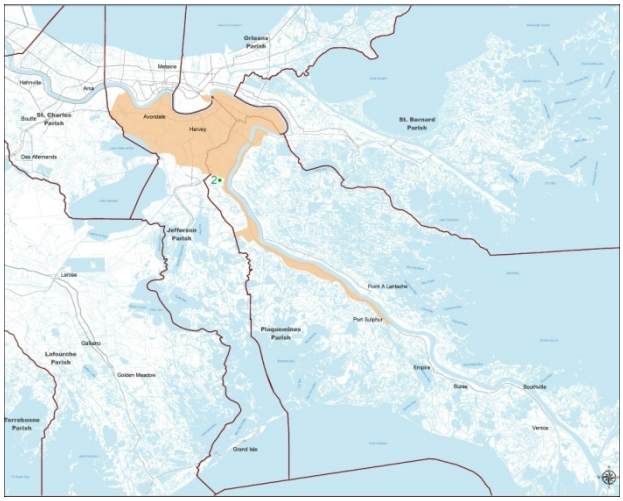
The Site 2 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside expansion, but limited landside expansion). The orientation of the proposed airport establishes a very efficient use of available land within the flood protection levee system. This orientation also provides good wind coverage; 94% coverage at 10.5 knots and 97% coverage at 13 knots. The site's land falls within a flood protection levee system and ground cover consists of wooded areas. This wooded area is west of several large citrus farms along Highway 23, so visibility from the highway is poor. The site is located within 15 minutes of the service area, consisting of northern Plaquemines Parish and portions of the Westbank of Jefferson Parish, as well as south to Port Sulphur. No residential or commercial impacts would occur with this airport site.

In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed a communication and water tower northeast of the site in the Cedar Grove area. The towers do not appear to impact the north approach to the airport, but the communication tower would be a penetration to the FAR Part 77 airspace horizontal surface. Utilities along Highway 23, including a 50– foot transmission line, appear to be available for service of airport development without impacts to airspace.

The FAA and Navy Liaison (at the NAS/JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. From FAA Air Traffic Division: Sites 1 and 2 could be the worst for approach from the north due to its proximity to NAS/JRB and its overlapping of air traffic patterns with F15's/F18's.

Figure 15: Site 2 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)





Site 3: Alliance Site

The Site 3 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). The site is clear of most woods and appears to be used as grazing or pastureland. The site's land falls within a flood protection levee system. Visibility from Highway 23 is good, since there is no development fronting the highway. This runway orientation provides good wind coverage; 94% coverage at 10.5 knots and 97% coverage at 13 knots.

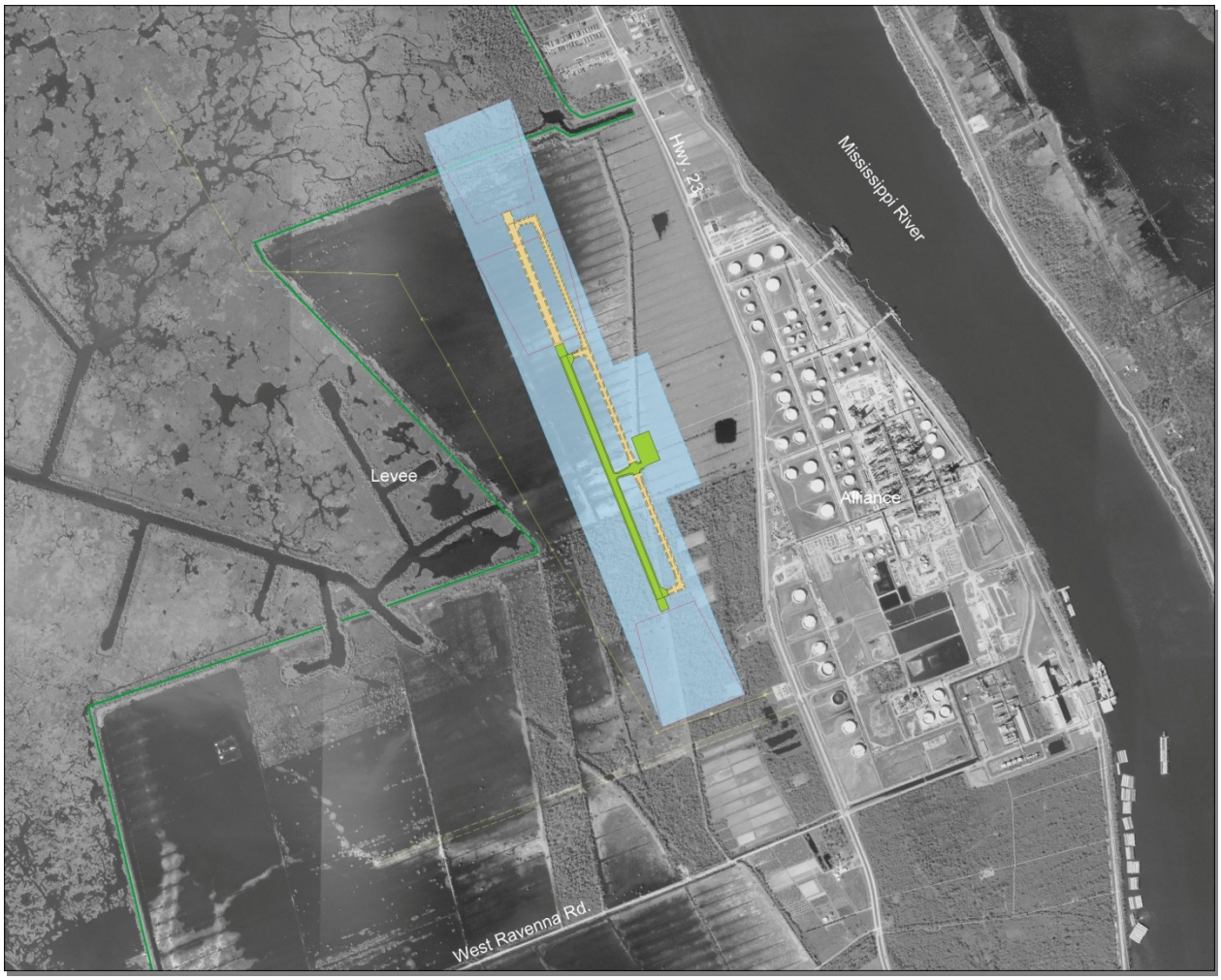
In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed several communication and transmission towers within the sites airspace. These include a 1,032' and 462' communication towers within the south approach and 269' and 143' communication towers within the north approach. The towers within the south approach would be a penetration to the FAR Part 77 airspace conical surface. Also, there are three 175' transmission towers within the southern runway protection zone and would be a penetration to the FAR Part 77 airspace approach surface. These transmission lines continue travel north and westward through the proposed airport site. Utilities along Highway 23, including a 50– foot transmission line, appear to be available for service of airport development without impacts to airspace.

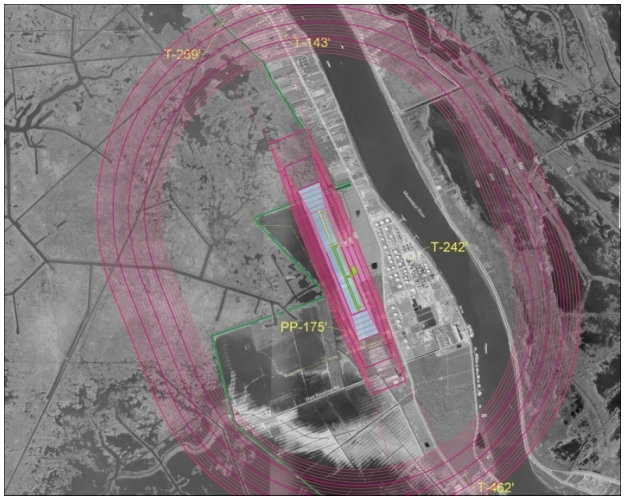
The FAA and Navy Liaison (at the NAS/JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. A determination was issued from TSA and Sys Ops Security stating that none of the five sites presents any specific concern from an air security standpoint. Site 3's proximity to the Alliance Refinery does raise some general safety/security issues, however, these could be mitigated with standard operating procedures and/or published notes requesting pilots not to loiter over the refinery (which would be unlikely given its proximity to the runway). From FAA Air Traffic Division: Site 3, 4 and 5 are the best for MSY approach. There is no difference between them to set one apart from the other.

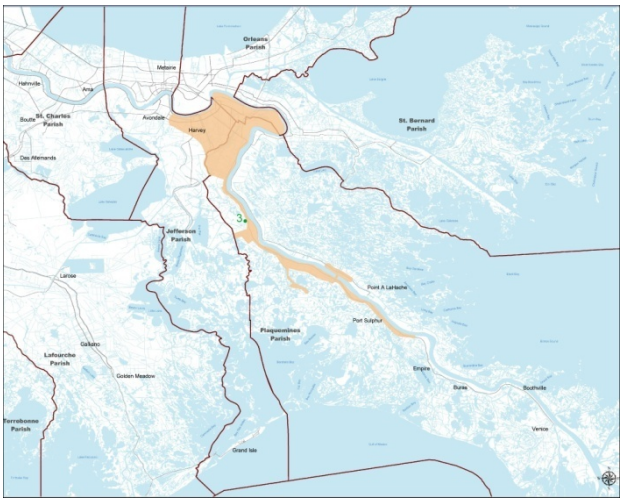
The site is located within 22 minutes of the service area, consisting of northern Plaquemines Parish and portions of the Westbank of Jefferson Parish, as well as south of Port Sulphur.

