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Impact of Hurricane Katrina on General Aviation in Southeast Louisiana

Prepared For:

The Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes

February, 2008

Final Report

Impact of Hurricane Katrina on General Aviation in Southeast Louisiana

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Prepared for the
Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany
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Table of Contents

Section	Description	Page
1.0	**Introduction**	**1**
2.0	**Project Approach**	**1**
2.1	Interviews with Airport Managers	3
2.2	Surveys of Airport Tenants and Users	5
3.0	**Post Katrina Growth Trends in Southeast Louisiana: 1980 to 2020**	**6**
3.1	Information Sources, Limitations and Methodology	6
3.2	Post Katrina Growth Trends and Observations	7
4.0	**Summary, Observations and Recommendations**	**10**
4.1	Air Traffic Control Tower Eligibility	16

List of Exhibits

Exhibit 1 - Map Depicting the Location of Airports within the Study 3

Appendix A – Airport Overviews

Baton Rouge Metropolitan Airport 1
Hammond Northshore Regional Airport 5
Houma-Terrabone Airport 8
Louisiana Regional Airport 11
New Orleans Lakefront Airport 13
Louis Armstrong New Orleans International Airport 17
Slidell Municipal Airport 22
St. John the Baptist Parish Airport 26
St. Tammany Regional Airport 29
South Lafourche Airport 32

Appendix B – User and Tenant Surveys

Appendix C - Socioeconomic Estimates

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1.0 Introduction

The purpose of this study was to evaluate the impacts of Hurricane Katrina on aviation demand and utilization at several of the general aviation airports in Southeastern Louisiana. The main focus of the study has been on determining the status of eight general aviation airports and two commercial service airports with a general aviation component located along the I-10 and I-12 corridors surrounding Lake Pontchartrain. Five of the airports are within the transportation planning area of the New Orleans Regional Planning Commission (NORPC) (Planning District 1); three are in the Capital Region Planning Commission (CRPC) (Planning District 2); and three are in the South Central Planning Development Commission (SCPDC) (Planning District 3), as shown in **Exhibit 1** but St. John the Baptist Parish is within District 1 for transportation planning purposes. Emphasis was placed on:

- Evaluating shifts in the number of tenants and/or users of these facilities;
- Whether these shifts are permanent or dependent on the repair of storm damage;
- The restoration of service;
- The level of local support for these facilities; and
- Each airport's plan for future development.

The ten airports that were evaluated include:

Planning District 1

- Louis Armstrong New Orleans International Airport, New Orleans, LA
- New Orleans Lakefront Airport, New Orleans, LA
- Slidell Airport, Slidell, LA
- St. John the Baptist Parish Airport, Reserve, L[1]
- St. Tammany Regional Airport, Covington, LA

Planning District 2

- Baton Rouge Metropolitan Airport, Baton Rouge, LA
- Hammond Northshore Regional Airport, Hammond, LA
- Louisiana Regional Airport, Gonzales, LA

Planning District 3

- Houma-Terrebonne Airport, Houma, LA
- South Lafourche Airport, Galliano, LA

The goal of this study is to provide the Federal Aviation Administration (FAA), Louisiana Department of Transportation and Development (DOTD), and the NORPC with an immediate to mid-range analysis of any trends for these general aviation airports, including the implications for capital investments at those facilities to accommodate growth or to enable them to recover from Hurricane Katrina. This study is intended to assist the FAA and DOTD determine how to best program future airport improvement funding for these airports.

2.0 Project Approach

The approach taken to conduct this evaluation was multi-faceted. In order to properly identify the issues that may exist at these ten airports it was determined that feedback and information should be collected from not only the operator of each airport, but also from the tenants and users from each facility to ensure consistency in reporting information. To accomplish these objectives, interviews were conducted with the airport managers, and

surveys were developed and distributed to some of the larger users, tenants and Fixed Based Operators (FBO) located at each facility.

2.1 Interviews with Airport Managers

In December 2006, and again in June 2007, staff from the NORPC and the Study Team met with the airport managers at the ten airports to conduct an assessment of their current state of operations. Specific questions were developed by the Study Team to assist with the evaluation. One-on-one interviews were conducted to identify information on damage to facilities, loss or gain of tenants and users, level of local support, and future plans for the airport.

The questions posed to each airport operator included the following:

Airport History and Inventory

- Identify any physical damage to the airport caused by Hurricane Katrina on the following areas:
  - Airfield pavement and electrical;
  - Airfield structures, Navaids, and fencing;
  - Landside pavement and electrical;
  - Landside structures and fencing.
- Identify any repairs that still needed to be performed in order to bring the facility back to its pre-Katrina condition;
- Identify the following levels for both pre-Katrina and post-Katrina:
  - Airport tenants
  - Airport users
  - Daily operational levels
- Identify how the airport was utilized during the emergency response to Katrina.

Airport Tenants and Users

- Why did tenants leave? What would bring them back?
- Why did airport users leave? What would bring them back?
- What other amenities and/or services could be provided to attract new users or tenants?
- Is airport management aware of previous tenants or users utilizing other nearby facilities? If so, which ones?

Support to/from the Local Community

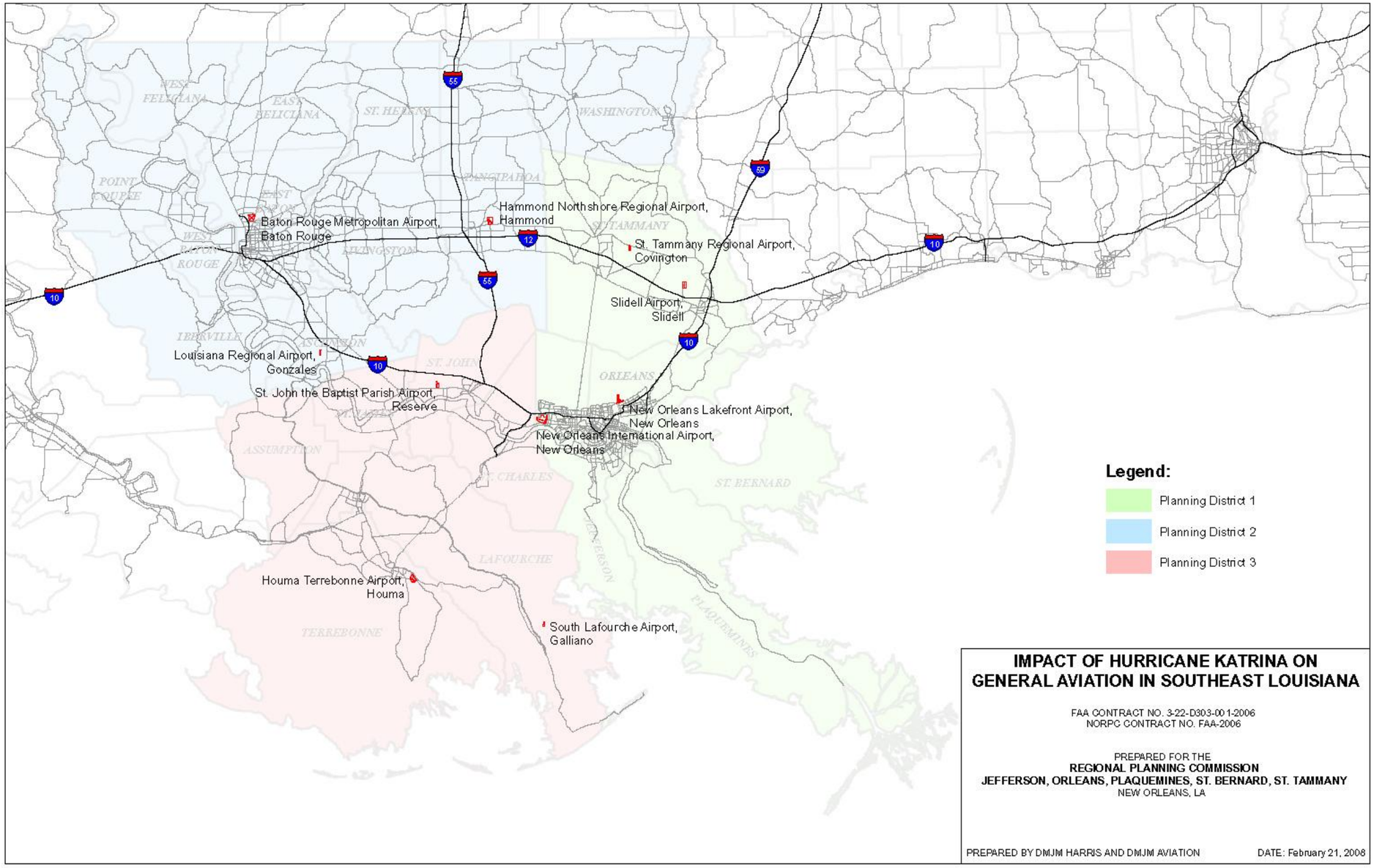
- How does the local community support the airport? If it does not, why not?
- How does the airport support the local community?
- Are there any issues with the local community such as safety and noise concerns?
- Are there any land use or zoning regulations that affect and/or protect the airport?

Future Airport Development

- What are the short term and long term improvements for the airport? Are these from a recent master plan or Airport Layout Plan (ALP) update?
- Does the master plan or ALP call for airport expansion? If so, is there room to expand?

Summaries of the responses received from each of the interviews are provided in **Appendix A**, “Airport Overviews,” of this report.

Exhibit 1 - Airports and Planning Districts in Southeast Louisiana



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2.2 Surveys of Airport Tenants and Users

Surveys were developed to determine the current operating conditions and business outlook for each of the facilities from the perspectives of the users, tenants, and FBOs. It was felt that understanding any concerns from the users and tenants was critical to move forward with the reconstruction and modernization of these facilities. The following describes the survey methodology and the data elements gathered by the survey team.

The Study Team developed two surveys in order to meet the needs of these two individual groups. The requirements of each group are different, but each has their own relevant perspective in assessing the needs of each facility. For the purposes of this study, the user group and the tenant/FBO group were defined as follows:

- Tenant/FBO: those who have revenue generating businesses located at the airport or who lease hangar space; and
- Users: those who simply utilize the airport in a capacity different than described for the Tenant/FBO above, i.e. the weekend/fun flyers and business or non-military government flyers.

All ten airports were included in this effort. There were a total of 77 surveys collected out of a possible 159 contacts identified by the Study Team, for a 48% overall response rate. The number of surveys collected and the number of known contacts is listed next to each airport. There were five surveys that were collected which contained no information that could be used to identify the airport. These are listed as "Unknown Airport".

- Baton Rouge Airport ..... 3 of 5
- Hammond Airport..... 5 of 6
- Houma-Terrebonne Airport ..... 10 of 24
- Louisiana Regional (Gonzales) Airport..... 4 of 10
- New Orleans Lakefront Airport..... 7 of 7
- New Orleans International Airport..... 7 of 16
- Slidell Airport..... 22 of 66
- St. John The Baptist Airport ..... 5 of 6
- St. Tammany Airport ……..... 9 of 12
- South Lafourche Airport..... 1 of 3
- Unknown..... 4

During telephone conversations with many of the contacts, it was stated numerous times that these individuals did not have confidence that the study would actually produce any positive results. Apparently, FEMA had conducted a similar survey in 2006 without any follow up and never issued a final report. In addition, some respondents stated that the Tangipahoa Parish Assessor is proposing a personal property tax on all aircraft owned by corporations. This prevented some aircraft owners from releasing any data to a government agency at this time. Some users have even considered relocating their aircraft in order to avoid this possible tax liability. These users were encouraged to still submit the survey and to comment on the proposed tax as part of their response.

It should be understood that the entire area of Southeast Louisiana is still in the process of trying to recover from this devastating storm. Residents and businesses are working hard to rebuild and recover and therefore may not have been able to take the time to assist with the survey.

A sample of each survey is included in **Appendix B** along with the actual responses for each airport. A summary of these responses that were received have been included in an overall summary for each airport in **Appendix A** of this report.

3.0 Post Katrina Growth Trends in Southeast Louisiana: 1980 to 2020

The purpose of this analysis was to provide a summary of growth trends pre- and post-Hurricane Katrina in the Southeast Louisiana Region. The estimates and forecasts presented are based on historic trends and readily available current data. They are intended to provide information with which to evaluate investments in general aviation facilities located throughout the study area. Specifically these estimates and forecasts provide a demographic and economic framework for planning and implementing repairs, expansions and enhancements to existing facilities to address the future demand for general aviation facilities and services.

The scope of the analysis covered the three planning districts encompassing the southeast region of the state. Each planning district is anchored by at least one major city or urban concentration and is generally bordered by suburban and rural parishes. The major cities or urban concentrations in each planning district are as follows: Planning District 1 – New Orleans; Planning District 2 – Baton Rouge; and Planning District 3 – Houma. The analysis was done at the parish level focusing on total population, total households, total employment and households distributed by income categories and at the District level for employment by major industrial/business sector.

The historic trend analysis covered the period 1980 to 2000. Pre-Katrina estimates for 2005 were prepared as were estimates for post-Katrina in 2006. The forecast periods extend to 2010, 2015 and 2020 and include estimates of the current population and forecast population growth. The detailed forecast data are provided in **Appendix C** of this report. These data include tables that outline historic counts, current estimates, and forecasts through 2020 of population, households, and employment in the three planning districts in which the airports are located. These planning districts include the New Orleans, Baton Rouge, and Houma regions and should be considered both individually and together as representative of Southeast Louisiana.

3.1 Information Sources, Limitations and Methodology

Trend analysis for the 1980 to 2000 period relied primarily on reasonable reliable secondary data sources such as the U.S. Department of Commerce, Bureau of the Census and the Louisiana Department of Labor. The data provided by these agencies are generally accepted to be accurate and consistently gathered from one period of analysis to another.

The estimates for pre-storm 2005 are based upon several sources which have also proven to be reasonably consistent and readily available. These include the U.S. Bureau of the Census, Louisiana population estimates prepared by Louisiana Tech University and the Louisiana Department of Health and Hospitals and estimates generated by private vendors such as Claritas. Although these estimates were relied upon for guidance, the published estimates represent the best assessments of the analyst. Total employment estimates are based on reports published by the Louisiana Department of Labor.

Estimating post-storm demographic trends for 2006 was particularly challenging in light of the severe economic and population dislocations caused by Hurricanes Katrina and Rita. Although many of the previously cited sources were consulted, additional information was incorporated into the analysis in an attempt to corroborate seemingly disparate or conflicting estimates. This included school enrollment data and, where possible, building permits. In both cases, however, these data sets were not stable nor were they complete for the desired period of analysis. The school enrollment data, for example, excluded private schools and thus under-counted a potentially significant portion of local population in some sectors of the

study area. Building permits also proved to be somewhat unreliable as an indicator of actual growth and recovery in most portions of the study area. Reporting by local jurisdictions is somewhat sporadic, particularly on a monthly basis, and the U.S. Census (C-40 Construction Permits section) relies on imputation and estimates of permit activity based on prior reporting periods. Attempts to secure information regarding FEMA trailer deliveries and occupancy at the parish level were blocked and required Freedom of Information requests. The request was formally submitted, but to date the requested information has not been provided.

Post-storm forecasting has also been greatly hampered by abrupt changes in growth patterns and trends that had emerged somewhat steadily for the 10 to 15 years leading up to Katrina. This rendered simple trend analysis of doubtful value in some instances, particularly at the individual parish level. Also, the severity of the trend and data interruptions rendered methods such as shift-share analysis marginally useful, particularly when considering intra-area shifts by economic sector. Even the most current employment data fails to accurately reflect inter-parish business migrations from the Southshore (Orleans and Jefferson Parishes) to the Northshore (St. Tammany, Tangipahoa and Washington Parishes). District-wide forecasts of employment by sector considered the pre-storm movements (growth and decline) across the various business categories and weighted shares of total employment within each sector depending upon its stage of recovery and expansion. Also considered was the relative position or share of each local sector in comparison to the state as a whole. Again, because of data limitations a rigid location quotient approach to distributing total employment was not always applicable.

Total household growth was estimated and forecasted based on historic patterns of average household size and employment participation (or jobs per household). In most parishes this dual approach yielded reasonable estimates and forecasts. In the heavily impacted parishes of Orleans and St. Bernard, the historical trend data was adjusted to reflect more recently produced estimates such as those provided by the Louisiana Recovery Authority and the Department of Health and Hospitals. The mini-censuses produced by these agencies provided useful benchmarks for both current estimates and short range forecasts. However, information on occupied FEMA trailers would have been helpful had the information been supplied.