Discussions with Plaquemines Parish Government and the Plaquemines Business Council have revealed that the Alliance Refinery has plans to expand their refinery operations to this site in the coming years. As a result, this site has been eliminated from further consideration due to these circumstances.

Figure 16: Site 3 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)







Site 4: St. Rosalie/Ironton Site

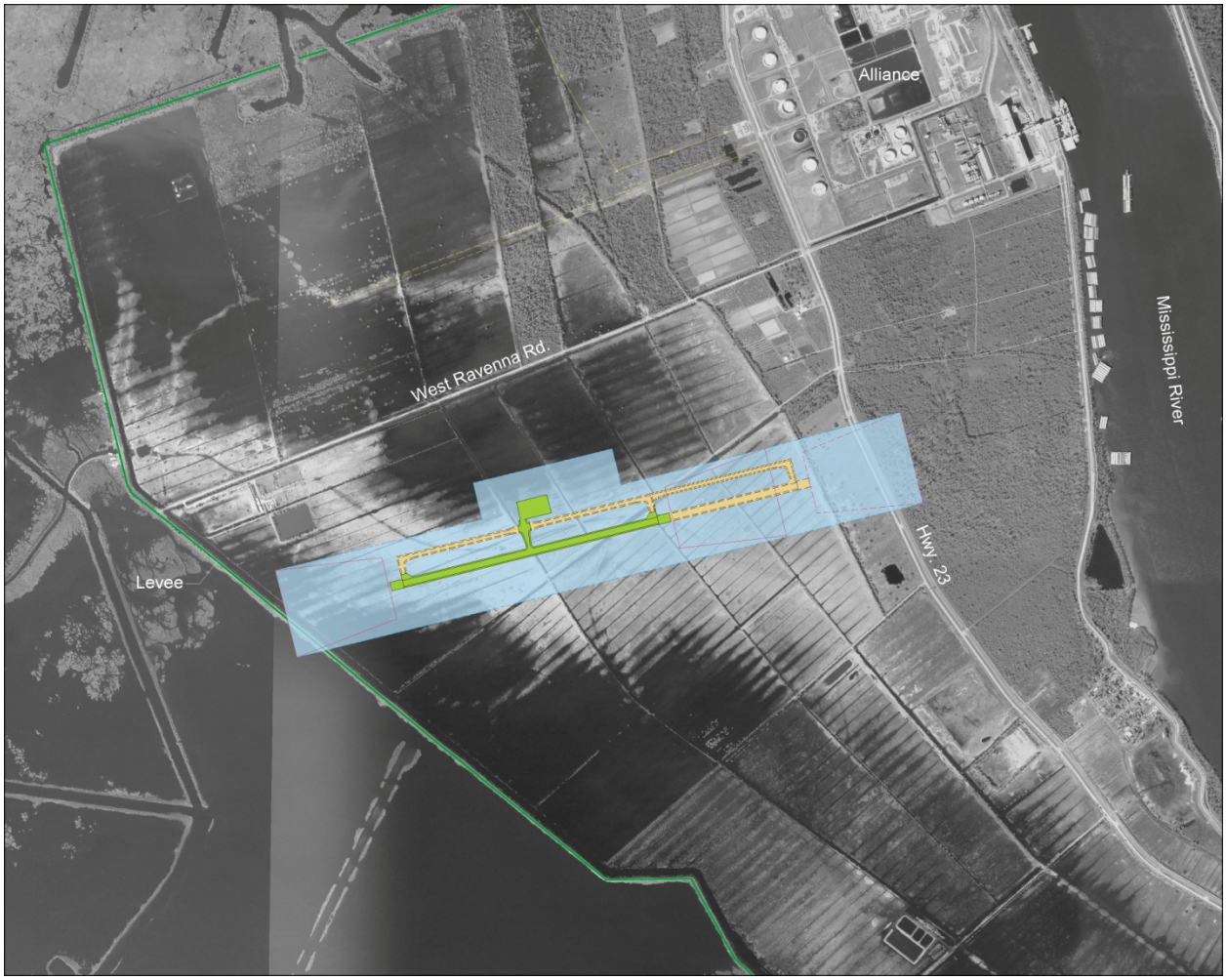
The Site 4 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). The orientation of the proposed airport establishes a very efficient use of available land within the flood protection levee system. This runway orientation also provides fair wind coverage; 90% coverage at 10.5 knots and 94% coverage at 13 knots. Similar to site 3, the site is clear of most woods and appears to be used as grazing or pastureland. Access and visibility from the Highway 23 is good. No residential or commercial impacts would occur with this airport site.

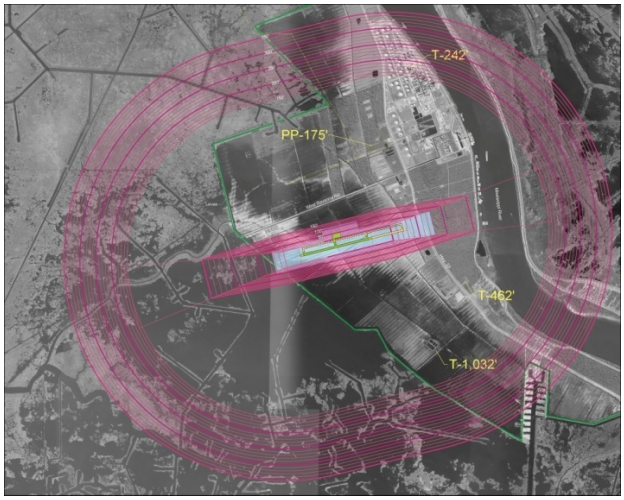
In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed several communication and transmission towers north and south of the airport site. These towers do not impact the approaches to the airport, although they lie within a 1– 2 mile radius. The 1,032' and 462' communication towers located to the south of the airport site would be a penetration to the FAR Part 77 airspace horizontal surface. Utilities along Highway 23 appear to be available for service of airport development without impacts to airspace.

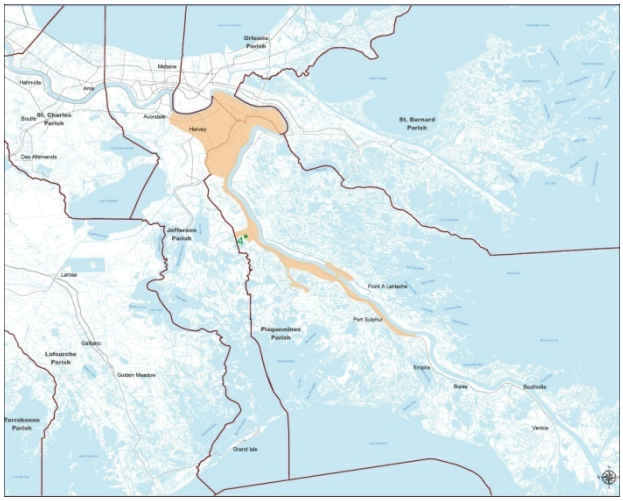
The site is located within 25 minutes of the service area, consisting of northern Plaquemines Parish and portions of the Westbank of Jefferson Parish, as well as south of Port Sulphur.

The FAA and Navy Liaison (at the NAS/JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. A determination was issued from TSA and Sys Ops Security stating that none of the five sites presents any specific concern from an air security standpoint. From FAA Air Traffic Division: Site 3, 4 and 5 are the best for MSY approach. There was no difference between them to set one apart from the other.

Figure 17: Site 4 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)