Where possible, the analyst's knowledge of and involvement in local economic development initiatives throughout the study area were incorporated into the final analysis of current and future economic and demographic conditions and trends. This experience and observations provided some insights most useful in assessing the future economic structure of each district within the study area.

3.2 Post Katrina Growth Trends and Observations

The Southeast region is generally a study in a wide range of contrasts geographically, demographically and economically depending largely on two major factors: first, the extent of flooding and storm surge damage inflicted by Hurricanes Katrina and Rita and secondly, the relative economic strength of the community or market area prior to the storms. In areas minimally impacted by storm surge and standing flood waters, the recovery has advanced at a faster pace and they have largely regained, and in some cases exceeded, their pre-storm economic growth and momentum. Some of this growth and expansion is no doubt directly related to population and employment displacements from heavily flood damaged areas.

As shown in **Table 3-1** below, it is evident that the areas within Planning District 1, Orleans and St. Bernard Parishes in particular, had significant losses in population immediately after Hurricane Katrina. These levels are expected to increase over the next five to fifteen years,

but may not come back to their pre-Katrina levels. However, in Planning Districts 2 and 3, there have been increases in these levels due to the relocation of people. These increases in population correlate to the increased levels of aircraft operations that are being experienced at the airports located in these two planning districts, such as Baton Rouge Metropolitan, Hammond Northshore Regional, and Houma-Terrebonne Airports.

TABLE 3-1
Population by Planning District, actual and projected 2000 to 2020

Area	2000	Est. Jul 2005 Pre-Katrina	Est. Dec 2006 Post-Katrina	Forecasts 2010	2015	2020
District 1						
Jefferson	455,466	452,824	430,600	452,300	462,200	470,750
Orleans	484,674	454,863	200,500	240,000	273,500	318,500
Plaquemines	25,440	28,995	23,500	27,500	29,200	29,800
St. Bernard	67,229	65,364	22,100	31,500	32,700	39,300
St. Tammany	191,268	220,295	235,400	259,900	271,800	289,500
Total	**1,224,077**	**1,222,341**	**912,100**	**1,011,200**	**1,069,400**	**1,147,850**
District 2						
Ascension	76,627	90,501	97,390	112,325	123,000	131,200
East Baton Rouge	412,852	411,417	445,950	465,100	488,200	511,800
East Feliciana	21,360	20,823	21,380	21,550	22,300	23,500
Iberville	33,320	32,386	34,165	34,900	35,200	36,100
Livingston	91,814	109,206	114,980	123,050	129,800	140,100
Pointe Coupee	22,763	22,377	23,140	24,675	25,100	25,500
St. Helena	10,525	10,259	10,260	10,450	10,900	11,100
Tangipahoa	100,588	106,502	112,170	119,500	125,500	131,400
Washington	43,926	44,623	44,840	45,460	45,800	46,100
West Baton Rouge	21,601	21,634	22,715	23,500	24,500	25,400
West Feliciana	15,111	15,199	15,100	15,300	15,900	16,500
Total	**850,487**	**884,927**	**942,090**	**995,810**	**1,046,200**	**1,098,700**
District 3						
Assumption	23,388	23,196	23,585	24,400	24,900	25,500
Lafourche	89,974	92,179	92,915	94,500	96,500	98,700
St. Charles	48,072	50,633	51,650	53,700	56,400	59,100
St. James	21,216	21,150	21,760	22,100	22,200	22,300
St. John	43,044	46,393	48,240	51,200	53,300	55,200
Terrebonne	104,503	107,491	108,350	111,100	117,200	122,500
Total	**330,197**	**341,042**	**346,500**	**357,000**	**370,500**	**383,300**
Study Area Total	**2,404,761**	**2,448,310**	**2,200,690**	**2,364,010**	**2,486,100**	**2,629,850**

It is also clear that communities that have been aggressively self-reliant and entrepreneurial in securing and deploying resources to fuel recovery and rebuilding have better stabilized their situations and provided a platform and framework that more readily attracts new investment and opportunity seeking risk capital. This kind of investment and economic vibrancy is clearly evident in the Baton Rouge, Houma/Thibodaux regions as well as on the Northshore (St. Tammany and Tangipahoa Parishes) in the New Orleans region.

What is very clear in post-storm South Louisiana is that new nuclei of economic activity and population concentrations are emerging and strengthening while others are becoming less prominent. The most obvious driver of much of this re-ordering of the state's economic geography is risk mitigation. If nothing else was learned by businesses in particular from the experiences of Katrina and Rita it was the absolute necessity of having a "Plan B" to ensure business continuity in the wake of a major disaster. Immediately following the storms and going forward, this generally means having at least one, possibly two, back-up operating locations that are out of harms way yet somewhat accessible to critical staff geographically, if not technologically. For many firms throughout the region this has become a matter of necessity not choice and it is impacting corporate and business location decisions from New Orleans to Lake Charles and all points in between. To a large extent, these decisions are being fueled by the state's most critical issue: casualty insurance. Where is it available at a reasonable affordable cost? The short answer to this question is generally along and north of the I-10 west of Baton Rouge and north of the I-12 corridor east of Baton Rouge.

These interstate corridors are fast emerging as the linkages of the most significant economic activity in South Louisiana. Now more than ever, these corridors provide not only market visibility to a wide range of businesses but also growing market accessibility to an even wider array of business types and sizes. In essence, the I-10/I-12 corridor is "the" economic food chain of South Louisiana connecting the major nodes of St. Tammany Parish to Hammond to Baton Rouge to Lafayette to Lake Charles. Each of these major nodes is served by and services smaller and emerging links along the food chain usually defined by one or more interchanges or exit ramps along this highway corridor.

Two interchanges in this corridor are emerging as major nodes:

- The interchange of I-12 with I-55 in Hammond is a locus of all manner of warehousing, distribution and light manufacturing activities. Many of these have migrated from New Orleans and suburban Jefferson Parish seeking lower land costs, higher elevations, reasonably priced available insurance, and interstate highway access; and
- The interchange of I-10 with I-49 in Lafayette has a concentration of businesses linked to the oilfield services sector. It is expanding as these businesses seek higher ground while being reasonably accessible to off-shore activities. Further, the I-49 corridor north of I-10 is emerging as a locus of light and medium manufacturing and assembly activities as well as technology-related business development.

In the long run, the nodes of economic activity along the I-10/I-12 corridor will fuel demand for all types of real estate and land use. Employment drives household and income growth which fuels demand for housing. A continuing challenge for most of the economic centers throughout the region will be to satisfy workforce affordable housing needs. With growth comes rising pressure on land values and thus the inability to produce housing that is both affordable and reasonably accessible to the nodes of business and employment activity. In an environment of steadily rising gasoline prices, increased commuting distances for the sake of affordable housing is somewhat counterproductive. Consequently, any and all strategies to produce affordable housing readily accessible to jobs will need to be pursued. This will include, but not necessarily be limited to, non-traditional construction techniques such as modular and pre-built off-site component construction as well as creative financing utilizing GO Zone incentives such as tax credits and below market rate lending. The demand for affordable housing, both owner and renter, is not likely to dissipate anytime in the foreseeable future. In fact, as economic nodes grow, these demand pressures are likely to become more pronounced. This is particularly true in parts of the region that suffered

significant damage to the housing stock and that are rebounding and expanding economically at a fairly healthy pace. In some areas, the pace of recovery and growth could be slowed by the lack of permanent affordable housing, particularly for workers in moderate wage jobs in support and service sectors. Although a pronounced issue in the New Orleans area, it is a factor impacting regional and local markets throughout the Southeast region.

These emerging nodes of growth and economic activity will also impact the need for and location of general aviation facilities. Demand for I-12/I-10 surface transportation will influence growth and expansion of inter-modal opportunities involving accessible waterways and air traffic. The interdependence of these modes of transportation is having a significant impact on the post-storm expansion of some general aviation facilities.

4.0 Summary, Observations and Recommendations

Based on all of the information that was received from the interviews with airport managers, the feedback that was solicited from the users, tenants and fixed based operators at each facility, and the forecasts related to population and housing in the study area, the Study Team has made specific recommendations for each of the airports to assist with their immediate needs, as well as their needs within the next 5 years. **Table 4-1** below provides a summary of these recommendations, and **Table 4-2** classifies each as a High, Medium, or Low priority.