Site 5: Lake Hermitage Site

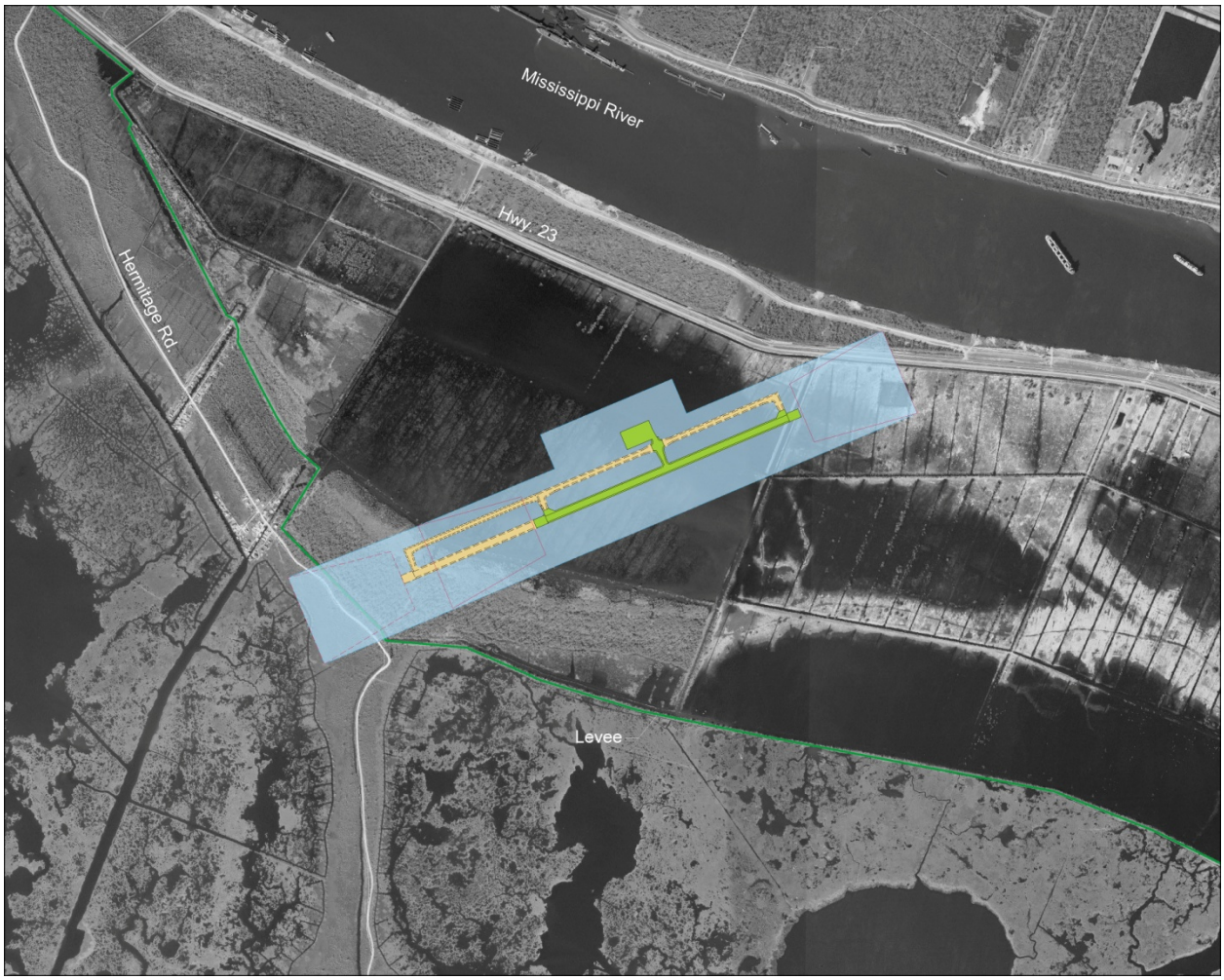
The Site 5 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). The site is clear of most woods and appears to be used as grazing or pastureland. The site's land falls within a flood protection levee system. Access and visibility from Highway 23 is good, since there is no development fronting the highway.

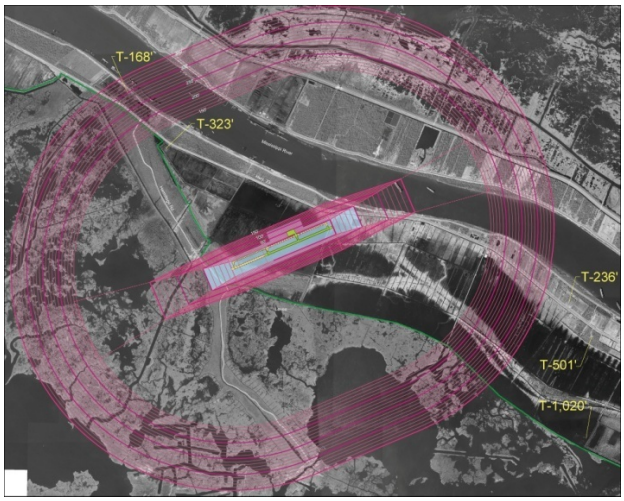
In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed only one communication tower located north within the proposed airport airspace. This tower does not impact the approaches to the airport; however, the 323' height would be a penetration to the FAR Part 77 airspace horizontal surface. Utilities along Highway 23 appear to be available for service of airport development without impacts to airspace.

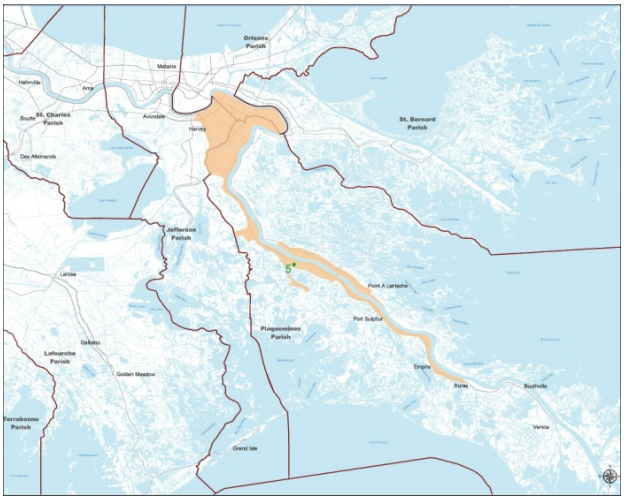
The FAA and Navy Liaison (at the NAS/JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. A determination was issued from TSA and Sys Ops Security stating that none of the five sites presents any specific concern from an air security standpoint. From FAA Air Traffic Division: Site 3, 4 and 5 are the best for MSY approach. There is no difference between them to set one apart from the other.

The site is located within 30 minutes of the service area, consisting of northern Plaquemines Parish and portions of the Westbank of Jefferson Parish, as well as south to Empire. No residential or commercial impacts would occur with this airport site.

Figure 18: Site 5 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)







Site 6: Woodland Site

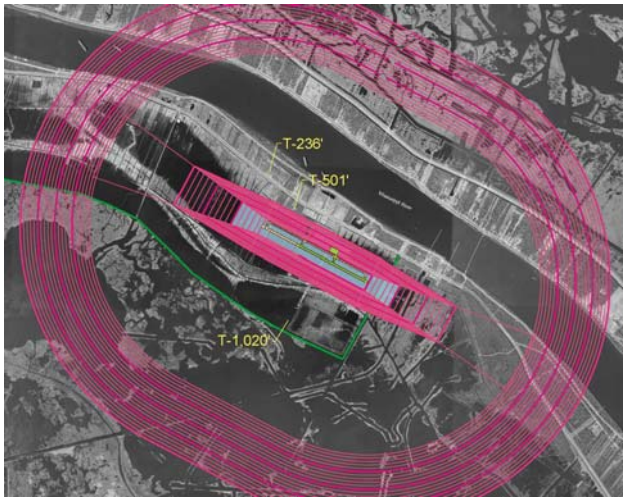
The Site 6 location exhibits favorable characteristics to accommodate a 4,200– foot runway (and future airside and landside expansion). Access and visibility from Highway 23 is good, since there is minimal development fronting the Highway 23. The site is clear of most woods and appears to be used as grazing or pastureland. The site falls within a flood protection levee system.

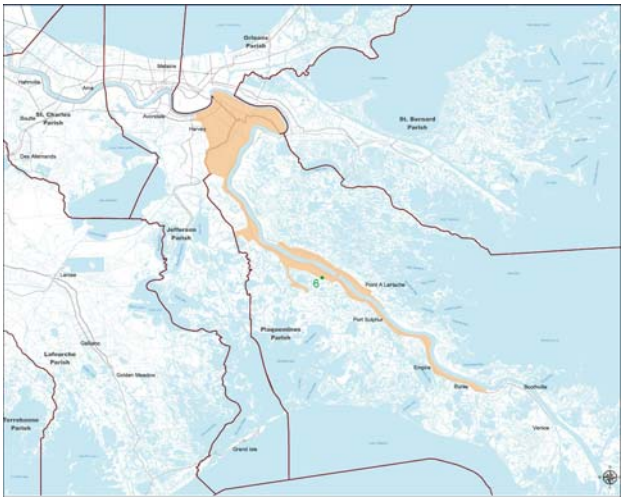
The site is located within 30 minutes of the service area, consisting of northern Plaquemines Parish and portions of the Westbank of Jefferson Parish, as well as south to Buras. No residential or commercial impacts would occur with the development of an airport at this site.

In order to determine all potential airspace hazards GCR obtained digital obstacle files from the National Aeronautical Charting Office which contain locations of all tall structures in the US. Additionally, GCR conducted a preliminary airspace analysis on each site by application of FAR Part 77 surfaces. These overlays, along with visual inspection of the site and vicinity, have revealed several communication towers located north and south of the proposed airport site within the proposed airspace. These towers do not impact the approaches to the airport; however, their height would be a penetration to the FAR Part 77 airspace horizontal surface. Discussions with the land owner have revealed that consolidation of these towers to a new location that would not impact the airspace would be a preferable end result. This relocation option will need to be studied in greater detail. Utilities along Highway 23 appear to be available for service of airport development without impacts to airspace.

The FAA and Navy Liaison (at the NAS/JRB) was petitioned to conduct an informal review all potential sites for any airspace, safety and traffic control issues. A determination was issued from TSA and Sys Ops Security stating that none of the five sites presents any specific concern from an air security standpoint. From FAA Air Traffic Division: Sites 3-6 are the best for MSY approach. There is no difference between them to set one apart from the other.

Figure 19: Site 6 – Proposed Facility Site Map, Airspace Analysis Map and Drive Time Map (respectively)





Phase 5 – Assess Candidate Site Details / Identify Preferred Site

The Site Selection portion of this study resulted in the identification of seven potential alternative airport site locations. Following on– site investigations and a comprehensive and detailed assessment of each potential site, two (2) sites were determined to have the most favorable characteristics, from a site development standpoint. These sites are Site 4, as shown in *Figure 17* and Site 6, as shown in *Figure 18*. Both of these sites could be considered for airport development.