By far, New Orleans Lakefront Airport suffered the most physical damage from Hurricane Katrina, but seems to be on track with repairs. Even with the level of damage that occurred there, Lakefront, along with other airports in the area, is recognizing a rebound in operational activity and tenants. There have been several key impediments to Lakefront's recovery, in addition to the level of destruction:

- the inoperability of the Air Traffic Control Tower (ATCT);
- the price of fuel at the airport with only one FBO dictating prices;
- And the uncertain and erratic nature of the ownership of the facility.

These conditions appear to be rapidly improving as the 2nd Anniversary of Katrina passes.

The ATCT at Lakefront partially re-opened on July 30, 2007, and will be fully operational by the beginning of 2008. There are two additional FBOs that are on track to open at the airport within the next few months that should stabilize and/or lower the price of fuel to more competitive rates. The issue regarding the ownership of the airport, which had apparently been holding back AIP funding from the airport, appears to have been corrected. The FAA needed to be assured that there was a stable entity in control of the airport before it could release funding. According to the FAA, an agreement is now in place that identifies the State of Louisiana, Division of Administration as the official sponsor of the airport, with the Orleans Levee District as a possible second signatory. This situation did not affect the Emergency Hurricane Funding that the airport had been receiving and relying on to complete repairs to the facility.

Contrary to the suggestion from some members of the aviation industry, the Study Team can find no apparent reason to propose closing this facility. It is a viable airport that is on the mend and is critical to the overall recovery of the New Orleans economy and tourism industry.

Table 4-1 – Recommended Projects by Priority for General Aviation Airports

Planning District/ Airport	High Priority	Medium Priority	Low Priority	Reference
District 1				
New Orleans Lakefront Airport	1. Replace/repair the full Instrument Landing System (ILS) including a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) 2. Complete restoration of the tower base building and extend hours of operation to pre-Katrina schedule. 3. Conduct Airport Master Plan	1. Ensure all runway ends meet all FAA Runway Safety Area (RSA) requirements 2. Replace/repair all hangars that were damaged or destroyed 3. Restore on site non-aviation services to pre-Katrina level.	1. Enhance competition in the provision of General Aviation services.	See Appendix A Pages 13 through 16
Slidell Municipal Airport	1. Remove obstacle (power transmission lines) to restore runway threshold. 2. Installation of an Air Traffic Control Tower 3. Strengthen Runway 18/36 for emergency purposes. *	1. Rehabilitation of Runway 18/36 ** 2. Conduct Airport Master Plan 3. Ensure all runway ends meet all FAA Runway Safety Area (RSA) requirements 4. Provide additional hangar space 5. Provide adequate funding for maintenance of existing infrastructure	✈ Extend Runway 18/36 to 6,500 feet	See Appendix A Pages 22 through 25
St. John the Baptist Parish Airport	1. Extend Runway 17/35 to 5,000 feet 2. Improvement of fuel capacity for emergency purposes. *	1. Ensure all runway ends meet all FAA Runway Safety Area (RSA) requirements 2. Provide additional hangar space 3. Provide adequate funding for maintenance of existing infrastructure	1. Acquire available parcels surrounding the airport to prevent encroachment	See Appendix A Pages 26 through 28
St. Tammany Regional Airport	1. Acquire land to the west for Runway Safety Area (RSA) enhancement. 2. Install stub taxiway and apron. 3. Rehabilitate lighting system including Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REIL).	1. Install an Automated Surface Observing System/Automated Weather Observing System (ASOS/AWOS) system 2. Ensure all runway restriction zones meet Runway Safety Area (RSA) requirements 3. Provide adequate funding for maintenance of existing infrastructure	1. Extend Runway 18/36 to 4,000 feet with an ultimate length of 5,000 feet	See Appendix A Pages 29 through 31
District 2				
Hammond Northshore Regional Airport	1. Acquire property in Runway Protection Zone (RPZ) of Runway 18 in support of Instrument Landing System (ILS). 2. Installation of an Air Traffic Control Tower 3. Install parallel taxiway along Runway 13/31 to serve General Aviation	1. Ensure that the restriction zones of Runways 13/31 and 36 meet Runway Safety Area (RSA) requirements 2. Provide joint and crack seal repairs to Runway 18/36 3. Provide adequate funding for maintenance of existing infrastructure	1. Acquire available parcels surrounding the airport to prevent encroachment	See Appendix A Pages 5 through 7

* Not eligible for FAA funding.
** Rehabilitation is not necessary if runway is strengthened by military.

Table 4-1 – Recommended Projects by Priority for General Aviation Airports (continued)

Planning District/ Airport	High Priority	Medium Priority	Low Priority	Reference
Louisiana Regional Airport	1. Acquire available parcels surrounding the airport to prevent encroachment. 2. Extend Runway 17/35 to 5,000 feet.	1. Rehabilitate lighting system including Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REIL). 2. Install an Automated Surface Observing System/Automated Weather Observing System (ASOS/AWOS) system.		See Appendix A Pages 11 through 12
District 3				
Houma-Terrebonne Airport	1. Augment the integrity of the perimeter fencing to control access.	1. Reconstruction of Taxiway B 2. Ensure all runway restriction zones meet Runway Safety Area (RSA) requirements 3. Provide adequate funding for maintenance of existing infrastructure	1. Review Master Plan to determine if any changes are necessary based on recent events. 2. Acquire available parcels surrounding the airport to prevent encroachment	See Appendix A Pages 8 through 10
South Lafourche Airport	1. Review Master Plan to determine if any changes are necessary based on recent events.	2. Evaluate the need for an Instrument Landing System (ILS) 3. Install an Automated Surface Observing System/Automated Weather Observing System (ASOS/AWOS) system 4. Provide adequate funding for maintenance of existing infrastructure		See Appendix A Pages 32 through 33

Table 4-2 – Recommended Projects by Priority for General Aviation at Commercial Airports

Planning District/ Airport	High Priority	Medium Priority	Low Priority	
District 1				
Louis Armstrong New Orleans International Airport	1. Extend north side perimeter road to General Aviation facilities 2. Provide additional hangar space. 3. Extend Taxiway G to end of stub taxiway from Runway 1/19.	1. Rehabilitation of South Apron 2. Expansion of North GA Ramp 3. Ensure all runway restriction zones meet Runway Safety Area (RSA) requirements 4. Aircraft Rescue and Fire Fighter Station (ARFF)***	1. Study application of Differential Global Positioning System (DGPS) 2. Extend Aberdeen Street entrance to General Aviation facilities	See Appendix A Pages 17 through 21
District 2				
Baton Rouge Metropolitan	1. Rehabilitation of Runway 4R/22L 2. Rehabilitation of Taxiways G 3. Modification or relocation of tower to improve sight lines. CHECK WITH PHIL	1. Rehabilitation of Runway 13/31*** 2. Ensure all runway restriction zones meet Runway Safety Area (RSA) requirements 3. Enhance competition in the provision of General Aviation services	1. Provide grading and drainage improvements to land designated for future development	See Appendix A Pages 1 through 4

*** These projects serve both General Aviation and Commercial Aviation.

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Many of the inland airports are seeing an increase in hangar demand, much of which is due to tenants relocating from other damaged airports, or from a general increase in activity. For example, some airport tenants from Lakefront moved to Hammond and to St. John airports. St Tammany reports a 40% increase in requests for hangar space and an increase in fuel sales. Slidell, Baton Rouge, Louisiana Regional, and New Orleans International all report that daily general aviation activity has increased because of users relocating to their facilities. Houma-Terrebonne has seen a sharp increase in the amount of helicopter activity from Petroleum Helicopters Incorporated (PHI). They relocated their operations from Boothville, LA where their facilities were completed destroyed.

There is a need to expand infrastructure, and most airports have Capital Improvement Plans (CIPs) that identify their needs. These CIPs include adding FBOs, construction of new airfield pavement, airfield pavement rehabilitation, and more hangar space (some to replace hangars damaged by Katrina, but mostly to accommodate growth). In some cases, because of the role some airports played in the hurricane recovery efforts, they see a need to strengthen runway pavement to accommodate larger aircraft, especially military aircraft, which supported the recovery efforts. Unfortunately, runway strengthening to accommodate military aircraft is not eligible for AIP funding, but alternate methods of obtaining such funding, such as through the U.S. Department of Homeland Security, should be investigated.

Several airports reported plans to acquire more land for expansion, with the main desire being to lengthen the primary runways. In two cases, flood control infrastructure is seen as limiting the ability of the airports to expand. Louisiana Regional reported it will be converting a major drainage canal into a culvert. St. John the Baptist is considering its options for an expansion given that it is surrounded by its own levee system that will require modification in order to expand.