Site 6 has been chosen as the preferred site for a future Plaquemines Parish General Aviation Airport. Although both sites possess all of the physical attributes for development of a successful airport, large tracts of available land and excellent visibility from Highway 23 became the deciding factor.

From a land use perspective, Site 6 is preferred because of its compatibility with other existing or planned development in and around the proposed sites. The close proximity of Site 4 to existing and future expansion plans of the Alliance Refinery makes it less advantageous than Site 6.

To date, the impacts associated with airspace criteria and environmental issues have not been fully evaluated as part of the Airport Site Selection. The Federal Aviation Administration (FAA) reserves the authority to determine any objection to airspace safety matters based on a formal review of a proposed site. The potential environmental issues will undergo a thorough environmental analysis as development of the next phases of study moves forward.

Recommended Site Development

Based on all of the screening elements, Site 6 was selected as the most advantageous site for development. There was ample room for development, minimal airspace issues that could not be resolved with the property owner, excellent access from the highway, and reasonable proximity to demand centers both north of the parish and in the southern portion of the parish. Based on this recommendation, GCR developed a cost estimate for acquisition of sufficient land, development of facilities and related infrastructure needed to operate the facility. This cost estimate is broken down by costs needed for initial development in *Table 13*, optional elements which we believe are essential to the project in *Table 14* and costs for ultimate development of the facility long term in *Table 15*.

Table 13: Phase I – Initial Development Costs

Phase I – 6– inch PCC Rigid Pavement Construction				
Item Description	**Quantity**	**Unit**	**Unit Cost ($)**	**Extended Amount ($)**
New Runway Construction (4,200 ft x 100 ft)	4,200	LF	1,500.00	6,300,000
Taxiway Turnarounds at each RW End	20,000	SF	15.00	300,000
Airplane parking Apron (500' x 300')	150,000	SF	10.00	1,500,000
Taxiway Connector (500 ft X 40ft)	20,000	SF	10.00	200,000
Vehicle Parking Area (100 ft X 60 ft)	6,000	SF	10.00	60,000
Vehicle Access Road (1,500 ft X 24 ft)	36,000	SF	10.00	360,000
Site Preparation estimate (excavation and fill)	144,900	CY	30.00	4,347,000
Land Acquisition	375	AC	2,940.00	1,102,500
Proposed Phase I Construction Cost Estimate				$14,169,500
10 % Contingency Cost Estimate				$1,416,950
10% Design/Engineering and Construction Mgt.				$1,416,950
Total Proposed Phase I Cost Estimate				**$17,004,000**

Table 14: Phase I – Optional Development Costs

Additional Airport Facility Items				
Item Description	**Quantity**	**Unit**	**Unit Cost ($)**	**Extended Amount ($)**
(10) T– Hangar Units	10	Ea	45,000.00	450,000
Above Ground Fuel Tank Installation	1	Ea	150,000.00	150,000
Perimeter Security Fencing/w gates	20,000	LF	30.00	600,000
Airport Modular Building (30 ft X 30 ft)	900	SF	65.00	58,500
Additional Construction Phase Cost Estimate				$1,838,500
10 % Contingency Cost Estimate				$183,850
10% Design/Engineering and Construction Mgt.				$183,850
Total Additional Airport Facility Items Cost				**$2,207,000**

Table 15: Phase II – Ultimate Development Costs

Phase II – 6– inch PCC Rigid Pavement Construction				
Item Description	**Quantity**	**Unit**	**Unit Cost ($)**	**Extended Amount ($)**
2300 ft Runway Extension (2,300 ft X 100 ft)	2,300	LF	1,500.00	3,450,000
Parallel Taxiway (7,160 ft X 40 ft)	286,400	SF	15.00	4,296,000
Terminal Structure	2,000	SF	125.00	250,000
Additional Construction Phase Cost Estimate				$7,996,000
10 % Contingency Cost Estimate				$799,600
10% Design/Engineering and Construction Mgt.				$799,600
Total Proposed Phase II Cost Estimate				**$9,595,200**

Funding Options for Development

In order for this development to occur, funding will need to be secured from a variety of sources, including both public and private. While the FAA is technically capable of funding up to 90% of the conventional airport construction cost (excluding buildings, roads, parking facilities, fuel facility, etc.) budget constraints have made funding availability problematic, at best. For a new facility such as this, FAA's existing airport improvement funds would probably only be available to fund a portion of the project. With thousands of airports competing for scarce resources, the key to securing funding is to provide a significant local match to the project. This is particularly true of a new airport development, which is speculative, although well documented in its demand forecast.

As such, this capital improvement plan funding mix is structured around the proposition that FAA will fund a majority of the traditionally allowed airfield improvements, the State of Louisiana will provide its traditional match of funds and the local sponsor (Plaquemines Parish and/or third party/private equity partner) will provide a substantial portion of funding. *Table 16*, *Table* 17 and *Table 18* illustrate the proposed funding levels by primary entity for each of the airfield development components. The funding scenario presented here is schematic in nature and is intended to provide a baseline for discussions. The ultimate funding scenario will be established through discussions and negotiations with federal, state and potential private investors for this project. Available funding may be dictated also by infrastructure investments being committed at the federal level, which are hard to quantify at this time.

Table 16: Phase I – Funding Matrix for Initial Development

Item Description	Extended Amount ($)	FAA	State	Local
New Runway Construction (4,200 ft x 100 ft)	6,930,000	5,544,000	693,000	693,000
Taxiway Turnarounds at each RW End	330,000	264,000	33,000	33,000
Airplane parking Apron (500' x 300')	1,650,000	1,320,000	165,000	165,000
Taxiway Connector (500 ft X 40ft)	220,000	176,000	22,000	22,000
Vehicle Parking Area (100 ft X 60 ft)	66,000			66,000
Vehicle Access Road (1,500 ft X 24 ft)	396,000			396,000
Site Preparation estimate (excavation and fill)	4,781,700	3,825,360	478,170	478,170
Land Acquisition	1,212,750			1,212,750
Proposed Phase I Construction Cost Estimate	$15,586,450	$11,129,360	$1,391,170	$3,065,920
10% Design/Engineering and Construction Mgt.	$1,558,645	$1,112,936	$139,117	$306,592
Total Proposed Phase I Cost Estimate	**$17,145,095**	**$12,242,296**	**$1,530,287**	**$3,372,512**
		71%	**9%**	**20%**

Table 17: Phase I – Funding Matrix for Optional Development

Item Description	Extended Amount ($)	FAA	State	Local
(10) T– Hangar Units	495,000			495,000
Above Ground Fuel Tank Installation	165,000			165,000
Perimeter Security Fencing/w gates	660,000	224,400	66,000	369,600
Airport Modular Building (30 ft X 30 ft)	64,350			64,350
Additional Construction Phase Cost Estimate	$1,384,350	$224,400	$66,000	$1,093,950
10% Design/Engineering and Construction Mgt.	$138,435	$22,440	$6,600	$109,395
Total Additional Airport Facility Items Cost Estimate	**$1,522,785**	**$246,840**	**$72,600**	**$1,203,345**
		16%	**5%**	**79%**

Table 18: Phase II – Funding Matrix for Ultimate Development

Item Description	Extended Amount ($)	FAA	State	Local
2300 ft Runway Extension (2,300 ft X 100 ft)	3,795,000			3,795,000.00
Parallel Taxiway (7,160 ft X 40 ft)	4,725,600			4,725,600
Terminal Structure	275,000			275,000
Additional Construction Phase Cost Estimate	$8,795,600			$8,795,600
10% Design/Engineering and Construction Mgt.	799,600			799,600
Total Proposed Phase II Cost Estimate	**$9,595,200**			**$9,595,200**
		0%	**0%**	**100%**

Conclusion and Next Steps

There is sufficient documented demand to justify development of a new general aviation airport in Plaquemines Parish as documented in this report. A reasonable baseline of aircraft operations and flight activity demonstrate that this facility would be well used and viable upon its inception. It is also believed that additional demand would develop to support seasonal activities and the ever growing sports fishing industry in the parish.

In order for this project to become a reality, a series of additional steps will be required of Plaquemines Parish (and possibly the Regional Planning Commission) to address key developmental questions. The steps needed at this point include:

- **Environmental Assessment and Site Master Plan** – This study would provide a detailed site plan and development strategy for the selected airport site. It will also provide an analysis of any and all environmental impacts which would occur with development and provide remediation measures to offset those impacts.
- **Cost/Benefit Analysis** – This study would determine what the economic benefits are of this development in relation to the cost expended for construction. While a case has been made that sufficient demand exists to justify the development, the cost benefit analysis will determine the degree to which the development will provide benefits for the investment. This cost benefit ratio will then play heavily into funding decisions at the federal level and allow the FAA to compare this investment against other possible investments.
- **Design** – Only after environmental Assessment is complete and a favorable record of decision is issued by the FAA and a cost benefit analysis is done and funding authorized for this project, can design services begin.
- **Land Acquisition** – After funding is approved and preliminary design is completed, land acquisition can commence, with approval of the FAA for reimbursement.