Most airports appear to have good working relationships with neighboring communities to control non-compatible land uses and zoning. Baton Rouge reported increased community support post-Katrina, and, like New Orleans International, they are in the middle of a residential sound insulation program. Baton Rouge is also buying land as a noise buffer.

Two airports reported an ownership issue that could affect their expansion plans. For Lakefront Airport, ownership has been affected by the unification of the levee boards and the decision to place the airport under the control of the State Division of Administration. For St. John the Baptist Airport, the South LA Port Commission is considering acquisition of the airport from the Parish as part of an intermodal program.

At several airports, market demand is resulting in private investment to provide hangar space and FBO services. This market rate activity indicates the relative health is driving private sector funding to develop new FBOs and/or hangars, which has been prompted by the private sector. There is no reason to intervene in that and the Study Team suggests that the marketplace decide where that money should go.

4.1 Air Traffic Control Tower Eligibility

Two airports within the study, Hammond Northshore and Slidell, have been recommended to have an air traffic control tower installed due to the level and mix of air traffic that each facility has experienced over the past few years, and are forecasted to experience in the future. Below is a summary of the criteria that the FAA uses to determine a facility's eligibility for an air traffic control tower. This information is provided for informational purposes only. The FAA will need to conduct their own analysis of each airport to determine if they believe that a control tower is warranted at either of these facilities.

An FAA document titled, "Establishment and Discontinuance Criteria for Airport Traffic Control Towers", states that an airport was formerly eligible to establish a control tower based on a minimum number of operations (from 1951 to 1974, 24,000 itinerant operations were required for an air carrier airport, and 50,000 for a GA airport). However, in 1975 the criterion was changed to require benefit-cost analyses that considered collision and accident risk, reduction in flying time, mix of aircraft types, percentage of passengers injured and percent of aircraft damaged.

According to FAR Part 170.13, the following criteria must be met for an airport to qualify for a control tower:

- The airport must be open to and available for use by the public;
- The airport must be part of the National Plan of Integrated Airport Systems (NPIAS);
- The airport owners/authorities must have entered into appropriate assurances and covenants to guarantee that the airport will continue in operation for a long enough period to permit the amortization of the control tower investment;
- The FAA must be furnished appropriate land without cost for construction of the control tower;
- The airport must meet the benefit-cost ratio criteria specified by FAA, utilizing three consecutive FAA annual counts and projections of future traffic during the expected life of the tower facility. (An FAA annual count is a fiscal year or a calendar year activity summary. Where actual traffic counts are unavailable or not recorded, adequately documented FAA estimates of the scheduled and nonscheduled activity may be used.)

The FAA, responding to an airport sponsor's request for an air traffic control tower, can elect to establish a contract tower. The FAA can either elect to pay for the service in its entirety, or enter into a cost-sharing agreement with the sponsor, depending on the results of the benefit-cost analysis.

APPENDIX A
AIRPORT OVERVIEWS

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Baton Rouge Metropolitan Airport

Director of Aviation: Anthony J. Marino
Airport Identifier: BTR
9430 Jackie Cochran Dr., Suite 300
Baton Rouge, LA 70807

Runway Information

Runway 13/31 – 7,004' x 150' (ILS Runway 13)
Runway 4L/22R – 6,900' x 150' (ILS Runway 22R)
Runway 4R/22L – 3,799' x 75'

Based Aircraft - Source: Airnav.com

There are 164 total based aircraft at the airport

- 103 - Single-Engine Aircraft
- 43 - Multi-Engine Aircraft
- 10 - Jet Aircraft
- 8 - Helicopters

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	4,315	17,906	45,253	1,822	26,416	836	96,548
2005	7,169	22,526	55,796	6,262	18,586	928	111,267
2006	6,663	25,142	45,061	1,915	15,399	672	94,852

Source: FAA, Air Traffic Activity Data System (ATADS)

Airport Background

Harding Field served as a training base for pilots in the U.S. Army Air Corps during World War II. In 1948, the airport was converted to civilian use as Baton Rouge Metropolitan Airport. The airport is owned and operated as an agency of the City-Parish Government; however, it operates as an enterprise fund and generates its own revenues. It is located approximately 5 miles north of downtown Baton Rouge, LA.

The airport is in pre-Katrina condition since there was no significant damage at the airport. After the storm, the airport handled aircraft containing food and supplies that were slated to be sent to New Orleans. The airport also served as a base of operations for the U.S. Military during the recovery period after the storm. The National Guard runs a ground facility housed on airport property located adjacent to the airfield.

Airport Tenants and Users

According to airport management, the airport did not lose tenants nor users as a result of Hurricane Katrina; in fact, there has been a 30% overall increase in airport users.

Air carrier operations have increased 35% at the airport. This trend is likely to continue into the near future as Frontier Airlines begins operations to Denver in the middle of August 2007. Commercial air traffic mainly operates between Baton Rouge and hubs located in Atlanta, Houston and Dallas. There are several nonstop flights to Chicago and Washington, DC.

There has been a significant increase in the amount of air cargo that is processed at the airport. Before Katrina the airport handled approximately 800,000 pounds of cargo per year; today they handle over 52 million pounds per year. According to airport management, this growth is likely to continue to increase as DHL has indicated that they may soon return to Baton Rouge.

This increase is primarily due to a relocation of the U.S. Postal Service mail sorting facilities from New Orleans to Baton Rouge. In addition, FedEx has significantly increased the amount of cargo that it is carrying out of the airport.

Surveys were sent out to five of the larger general aviation tenants and users of the airport to obtain their opinions and views on the airport. Three tenants responded to the survey including:

- An insurance adjusting firm;
- A general investment firm;
- A medical facility with a satellite practice in Monroe, LA.

None of them indicated that they had altered their use of the airport as a result of the storm. They recommended the following amenities and services that would attract new users to the airport in their opinion:

- Additional hangar space;
- Completion of the rehabilitation to Runway 22R (scheduled to have been completed July 2007);
- New paint on the asphalt;
- Installation of ALSF-II Type approach lights.

No other survey questions or additional information was provided by any of these users.

Local Community Support

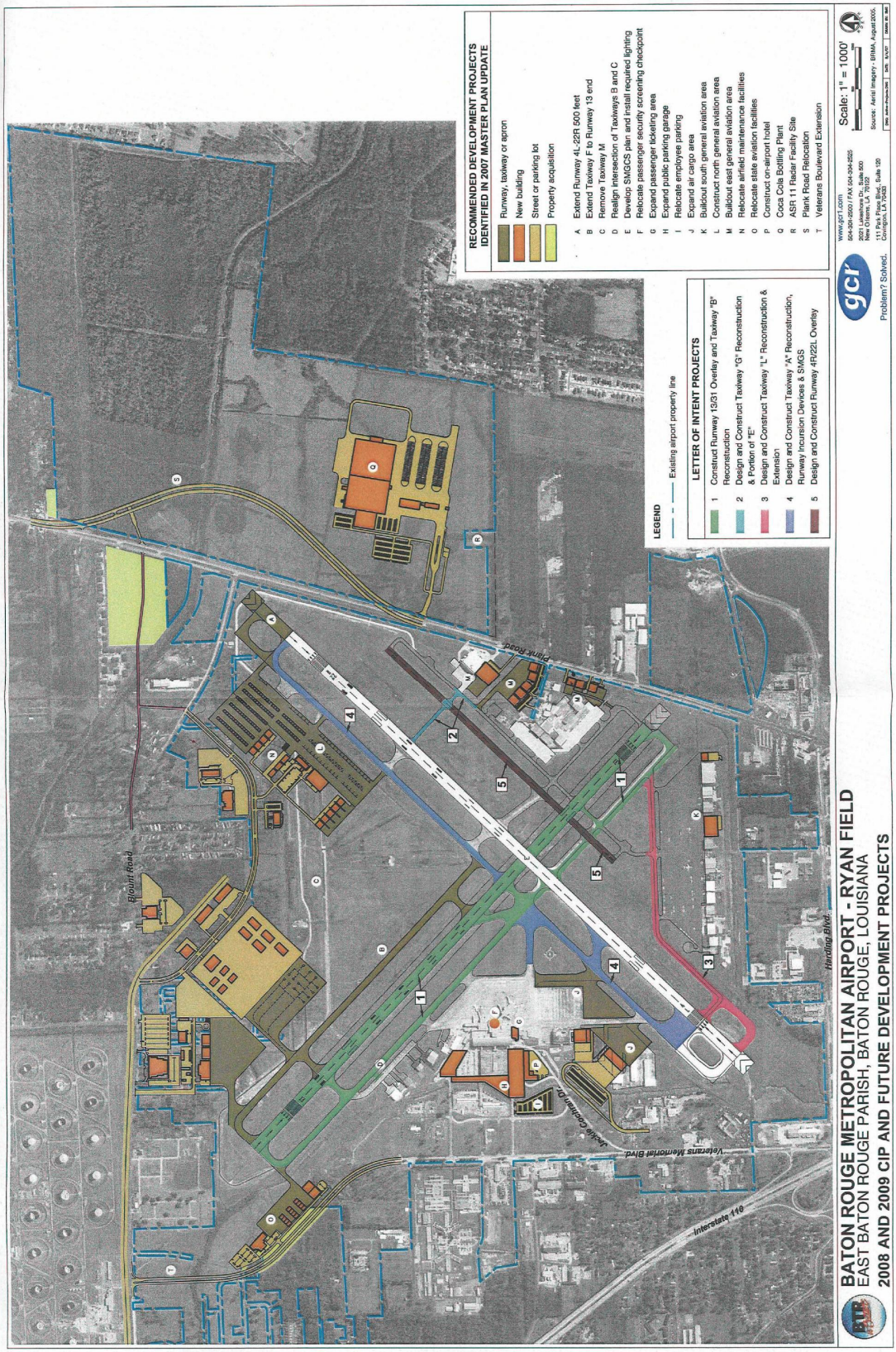
After Katrina, there was much support on the local level from church groups, Boy Scouts, Girl Scouts and school organizations. These groups assisted with various tasks related to the rescue efforts including the unloading and transport of supplies.

Airport officials have been working to keep the residents surrounding the airport informed of expansion plans and existing programs that are in place to fund the sound insulation of homes. The airport is also sponsoring five FEMA trailer parks on airport property.

Airport Development

A 2006 Master Plan has sited the north and east side of the airport for development of an air industrial park and apron/taxiway access in efforts to promote the general aviation and air carrier maintenance operations of the airport. The airport plans to increase apron space, extend runways, and acquire all land to the north to Blunt Road. There are also plans to install an E-Mass system at the end of the north runways.

Since August 2005, there has been a surge of general aviation aircraft hangar construction at the airport by the Fixed Base Operators (FBOs). Fourteen additional hangars are planned and eight acres of airport property have been leased for aircraft storage. In addition, the following projects are included in the airport's 2008/2009 Capital Improvement Program (CIP), shown in Figure 1.


RECOMMENDED DEVELOPMENT PROJECTS IDENTIFIED IN 2007 MASTER PLAN UPDATE
Runway, taxiway or apron
New building
Street or parking lot
Property acquisition
A Extend Runway 4L-22R 500 feet
B Extend Taxiway F to Runway 13 end
C Remove Taxiway M
D Realign intersection of Taxiways B and C
E Develop SMGCS plan and install required lighting
F Relocate passenger security screening checkpoint
G Expand passenger ticketing area
H Expand public parking garage
I Relocate employee parking
J Expand air cargo area
K Buildout south general aviation area
L Construct north general aviation area
M Buildout east general aviation area
N Relocate airfield maintenance facilities
O Relocate state aviation facilities
P Construct on-airport hotel
Q Coca Cola Bottling Plant
R ASR 11 Radar Facility Site
S Plank Road Relocation
T Veterans Boulevard Extension
LEGEND
Existing airport property line
LETTER OF INTENT PROJECTS
1 Construct Runway 13/31 Overlay and Taxiway "B" Reconstruction
2 Design and Construct Taxiway "G" Reconstruction
3 Design and Construct Taxiway "L" Reconstruction & Portion of "E"
4 Design and Construct Taxiway "A" Reconstruction, Runway Incursion Devices & SMGS
5 Design and Construct Runway 4R/22L Overlay
Scale: 1" = 1000'
Source: Aerial Imagery - BRMA, August 2005.
gcr
Problem? Solved.
BATON ROUGE METROPOLITAN AIRPORT - RYAN FIELD
EAST BATON ROUGE PARISH, BATON ROUGE, LOUISIANA
2008 AND 2009 CIP AND FUTURE DEVELOPMENT PROJECTS
Blount Road
Plank Road
Harding Blvd.
Veterans Memorial Blvd.
Jackie Cochran Dr.
Interstate 110

The airport is interested in improving vacant land located northwest of the terminal to make it more suitable for development. These improvements will likely include bringing in fill to raise the elevation above the floodplain and/or installation of a box culvert to improve drainage.

The useful life of some of the taxiways and runways has been reduced due to the unexpected, increased utilization of the airport immediately after Hurricane Katrina and continuing today.

- Runway 4L/22R was closed for rehabilitation during the storm and only recently reopened placing most operations onto Runway 13/31.
- As a result, Runway 13/31 and Taxiway B are in poor to very-poor condition and in need of immediate rehabilitation. According to airport management, Runway 13/31 will not be usable after this summer.
- In addition to Runway 13/31, Taxiway G and a portion of Taxiway E, near the Delta Regional Jet facility, need to be reconstructed to accommodate a CRJ900 that will soon be operating at the airport.
- Runway 4R/22L also needs to be rehabilitated due to the increased use of general aviation activity at the airport.

Recommendations

Baton Rouge Metropolitan Airport is a vital facility to the State of Louisiana as it is located within the State's capital. The airport has seen significant increases in air carrier operations as well as general aviation operations. In order to accommodate this increase in the airport's utilization and overall importance to the State's aviation system, the study team is suggesting the following recommendations to help further develop this facility.

- Adequate funding should be provided in order to conduct maintenance to existing infrastructure, including,
  - the rehabilitation of Runway 13/31,
  - the rehabilitation Runway 4R/22L, and
  - the rehabilitation Taxiway G and Taxiway E.
- Grading and drainage improvements to vacant parcels to improve the airport's economic viability by permitting both aviation and non-aviation development.
- Ensure that all runway ends are in compliance with FAA Runway Safety Area (RSA) regulations.

Hammond Northshore Regional Airport

Airport Manager: Jason Ball
Airport Identifier: HDC
600 Judge Leon Ford Drive
Hammond, LA 70404

Runway Information
Runway 13/31 – 6,502' x 100'
Runway 18/36 – 5,001' x 150' (ILS Runway 18)

Based Aircraft - Source: Airnav.com
There are 140 total based aircraft at the airport
- 88 - Single-Engine Aircraft
- 20 - Multi-Engine Aircraft
- 7 - Jet Aircraft
- 5 - Helicopters
- 20 - Military Aircraft

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	450	2,400	0	3,600	0	6,450
2005	0	730	13,600	5,840	37,800	0	57,970
2006*	0	730	13,600	5,840	37,800	0	57,970

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - Estimated

Airport Background

Hammond Northshore Regional Airport is owned and operated by the City of Hammond, in Tangipahoa Parish, Louisiana. It is the largest general aviation/reliever airport on the North Shore of Lake Pontchartrain. It is located approximately three miles northeast of Hammond near the interchange of I-12 with 1-55.

The airport is already in pre-Katrina condition because there was no significant damage at the airport other than minor wind damage to some of the hangars. No tenants were lost due to the storm, and there has been a 50% increase in airport users. According to airport management, pre-Katrina operational levels were approximately 100 operations per day. There was an immediate surge after Katrina of up to 750 operations per day, but these have leveled off to approximately 200-250 operations per day. These activity levels were confirmed by the New Orleans TRACON.

Airport management reported that there has been a noticeable increase in the number of near misses that have been occurring at the airport due to the number of operations and the mix of aircraft using the airport. The airport currently serves a wide variety of single- engine and multi-engine aircraft, corporate jets and helicopters. The airport does not have a control tower.

The airport was used as a staging and refueling location for first responders and the military during the rescue operations for New Orleans. The airport was temporarily operated as a controlled facility by Fort Bragg Airport Traffic Control. One of the runways at the airport was recently partially improved to accommodate heavier vehicles, making it an ideal staging location

for troop and supply movement. There are plans to complete these improvements in the near future.

Airport Tenants and Users

According to airport management, there are currently 80 tenants at the airport and existing hangars are fully utilized. Regional business traffic makes up most of the airport's operations. Jet traffic and traffic from the local flight school have increased since August 2005.