These steps will provide a coherent and systematic approach to developing a new airport in Plaquemines parish, while ensuring that funding remains available and committed by all interested stakeholders.

survey title:

Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 20 of 20 respondents

Response Type: Normal Response

Custom Value: *empty*

Response Started: Wed, 2/25/09 9:17:08 AM

Collector: Plaquemines General Aviation Survey (Web Link)

IP Address: 72.204.161.232

Response Modified: Wed, 2/25/09 9:20:29 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

Rotorcraft Helicopters

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Along the Gulf Coast

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

I dont plan on buying an aircraft, but if i ever could afford it i would def. keep it on the westbank.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

As often as i could.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes

6. Your name or your Flight Department contact:

Name: - Logan Olivares

Company: - Air Logistics

Address: - 1112 Kingswood Dr.

City/Town: - Westwego

State: - LA

ZIP/Postal Code: - 70094

Email Address: - logan.olivares

7. Additional Comments:

I an a Helicopter pilot for Air Logistics.

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survey title:

Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 17 of 19 respondents

Response Type: Normal Response

Custom Value: *empty*

Response Started: Tue, 2/10/09 2:02:04 PM

Collector: Plaquemines General Aviation Survey (Web Link)

IP Address: 72.158.215.35

Response Modified: Tue, 2/10/09 2:05:46 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

(2) C180 (1) C182RG (1) C182 (2) C172RG (5) C172

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Homeplace Slidell Mississippi

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

We would have to study the fuel usage at the new location. Near by housing would also be a consideration

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

It may be too far north, but not yet determined

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

No Response

6. Your name or your Flight Department contact:

Name: - Borden Wallace

Company: - Daybrook Fisheries

Address: - P O Box 128

City/Town: - Empire

State: - LA

ZIP/Postal Code: - 70050

Email Address: - bwallace@daybrook.com

7. Additional Comments:

No Response

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survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 9 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 206.113.15.186
Response Started: Fri, 1/23/09 10:40:06 AM
Response Modified: Fri, 1/23/09 10:43:45 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

No

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

N/A

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

3 time a mouth.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

No

6. Your name or your Flight Department contact:

Name: - Capt. Lance M. Brassette

Company: - Civil Air Patrol

Address: - 1533 Redwood Dr.

City/Town: - Harvey

State: - LA

ZIP/Postal Code: - 70058

Email Address: - tomcat3769@hotmail.com

7. Additional Comments:

If there is a FBO station on the airport, I well us it and rent from them. And i well buy my gas from them to.

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Displaying 7 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 68.222.41.63
Response Started: Thu, 1/22/09 7:07:06 PM
Response Modified: Thu, 1/22/09 7:50:59 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

Cirrus SR22 (2)

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

I have 2 planes at New Orleans Lakefront

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

Though I hate the drive to Lakefront Airport, I like the services at Lakefront. Small companies like mine that own single and twin engine GA planes prefer to have a tower control, on ground clearance, and a procision approach. Also, having maintenance services available on field is priceless. For me it's a big convience to have repairs and annuals on the spot. We don't have a avionics shop at Lakefront any more and its a pain having to go the Reserve or Houma to get a radio fixed. It would be the same at Myrtle Grove for maintenance and your plane will be stuck somewhere else for service.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

If not based there I would have no reason to use it unless I was dropping off a customer to go fishing.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

No Response

6. Your name or your Flight Department contact:

Name: - David Miles

Company: - ProTec

Address: - 1112 Engineers Road Suite 300

City/Town: - Belle Chasse

State: - LA

ZIP/Postal Code: - 70037

Email Address: - davidm@protec1.com

7. Additional Comments:

I think it may be useful to have an airstrip in Myrtle Grove, but it might be too far south to attract corporate aircraft. However, I said the same thing about South Lafourche. Now look at it.

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PLAQUEMINES FOLLOW-UP SURVEY

Miles

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business 50 % ☐ Flight Training ____ % AG Use ____ % Recreation 50 % Other ____

NOTES: _____

3. Determine degree of commitment/interests.

_____

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☑ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

1 T hanger / 1 comm hangar must be hangared - storms, birds, etc

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS or Harvey VOR - certified LNAV approach plate rwy lighting

7. If no FBO, what is commitment/interest?

Prefer to have. Self service FBO @ Reserve BR, vending, computer, etc.

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: _____

9. Is your interest affected by the location of the facility – north, central, south?

Drive time an issue, but will work centrally located.

10. COMMENTS?

_____

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 1 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 24.248.64.215
Response Started: Fri, 1/16/09 4:23:52 PM
Response Modified: Fri, 1/16/09 4:27:56 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

1967 Piper PA28-140

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Slidell, LA

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

Plaquemines Parish needs a general aviation airport.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

On a daily basis.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes

6. Your name or your Flight Department contact:

Name: - Donald Wille

Address: - 103 Colony Road

City/Town: - Belle Chasse

State: - LA

ZIP/Postal Code: - 70037

Email Address: - donwille@cmaaccess.com

7. Additional Comments:

I have been in aviation over 30years with a lot of knowiedge. If I can be of any help, please give me a call. 504-392-3342 450-

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PLAQUEMINES FOLLOW-UP SURVEY

Wille

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation 100 % Other ____

NOTES: _____

3. Determine degree of commitment/interests.

100 %

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☐ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

No - ramp tie downs

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

7. If no FBO, what is commitment/interest?

no need for FBO

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: _____

9. Is your interest affected by the location of the facility – north, central, south?

(central)

10. COMMENTS?

Canal Barge

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 8 of 13 respondents

Response Type: Normal Response
Custom Value: *empty*
Response Started: Fri, 1/23/09 10:15:42 AM
Collector: Plaquemines General Aviation Survey (Web Link)
IP Address: 68.96.46.150
Response Modified: Fri, 1/23/09 10:26:03 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

cessna 150 and cessna 310

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Arizona /Phoenix

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

We really need this facility .

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Daily.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

yes

6. Your name or your Flight Department contact:

Name: - Douglas Simon

Company: - individual

Address: - 2213 stafford

City/Town: - gretna

State: - LA

ZIP/Postal Code: - 70053

Email Address: - dsimon9@aol.com

7. Additional Comments:

If this proyect becomes real ,our intentions will be establish an aviation training school.

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You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model) Robinson R44 + Bell 206B

2. If you answered "Yes" to question #1, where is the aircraft currently based? LA08

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   (Yes) No

   Comments If Fuel was Available Jet A + AVGAS

4. Whether based in Plaquemines or not, how often would you use the proposed airport? 3 Times A Week.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish? Yes

6. Your name or your Flight Department contact:

   Name/Company: Eric Covell

   Address: 12216 Hwy 23

   City/State/Zip: Belle Chasse, LA 70037

   Contact Number: 504 912 5300

   Email Address: jbheli@cmaaccess.com

7. Additional comments: Plaquemines Needs A public Airport Mid Parish or Further South.

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model) PIPER ARROW II

2. If you answered "Yes" to question #1, where is the aircraft currently based? SOUTHERN SEAPLANE BASE Belle Chasse, La

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   (Yes) No

   Comments: This would be very convenient for me. Also would generate revenue for the parish

4. Whether based in Plaquemines or not, how often would you use the proposed airport? ALL THE TIME / depending on cost

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish? yes

6. Your name or your Flight Department contact:

   Name/Company: FRANK HAZEN

   Address: 110 GONDRELLA DR

   City/State/Zip: BELLE CHASSE, LA. 70037

   Contact Number: 504-975-5513

   Email Address: FRANKHAZEN@TRITONDIVING.NET

7. Additional comments: A general aviation airport in the suggested location would be beneficial if not essential - if the oil industry expands in Plaq. Parish. This seems like a pro-growth plan

PLAQUEMINES FOLLOW-UP SURVEY

Hazen

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation 100 % Other ____

NOTES: _____

3. Determine degree of commitment/interests.

100

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES: trading for a twin engine in coming yrs

5. If no HANGARS, what is commitment/interest?

tie downs

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS

7. If no FBO, what is commitment/interest?

either self service would be fine

8. Would you require self-service fueling? / maint

☑ Yes ☐ No

NOTES: fuel ✓ / maint ✓

9. Is your interest affected by the location of the facility – north, central, south?

central / move plane north during storms

10. COMMENTS?

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 10 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 138.162.8.58
Response Started: Sun, 1/25/09 11:45:26 AM
Response Modified: Sun, 1/25/09 11:48:02 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

No

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

No Response

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

I would only consider this if I had the capability to hangar my aircraft. Otherwise, my answer would be no.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

4-5 flights per month.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes.

6. Your name or your Flight Department contact:

Name: - Harold Griffin

Company: - U.S. Navy

Address: - 1725 Longbridge Drive

City/Town: - Marrero

State: - LA

ZIP/Postal Code: - 70072

Email Address: - flyerbutch@hotmail.com

7. Additional Comments:

No Response

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PLAQUEMINES FOLLOW-UP SURVEY

Griffin

1. Confirm previous survey information
   a. Aircraft Type NA
   b. Aircraft base Airport
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport

NOTES:

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use____% Recreation____% Other____

NOTES: no aircraft @ this time

3. Determine degree of commitment/interests.

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES:

5. If no HANGARS, what is commitment/interest?

mandatory for relocation

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS

7. If no FBO, what is commitment/interest?

not required as long as self service facility exist.

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES:

9. Is your interest affected by the location of the facility – north, central, south?

north to central

10. COMMENTS?

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)
   Considering Rockwell Commander 112 or 114

2. If you answered "Yes" to question #1, where is the aircraft currently based?
   Lost one to Hurricane Katrina I have not replaced it yet.

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   (Yes) No

   Comments

4. Whether based in Plaquemines or not, how often would you use the proposed airport?
   Weekly

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?
   Floyd Miles 1500 Lancaster Dr. Marrero LA 70072

6. Your name or your Flight Department contact:

   Name/Company: James A. Perry

   Address: 3804 Inwood Dr.

   City/State/Zip: Harvey, LA 70058

   Contact Number: 504 340-5471

   Email Address: JPerry2576@Yahoo.com

7. Additional comments:

Perry

PLAQUEMINES FOLLOW-UP SURVEY

1. Confirm previous survey information
   a. Aircraft Type NA previous @ Lakefront
   b. Aircraft base Airport
   c. Base in PP (myrtle Grove) ☒ Yes ☐ No
   d. Frequency of use of Airport

NOTES:

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation ____% Other ____

NOTES: 3+ yrs for new plane purchase

3. Determine degree of commitment/interests.

75%

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES:

5. If no HANGARS, what is commitment/interest?

tie down OK, but prefer hanger

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS

7. If no FBO, what is commitment/interest?

no – some facility would be nice (bathroom, vending)

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: required.

9. Is your interest affected by the location of the facility – north, central, south?

no comment

10. COMMENTS?

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 13 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 71.50.179.209
Response Started: Sat, 1/31/09 12:45:23 PM
Response Modified: Sat, 1/31/09 12:52:17 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

Cessna 170A

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Ama, LS40

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Weekly

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Sport Fishermen

6. Your name or your Flight Department contact:

Name: - Lee Collins-

Company: - USAF

Address: - 7435 Prytania

City/Town: - New Orleans

State: - LA

ZIP/Postal Code: - 70118

Email Address: - leecollins0@hotmail.com

7. Additional Comments:

There is a great need for "westbank" airports, even greater need for the southern areas down river. An airport that has immediate access to a marina to entice folks to fly-in and fish for the day and fly out. Do NOT build an airport just for Off Shore service corperations! There are enough heliports in the area! Self serve fuel would be nice.

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1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)

   Yes Phantom X-1 ultralight

2. If you answered "Yes" to question #1, where is the aircraft currently based?

   Reserve, La.

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   Yes No

   Comments

   Yes, I would consider it.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

   weekly

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

6. Your name or your Flight Department contact:

   Name/Company: Leon M. Pevey

   Address: 103 B Rho St.

   City/State/Zip: Belle Chasse, La 70037

   Contact Number: 504-301-6010

   Email Address:

7. Additional comments:

PLAQUEMINES FOLLOW-UP SURVEY

Pevey

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation 100 % Other ____

NOTES: _____

3. Determine degree of commitment/interests.

_____

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

mandatory!

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

not required

7. If no FBO, what is commitment/interest?

not necessary, but nice to have

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: _____

9. Is your interest affected by the location of the facility – north, central, south?

north / central

10. COMMENTS?

_____

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 2 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 68.110.165.52
Response Started: Mon, 1/19/09 11:02:10 AM
Response Modified: Mon, 1/19/09 11:11:23 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

No

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

No Response

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

if it would be closer to Belle Chasse, it would be better

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

2-3 times a month

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

yes, several people

6. Your name or your Flight Department contact:

Name: - Lester Cambre, Jr.

Company: - CES

Address: - 1428 Drake Ln.

City/Town: - Gretna

State: - LA

ZIP/Postal Code: - 70056

Email Address: - lcambre@cox.net

7. Additional Comments:

The Westbank needs a general aviation airport since Westwego shut down over 20 years ago. The nearest airport is Lakefront. There is NO public general aviation airport in Plaquemines, Jefferson, St. Bernard, or St. Charles. Not even a landing field, such as S. Lafource has in Golden Meadow. If the Westbank is going to grow, it will need to have an airport to accomidate new industry and business.

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PLAQUEMINES FOLLOW-UP SURVEY

Combre

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business _____% ☐ Flight Training _____% AG Use _____% Recreation _____% Other _____

NOTES: _____

3. Determine degree of commitment/interests.

_____

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☐ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

tie down good.

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS use Harvey VOR

7. If no FBO, what is commitment/interest?

nice but A&P

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: required

9. Is your interest affected by the location of the facility – north, central, south?

_____

10. COMMENTS?

_____

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 3 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 24.248.66.148
Response Started: Wed, 1/21/09 8:24:17 PM
Response Modified: Wed, 1/21/09 8:34:57 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

I am part owner of a Cessna Skyhawk and I am a home builder with a small aircraft under construction.

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

The Cessna is at Slidell.

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

I would consider buying a T-hangar or leasing hangar space once my experimental home built aircraft is complete or near complete. I anticipate being at this stage of construction within a year or two.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Once my experimental home built is complete, several times per week.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes, Randal McGee.

6. Your name or your Flight Department contact:

Name: - Malcolm Hartman

Address: - 119 Sherwood Dr.

City/Town: - Belle Chasse

State: - LA

ZIP/Postal Code: - 70037

Email Address: - mpacl@cmaaccess.com

7. Additional Comments:

No Response

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PLAQUEMINES FOLLOW-UP SURVEY

Hartman

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation 100 % Other ____

NOTES: _____

3. Determine degree of commitment/interests.

80%

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☐ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

Yes

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS

7. If no FBO, what is commitment/interest?

NO

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: _____

9. Is your interest affected by the location of the facility – north, central, south?

north / central

10. COMMENTS?

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 16 of 19 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 72.156.101.252
Response Started: Tue, 2/10/09 1:36:33 PM
Response Modified: Tue, 2/10/09 1:39:34 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

cessna 150

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Port Sulphur

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Minimum, 3 to 5 times a month ~~for fuel. I currently~~ fly to Galiano for fuel.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Daybrook Fisheries, Chevron, Shell, Sport Fishermen.

6. Your name or your Flight Department contact:

Name: - Malcolm Lincoln Jr

Company: - LeMatidora Inn

Address: - 30482 Hwy 11

City/Town: - Buras

State: - LA

ZIP/Postal Code: - 70041

Email Address: - tmac3191981@aol.com

7. Additional Comments:

No Response

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PLAQUEMINES FOLLOW-UP SURVEY

Lincoln

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business 75 % ☐ Flight Training ____ % AG Use ____ % Recreation 25 % Other ____

NOTES: fly folks in for fishing

3. Determine degree of commitment/interests.

90%

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

yes hanger

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

GPS

7. If no FBO, what is commitment/interest?

self serve / BR Corp

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: fuel, cheap fuel

9. Is your interest affected by the location of the facility – north, central, south?

10. COMMENTS?

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)
   Considering Purchasing a Small Single or twin engine aircr

2. If you answered "Yes" to question #1, where is the aircraft currently based?

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   (Yes) No

   Comments

4. Whether based in Plaquemines or not, how often would you use the proposed airport?
   Two to three times per month.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?
   Yes

6. Your name or your Flight Department contact:

   Name/Company: Michael Boudreaux

   Address: 311 Schlief Dr.

   City/State/Zip: Belle Chasse, LA 70037

   Contact Number: 504-329-7124

   Email Address: cajunaviator@cmaaccess.com

7. Additional comments:
   I think a general aviation airport would be a great addition and valuable asset to Plaquemines Parish.

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 4 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 144.183.224.2
Response Started: Thu, 1/22/09 7:12:50 AM
Response Modified: Thu, 1/22/09 7:15:06 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

Experimental RV7

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

Currently building aircraft

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

Yes

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

one to two times a week

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

No Response

6. Your name or your Flight Department contact:

Name: - Randal McGee

Address: - 174 Colony Rd

City/Town: - Belle chasse

State: - LA

ZIP/Postal Code: - 70037

Email Address: - ranman926@cmaaccess.com

7. Additional Comments:

No Response

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PLAQUEMINES FOLLOW-UP SURVEY

McGee

1. Confirm previous survey information
   a. Aircraft Type _____
   b. Aircraft base Airport _____
   c. Base in PP (myrtle Grove) ☐ Yes ☐ No
   d. Frequency of use of Airport _____

NOTES: _____

2. Determine the nature of activity

☐ Business ____% ☐ Flight Training ____% AG Use ____% Recreation 100 % Other ____

NOTES: home built

3. Determine degree of commitment/interests.

90 %

4. If the Airport is not built for 3 years, is the commitment/interest the same?

☒ Yes ☐ No

NOTES: _____

5. If no HANGARS, what is commitment/interest?

hangar for plane

6. If no physical NAVAIDS (only GPS approach) what is commitment/interest? What about airfield lighting?

—

7. If no FBO, what is commitment/interest?

SS

8. Would you require self-service fueling?

☒ Yes ☐ No

NOTES: _____

9. Is your interest affected by the location of the facility – north, central, south?

10. COMMENTS?

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

31. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)
Cessna 182 - Owned

32. If you answered "Yes" to question #1, where is the aircraft currently based?
Slidell Airport

33. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

☒ Yes ☐ No

Comments
Location wise more convenient. Facilities & Instrument Approaches a consideration

4. Whether based in Plaquemines or not, how often would you use the proposed airport?
Bi-Weekly

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

6. Your name or your Flight Department contact:

Name/Company: Ken Cowley

Address: 401 Whitney Ave, Ste 402

City/State/Zip: Gretna, LA 70056

Contact Number: 504-361-4236 x 321

Email Address: klc@bcpengineers.com

7. Additional comments:
We need an airport this area.

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)

   NO

2. If you answered "Yes" to question #1, where is the aircraft currently based?

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   (Yes) No

   Comments

   Highly unlikely of owning our aircraft

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

   not often

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

   no

6. Your name or your Flight Department contact:

   Name/Company: Barnett Marine Inc.