The U.S. Customs Service and the U.S. Department of Homeland Security had relocated from Belle Chasse to Hammond prior to Katrina. Shortly before the storm, the Louisiana Air National Guard (LANG) relocated to the airport from the New Orleans Lakefront Airport increasing the airport's regional presence and fuel sales. The LANG is in the process of constructing a $120 million facility at the airport. The new facilities will feature three buildings including a readiness center, a vehicle maintenance shop, and a 164,000-square-foot Army aviation support facility.

The facilities will be the new home for the 204th Air Traffic Services Group and Detachment 28 which was previously located at Jackson Barracks and the 244th Air Assault Battalion. The $25 million readiness center and the $11 million vehicle maintenance shop are scheduled for completion in summer 2008, while the $65 million aviation support facility will not be completed until summer 2009.

Lease provisions with the LANG allow Hammond Regional Airport to keep all non-moveable property at LANG's temporary site once their new facility is occupied. Any non-moveable items, including any fixed buildings, hangars, and pavement will become airport property.

Surveys were sent out to six of the larger general aviation users and tenants of the airport to obtain their opinions and views on the airport. Five responded to the survey; the four discussed below include a medical facility, a wood products company, a FBO, and a flight school:

- The medical facility indicated that they ceased all operations because three their off-airport facilities in New Orleans were destroyed during the storm. This user stated that, "We used our plane to travel to our facilities in Lafayette, LA and Shreveport, LA. Since the hurricane, I have not been able to fly enough to keep current. I will probably sell the plane as I don't see things in my life changing anytime soon."
- The wood products company relocated to New Orleans International Airport because of the increased traffic at Hammond and the lack of an air traffic control tower. They indicated that they had no plans to return to HDC because there is no tower. This user stated that, "A tower is needed at HDC!!!"
- The FBO indicated that they were earning approximately $350,000 to $400,000 per year before Katrina, and since Katrina have been earning $650,000 to $700,000 per year. Due to the increased operations and revenue, the FBO stated that they grew from 4 employees to 13 employees. The FBO would like to see an air traffic control tower constructed at HDC, a full length parallel taxiway for Runway 13/31, and the airport be designated as an international point of entry.
- The flight school was closed for 2 weeks after Katrina, and operated at approximately 50% enrollment for the following 2 weeks. Enrollment is currently back to 100% of the

pre-Katrina number. They lost several of their students from Slidell and New Orleans because they stopped flying after the storm. They had considered relocating to St. Tammany Airport, but decided to stay at HDC because of the location. They also stressed the need for an air traffic control tower.

Local Community Support

Before the LANG relocated from New Orleans to Hammond, the airport conducted outreach activities within the community to address concerns for the then proposed relocation of the Air National Guard. The airport worked closely with the Parish and the FAA to control zoning and development within the communities surrounding the airport, thereby minimizing any noise concerns from the local community. Combined, the LANG, U.S. Customs and Border Protection, and U.S. Department of Homeland create a strong federal presence in the community. This significant presence is predicted to provide steady long-term growth for the region.

Airport Development

The level of operations at the airport is expected to increase while the aircraft mix is likely to continue to diversify. In anticipation of this growth in air traffic, the airport has plans to further develop the facilities and infrastructure available to aviation users. The airport has plans to add a FBO and provide an additional storage supply of jet fuel to accommodate the Air National Guard.

There is a plan for pavement rehabilitation on a small section of Runway 13/31, near the south intersection with Runway 18/36, to increase the permissible weight load of the runway to 60,000 lbs (most of the runway strengthening has been completed) on the airport's runways. Joint and crack repairs are also needed for Runway 18/36.

Additional land acquisition is planned to improve the runway safety areas around the airport. In addition, land acquisition to the north and to the southeast is needed to prevent encroachment. Currently, these areas are forested with pine trees that may in the future impact the safety area.

The increase in air traffic will require additional terminal space and larger hangars to accommodate corporate jets. Eventually the airport would like to construct a full length parallel taxiway for Runway 13/31.

Recommendations

- An Air Traffic Control Tower is needed at Hammond due to the high level of aircraft operations and the diverse mix of aircraft. Airport management has indicated a steady increase in the number of near-misses reported at the airport.
- Runway 18/36 is in need of joint and crack seal repairs.
- Extend the parallel taxiway along Runway 13/31 so it is a full length taxiway.
- Ensure that all runway ends meet all FAA RSA requirements.
- As an expanding airport, acquisition of parcels surrounding the airport should be facilitated in order to prevent encroachment.
- Conduct maintenance on existing infrastructure, including runways and taxiways.

Houma-Terrebonne Airport

Airport Manager: Connie Lajaunie, C. M.
Airport Identifier: HUM
10264 East Main Street
Houma, LA 70363

Runway Information
Runway 18/36 – 6,508' x 150' (ILS Runway 18)
Runway 13/31 – 4,999' x 200'

Based Aircraft - Source: Airnav.com
There are 109 total based aircraft at the airport
- 22 - Single-Engine Aircraft
- 23 - Multi-Engine Aircraft
- 2 - Jet Aircraft
- 62 - Helicopters

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	45,158	19,128	673	9,253	484	74,696
2005	0	58,456	21,575	1,069	14,278	100	95,478
2006	112	68,470	22,404	437	25,169	239	116,831

Source: FAA, Air Traffic Activity Data System (ATADS)

Airport Background

The Houma-Terrebonne Airport was developed from a World War II Naval land installation located in Houma, Louisiana, in Terrebonne Parish. The installation's primary responsibility was the surveillance of German U-Boat activity in the Gulf of Mexico. The Houma-Terrebonne Airport Commission was created in 1958 to oversee and administer the airport and industrial park area. It is located three miles southeast of Houma.

The airport was not damaged during Hurricane Katrina. There was, however, some minor flooding from Hurricane Rita in an area located to the south of the airport where water came up to the shoulder of the parallel taxiway for Runway 18/36. The water remained for approximately 72 hours before subsiding. This area contains an electrical vault, localizer antennae, sensors, and housing, all of which were underwater. All of the equipment has since been repaired and is once again fully operational.

The level of aircraft operations has increased significantly since Hurricane Katrina. In 2006, there were nearly 117,000 operations at the airport. Of these operations, 40% were helicopter operations which generally service and support the offshore oil industry. Immediately following Hurricane Katrina, the National Guard used four Chinook helicopters from Carson Helicopter Services to fill sand bags and repair levees in the southern portion of Terrebonne Parish.

Airport Tenants and Users

There are five FBOs and three flight schools located at the airport. One of the flight schools offers helicopter flight instruction.

Petroleum Helicopters Inc. (PHI) currently has six Sikorsky S-92 helicopters based at the airport and is planning on adding six more in the near future. PHI provides offshore helicopter support to companies operating in the Gulf of Mexico with a service area of more than 200 miles offshore. PHI relocated their facilities from Boothville, Louisiana, where their facilities there were completed destroyed. They have leased two areas at the airport including an area for crew quarters.

British Petroleum (BP) is also relocating to Houma-Terrebonne. BP stated that they plan to relocate their maintenance facility from Plaquemines Parish to the airport. As a part of the relocation package, BP is going to construct and staff an Aircraft Rescue & Fire Fighting (ARFF) facility at the airport.

Surveys were sent out to 24 of the larger general aviation users and tenants of the airport to obtain their opinions and views on the airport. Ten responses were received of which the following seven are typical:

- *A company that provides coverage for oil spill clean-up efforts.* Their level of aircraft operations were not affected by Hurricane Katrina. They believe that there needs to be "better security" at this airport.
- *An emergency medical transportation company.* Their level of aircraft operations has slightly increased since the hurricane from 21 per week, up to 28 operations per week.
- *A general aviation maintenance facility.* At of the end of June 2007, this tenant indicated that they still had damage to one of their buildings because they lacked "financial power to keep proceeding with repairs." Their level of operations has increased by more than 20% since the hurricane. They also indicated a need for better security at the airport, as well as improved drainage.
- *An avionics sales and repair company.* This company indicated that they lost a storage building, awnings over their doors and their hangar doors were blown in. The company's awning still needs to be replaced. They lost some business immediately after the storm, but have since returned to normal.
- *An oil/gas pipeline company.* This company temporarily relocated their aircraft to Kinder, LA during the storm and has returned to Houma. They have not altered their level of aircraft operations since the hurricane.
- *An air charter company.* Their level of aircraft activity has not changed since the storm. They are content with the level of service and infrastructure available at the airport.
- *A fixed base operator.* Their activity levels have not altered since Katrina. They would like to see the airport receive U.S. Customs landing rights to promote the airport and to attract new business.