   Address: P.O. Box 566 C2709 N. Concord Rd - Belle Chasse, LA

   City/State/Zip: Harvey, LA. 70059

   Contact Number: 504-394-6055

   Email Address:

7. Additional comments:

You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)

   CESSNA 185 FLOAT PLANE

2. If you answered "Yes" to question #1, where is the aircraft currently based?

   SOUTHERN SEAPLANE, BELLE CHASSE, LA.

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   Yes (No)

   Comments

   SOUTHERN SEAPLANE OFFERS ALL SERVICES NEEDED AND IS CLOSE TO MY OFFICE.

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

   SELDOM AT BEST

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

   NO!

6. Your name or your Flight Department contact:

   Name/Company: DENNIS J. SISUNG

   Address: 106 MAGNOLIA DR.

   City/State/Zip: BELLE CHASSE, LA. 70037

   Contact Number: OFFICE 504 398-1861

   Email Address: djsisung@sunlandconstruction.com

7. Additional comments:

   NONE

survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 11 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 70.180.102.234
Response Started: Mon, 1/26/09 10:56:35 PM
Response Modified: Mon, 1/26/09 11:01:08 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

1960 Piper PA22/20 Pacer

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

St Charles Aviaton, Ama, La LS40

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

No

Too Far from my home

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Depends on how user friendly it is. (Not like Slidell airport, more like St John in Reserve. Rick Moran Mgr

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes

6. Your name or your Flight Department contact:

Name: - H. W. Hunter Jr

Address: - 2120 Potomac Dr

City/Town: - Marrero

State: - LA

ZIP/Postal Code: - 70072

Email Address: - Boogieboy3621@yahoo.com

7. Additional Comments:

No Response

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survey title:
Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 6 of 13 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 70.180.110.180
Response Started: Thu, 1/22/09 6:26:33 PM
Response Modified: Thu, 1/22/09 6:30:04 PM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

Beechcraft, Baron, B-55

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

St. Charles Regional

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

No

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

Cannot say at this point in time. Low fuel cost would encourage use.

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

Yes

6. Your name or your Flight Department contact:

Name: - Joe Neathamer

Company: - JMN Specialties, Inc.

Address: - PO Box 189

City/Town: - Westwego

State: - LA

ZIP/Postal Code: - 70094

Email Address: - joen@jmnspecialties.com

7. Additional Comments:

None

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survey title:

Plaquemines Parish General Aviation Survey

current report: Default Report

Displaying 19 of 19 respondents

Response Type: Normal Response
Collector: Plaquemines General Aviation Survey (Web Link)
Custom Value: *empty*
IP Address: 12.43.88.120
Response Started: Mon, 2/16/09 11:21:22 AM
Response Modified: Mon, 2/16/09 11:26:01 AM

1. Do you or your company currently own (or are considering purchasing) an aircraft?

Yes

jets--citation, french 50 & 90

2. If you answered "Yes" to Question 1, where is the aircraft currently based?

decatur, illinois

3. If you own (or are considering purchasing) an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

No

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

very, very rarely

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

no

6. Your name or your Flight Department contact:

Name: - kerry gunter

Company: - ADM/ARTCO

Address: - p. o. box 656

City/Town: - ama

State: - LA

ZIP/Postal Code: - 70031

Email Address: - kerry.gunter@adm.com

7. Additional Comments:

No Response

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You can take the survey online at www.norpc.org

or fax your completed survey to (504) 568-6643, attn Tom Haysley, RPC

1. Do you or your company currently own (or are considering purchasing) an aircraft? If so, what type of aircraft? (Make and Model)

   yes C182Q

2. If you answered "Yes" to question #1, where is the aircraft currently based?

   NEW

3. If you own an aircraft, would you consider basing your aircraft at a new general aviation facility in the central portion of Plaquemines Parish (near Myrtle Grove)?

   Yes (No)

   Comments

   It will flood there

4. Whether based in Plaquemines or not, how often would you use the proposed airport?

   < once per month

5. Do you know anyone else that may be interested in using an airport in Plaquemines Parish?

   Not really

6. Your name or your Flight Department contact:

   Name/Company: Orey Tanner Jr

   Address: 2620 Cypress Lawn Dr

   City/State/Zip: Marrero LA 70072

   Contact Number: 347 6908

   Email Address: orey.01@att.net

7. Additional comments:

   Use part of NAS in Belle Chase it is less likely to flood

Survey Type	Name	Company	Phone	City	State	Own Aircraft	Business Type	Aircraft Location	Relocate	Estimate Of Usage/year
GCR	Logan Olivares	Air Logistics	(504) 340-0446	Westwego	LA	Yes		Along the Gulf Coast	Yes	
GCR	Borden Wallace	Daybrook Fisheries	504) 657-8400	Empire	LA	Yes		Slidell, LA	Yes	
GCR	Capt. Lance M. Brassette	Civil Air Patrol	(504) 362-9263	Harvey	LA	No			yes	36
GCR	David Miles	Progressive Technical Services	504) 433-2197	Belle Chasse	LA	yes		Lakefront - New Orleans, LA	yes	
GCR	Donald Wille		(504) 392-3342	Belle Chasse	LA	Yes		Slidell, LA	yes	365
GCR	Douglas Simon		(504) 367-6880	Gretna	LA	Yes		Phoenix, Arizona	yes	365
GCR	Eric Covell		504-912-5300	Belle Chasse	LA	Yes		Jesuit Bend, LA	Yes	156
GCR	Frank Hazen		504-975-5513	Belle Chasse	LA	Yes		Southern Seaplane, Belle Chasse, LA	Yes	24
GCR	Harold Griffin	U.S. Navy	(504) 371-1142	Marrero	LA	No			yes	48
GCR	James A Perry		504-340-5471	Harvey	LA		Private		Yes	52
GCR	Lee Collins	USAF		New orleans	LA	yes		Ama, LA	Yes	52
GCR	Leon M Pevey		504-301-6010	Belle Chasse	LA	Yes		Reserve, LA	Yes	52
GCR	Lester Cambre, Jr	CES	504) 392-7378	Gretna	LA	No			yes	24
GCR	Malcolm Hartman		(504) 393-9133	Belle Chasse	LA	Yes		Slidell, LA	yes	104
GCR	Malcolm Lincoln Jr	LeMatidora Inn	(504) 524-3474	Buras	LA	Yes		Port Sulfur	Yes	60
GCR	Michael Boudreaux		504-329-2124	Belle Chasse	LA	No	Private		Yes	24
GCR	Randall McGee		(504) 394-9600	Belle Chasse	LA	Yes			yes	104
GCR	Ron Rowley		504-361-4236 Ext 321	Gretna	LA	Yes		Slidell, LA	Yes	24

Survey Type	Name	Company	Phone	City	State	Airplane Type	Own Aircraft	Business Type	Aircraft Location	Relocate	Estimate Of Usage/year
GCR	Barnett marine, Inc		504-394-6055	Harvey	LA		No			No	
PPG	Bill Welch		225-933-0291	Baton Rouge	LA	Piper Warrior/Beach Bear/King Air 90	Yes	Private/Charter	Slidell, LA / Louisiana Regional-Gonzales, LA	No	5
PPG	Bob Albecht		504-362-1226	Harvey	LA	Piper PA30 Twin Comanche	Yes	Private business	Private Strip, Ama, LA	No	96
PPG	Bruce Goodbee		504-554-8609	New orleans	LA	Cessna 172	Yes	Private	Lakefront - New Orleans, LA	No	12
PPG	Charlie Hammond Hammond Air Service		985-876-0580	Houma	LA	Floatplanes (x4)	Yes	Charter	Houma, LA	No	48
PPG	Clayton Decoteau		225-715-2769	Baton Rouge	LA	Pipper Arrow	Yes	Private	Louisiana Regional-Gonzales, LA	No	36
PPG	Dan/Brenda Sillinger		985-893-5200	Covington	LA	Cessna 150/Cherokee 6	Yes	Private	Hammond, LA	No	10
GCR	Dennis J Sisung		504-398-1861	Belle Chasse	LA	Cessna 185	Yes		Southern Seaplane, Belle Chasse, LA	No	
PPG	Don Schiro		504-291-1311	Madisonville	LA	American Decathlon	Yes	Private	Covington, LA	No	4
GCR	H.W. Hunter Jr		(504) 347-0406	Marrero	LA	1960 Piper PA22/20	Yes		Ama, LA	No	
PPG	James Shaw		985-974-3971	Hammond	LA	sig. piston	yes	Private/Business	Hammond, LA	No	12
PPG	Jim Freeman		225-571-2915	Baton Rouge	LA	Cessna 172	Yes	Commercial	Louisiana Regional-Gonzales, LA	No	50
GCR	Joe Neathamer	JMN Specialties,Inc	504) 341-3749	Westwego	LA	Beechcraft Baron B-55	Yes		Ama, LA	no	
GCR	Kerry Gunter	ADM/ARTCO	(985) 651-4977	AMA	LA	Jets-Citation, French 50 & 90	Yes		Decatur, Illinois	No	rarely
GCR	Orey Tanner Jr		504-347-6908	Marrero	LA	Cessna 182Q	Yes		Lakefront - New Orleans, LA	No	12
PPG	Paul Accardo		225-229-7166	Baton Rouge	LA	Cessna 172/ RV9A	Yes	Charter	Pineland Texas/ McKinney, TX	No	24
PPG	Richard Warner		985-892-3721	Covington	LA	Cessna 180	Yes	Private	Private Strip	No	2
PPG	Rudy Graffeo		225-673-8033	Gonzales	LA	Gyro Plane	Yes	Private	Louisiana Regional-Gonzales, LA	No	2
PPG	Scott LeBlanc		225-573-2222	Baton Rouge	LA	Bonanza / Cessna 206 / Cessna 172	Yes	Private	Louisiana Regional-Gonzales, LA	No	12
PPG	Vincent Dantone		985-974-7745	Robert	LA	RV4	Yes	Private	Hammond, LA	No	6
PPG	Wil Seal		601-431-0674	Natchez	MS	Cessna 172XP	Yes	Private	Woodville, MS	No	10
PPG	Adrian Conrad		225-293-7839	Baton Rouge	LA	Piper PA-24 Comanche		Private			6
PPG	Ben Sullvant		515-571-9644	Ft Dodge	IA	Cessna 172		Private			3
PPG	Bill Adams		225-241-5209	Baton Rouge	LA	Various					70
PPG	Bill Morris		504-858-5450	New orleans	LA	PA28-180		Private, Business			5
PPG	Bryan Burch		504-782-7163	Kenner	LA	Cessna 206		Private			48
PPG	Burt Jones v/ Jim Jenkins		800-738-2466			Cessna 210		Private			24
PPG	Cecil Soileau		504-737-6770	New orleans	LA	Mooney		Private			5
PPG	Dennis Good	Good Streak Marine	504-669-1124	Slidell	LA	Cessna 185		Commercial			60
PPG	Don Weber	Weber Services	225-924-9008	Baton Rouge	LA	Beechcraft V-35 Bonanza		Private			12
PPG	Dr Gwen Corbett		225-202-2042	Baton Rouge	LA	Cessna 182		Private			24
PPG	Eric Botnick		504-415-6855	Luling	LA	Cessna 150&182		Private			10
PPG	Gary Songy		504-460-0586	Arabi	LA	DHC-2 Beaver		Charter			156
PPG	Gene Borne	Air Tech Inc	985-536-3994	Reserve	LA	Piper J-3 Cub		Private			12
PPG	Henry Mouton	Photo Cal Co	337-280-2616	Lafayette	LA	Turbo Commander		Charter			156
PPG	Hypolite T. Landry Jr		225-975-6758	Baton Rouge	LA	Ercoupe		Private			5
PPG	Janet Gonzales		225-622-5110	Prairieville	LA	Cessna 152		Private			3
PPG	Jeff & Mary Bernhes	Central Graphics	225-262-7446	Baton Rouge	LA	Experimental-Europa XS		Private			6
PPG	Jim Jenkins	Clinastor	225-761-2144	Baton Rouge	LA	500S, T34, Bell, 47 G		Private			104
PPG	Julie Jones		225-755-1925	Baton Rouge	LA	Cessna 182		Private			36
PPG	Keith Smith		504-458-1417	New orleans	LA	OH58, 206B		Commercial			20
PPG	Leonard Parmley		985-386-9864	Ponchatoula	LA	Grumman AA1C+S. Cub		Private			5
PPG	Mark St. Pierre		225-644-4483	Gonzales	LA	Cessna 172	No	Commercial			50
PPG	Mickey Marchand		225-324-6794	Baton Rouge	LA	Cessna 172		Commercial			12
PPG	Dr. Mike Bond		225-937-0366	Baton Rouge	LA	Aerostar 702 P		Private			12
PPG	Nick Funk		985-651-2612	LaPlace	LA	Piper PA-28-180		Private			4
PPG	Patrick Quigley	Gulf Coast Air Photo	985-788-3458	Slidell	LA	King Air & Piper PA-34		Business			104
PPG	Patrick Thistlewaite	Dvm	225-687-4030	Plaquemine	LA	Cessna 172		Private			12
PPG	Peter Flood		225-335-3150	Baton Rouge	LA	Any Type client owns	No	Private/Charter			21
PPG	Ray Fuenzalida	arvey Canal Limited Pr	504-616-1124	Harvey	LA	Beachcraft Sundowner		Private, Commercial			4
PPG	Reg Jones		225-642-2354	St Gabriel	LA	Cessna 182		Private			30

PPG	Ron Campbell		225-291-6708	Baton Rouge	LA	Mooney M20R		Private			2
PPG	Russel Warner		228-327-8057	Ocean Springs	MS	Falcon 10&C-180		Private & Charter			12
PPG	Steve Joffrion	Atty-at-law	225-673-6159	Prairieville	LA			Private			10
PPG	Stoney Ware	Apyxx Technoligies	504-309-1025	Metairie	LA	RV-7		Private			4
PPG	Thomas Cook	Cook & Cook Inc	225-926-4090	Baton Rouge	LA	Cessna 172		Private, business			104
PPG	Thomas Marino	Terra Design	225-270-8981	Baton Rouge	LA	SEL	No	Private			6
PPG	Tom Morgan		225-775-3918	Baker	LA			Private			2
PPG	Wade DeVillier		504-239-1950	Gretna	LA	Cessna 172	No	Commercial			50
PPG	Warner Jr					Citabria		Private			24

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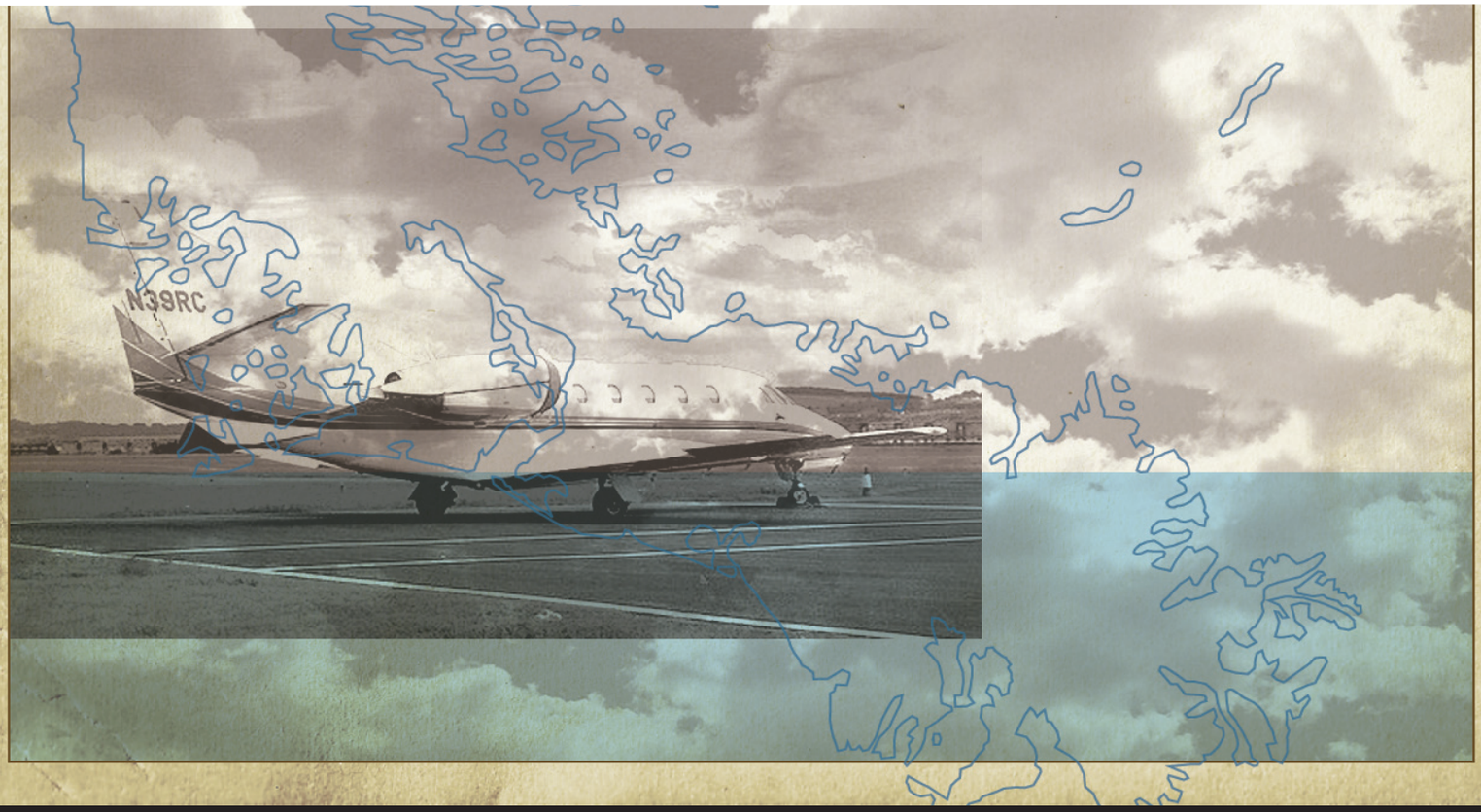
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