The airport is also trying to attract new high-tech and engineering users. The airport has been designated by the Governor's Office as the "primary" airport for Unmanned Aerial Vehicle (UAV) use in Louisiana. The effort to attract UAV includes support from the City of Houma as well as Terrebonne Parish. Two locations on the airport, which are not currently in use, have been designated future UAV use.

Local Community Support

The airport and industrial park are owned by the parish and in turn leased by the Houma-Terrebonne Airport Commission. The airport is run as an enterprise and relies on self-generated revenue to operate. The bulk of the revenue comes from airport and industrial park revenue.

The airport is protected by parish height-restriction ordinances. Nevertheless, residential subdivisions continue to develop to the south of the airport. There is limited room for future airport development and the airport may need to purchase undeveloped land to the south to protect from future encroachment.

Airport Development

Airport Management has indicated that the immediate needs for the airport include additional ramp space and additional hangars. The airport's demand is significantly increasing and the airport management was being as creative as possible in terms of their future needs.

Taxiway Bravo is in need of reconstruction, and this project is scheduled to be completed within the next two years. The airport is planning to update its master plan within the next year to assist in maximizing the potential of the space available on the airport, as well as plan ahead for the future.

Recommendations

- Proceed with the reconstruction of Taxiway B and evaluate the possibility of expediting the expansion of the aircraft parking apron.
- Initiate an Airport Master Plan Update as soon as possible given the existing increased demand for services, and the forecast for even greater demand in the near future.
- As the community surrounding the airport continues to develop, it is in the airport's best interest to acquire as much available land adjacent to the facility. In particular, any land that is in the vicinity of a Runway Protection Zone (RPZ) should be prioritized.
- Airport security appears to be an issue with several of the tenants and users. It is recommended that the airport fast track their security lighting and fencing projects to address these concerns.

Louisiana Regional Airport

Manager: Janet Gonzalez
Airport Identifier: L38
6255 Airport Industrial Blvd.
Gonzales, LA 70737

Runway Information
Runway 17/35 – 4,000' x 100'

Based Aircraft - Source: Airnav.com
There are 73 total based aircraft at the airport
- 66 - Single-Engine Aircraft
- 5 - Multi-Engine Aircraft
- 2 - Ultralights

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	0	9,000	0	23,500	0	32,500
2005	0	0	15,000	0	30,000	0	45,000
2006*	0	0	15,000	0	30,000	0	45,000

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - estimated

Airport Background

The airport opened in May 1992 and is operated by the Ascension-St. James Airport and Transportation Authority. It is located approximately 2 miles south of Gonzales, LA.

There was no significant damage at the airport although there was minor damage to the fence and some of the roofs, which have been repaired. No tenants relocated from the airport; in fact, there has been a steady increase in business commuter and recreational air traffic.

At the end of January 2007, there were 80 tenants at the airport. In February 2007, sixteen new hangars (four corporate hangars and 12 T-hangars) opened. As of June 2007, all of the hangars at the airport are used and there is a waiting list for future hangar space.

After Hurricane Katrina struck, generators were used to power the facility for several days until power was restored. The Federal Bureau of Investigation and Drug Enforcement Administration operated from the facility as part of the search and rescue operations. Helicopters were dispatched from the facility and survivors were flown in and then transported by bus to other locations. As search and rescue activities ceased, the operations at the airport became more logistical in nature and involved handling an influx of supplies to Louisiana.

Airport Tenants and Users

No tenants or users were lost as a result of Hurricane Katrina. Several users have relocated to the airport from the New Orleans Lakefront Airport and from Baton Rouge Metropolitan Airport (BTR). Airport management believes that some users have relocated from BTR because of

Louisiana Regional is accessible to I-10 and is located in an area with less vehicular congestion than downtown Baton Rouge

Surveys were sent out to ten of the larger tenants and users of the airport to obtain their opinions and views on the airport. Four responses were received from the airport's Fixed Based Operator, and three recreational pilots.

None of the users indicated that their level of activity has changed since Hurricane Katrina. Several indicated that they would like to see improvements and expansion of the terminal building, and the installation of an ASOS/AWOS. One user indicated the desire for a GPS approach into the airport. The FBO also indicated a need for an ASOS/AWOS, as well as a runway extension and runway lighting system to attract new business to the airport.

Local Community Support

The airport is owned by the State of Louisiana and run by a nine member commission appointed by the governor. The facility has a $120,000 operating budget per year that is funded through revenue generated from hangar rent and fuel sales.

The facility is surrounded on three sides by the Pelican Point Golf Course, which is an impediment to future expansion. The land in the vicinity of the airport is being subdivided into residential parcels and the price for the land is increasing dramatically. Even if the airport purchased adjacent land, it would require approximately four feet of fill make the land useable for aviation purposes and to prevent standing water.

Airport Development

There is a four phase expansion plan to be implemented over the next eight years. The plan includes:

- Acquiring funds to construct a culvert over the canal on the east side of the property;
- Acquiring the adjacent property on the north end of the facility;
- Lengthening the runway to 5,000'; and
- Upgrading the runway lighting system.

Recommendations

- The airport is in good condition and needs little in the way of repair or upgrades. The lack of based jet aircraft could be due to the limited runway length. An extension to at least 5,000 feet would make the airport more suitable for business jet aircraft operations.
- Continue with the four phase expansion plan identified above (construct culvert, acquire land, and upgrade runway lighting system).
- Based on the feedback from the users and tenants at the airport, the installation of an ASOS/AWOS should be considered.
- Facilities to support jet aircraft such as hangars and Jet-A fuel would also be appropriate.

New Orleans Lakefront Airport

Director of Aviation: Randy Taylor
Airport Identifier: NEW
State of Louisiana, Division of Administration
Room 101 – Administration Building
New Orleans, LA 70126

Runway Information

Runway 18R/36L – 6,880' x 150' (ILS Runway 18R)
Runway 18L/38R – 3,697' x 75'
Runway 9/27 – 3,113' x 75'

Based Aircraft - Source: Airnav.com
There are 214 total based aircraft at the airport
- 121 - Single-Engine Aircraft
- 50 - Multi-Engine Aircraft
- 15 - Jet Aircraft
- 9 - Helicopters
- 19 - Military Aircraft

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	42	6,686	52,988	4,686	25,631	2,230	92,263
2005	31	4,092	36,136	4,208	19,984	1,132	65,763
2006	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: FAA, Air Traffic Activity Data System (ATADS)

Airport Background

The airport is located approximately 4 miles northeast of downtown New Orleans. The airport is currently under the control of the State of Louisiana, Division of Administration. Prior to Hurricane Katrina, the airport was owned and operated by the Orleans Levee District. In January 2007, legislation formally separated the management of flood and non-flood assets. The Division of Administration is a caretaker of the non-flood assets until an agreement on their future can be reached.

Prior to August 2005, the airport had over 90,000 operations per year. Since Katrina, operations have decreased to approximately 60,000 operations per year due to the amount of damage that occurred at the airport and the surrounding areas.

According to airport management, there was significant physical damage at the airport. The airport was flooded by storm surge from Lake Pontchartrain. The water swept through all of the structures on the airport and washed away all furniture and equipment that was located on the ground floor of each facility, including the

terminal building. It should be noted that water from a storm surge recedes after a storm passes as barometric pressure increases. The water at Lakefront retreated hours after inundating the airport; the airport facilities were severely damaged, but the facilities and runways were not under water for any substantial amount of time.

The Air Traffic Control Tower was only flooded by 6 inches of water due to its higher elevation than the rest of the airfield. However, the FAA deemed the tower as unsuitable for use and it was closed.

Two FBO hangars were completely destroyed, and several others received heavy damage. Fifteen feet of the outer taxiway of the airport was washed into Lake Pontchartrain. 1,596 lights, 150 signs, and the security fence were either damaged or destroyed and needed to be replaced.

During the emergency response after Hurricane Katrina struck, the airport was used as a staging area for evacuations. U.S. Coast Guard helicopters transported people to the airport where they were organized into appropriately sized groups for pickup by U.S. Army helicopters.

Airport Tenants and Users

Some tenants were lost due to the level of damage that occurred and some because the ATCT and ILS were out of service. Most tenants were accommodated by reorganizing the utilization of the existing hangars. A larger hangar is being built to replace two of the hangars that were destroyed. There is concern that there may not be adequate FBO presence to handle the surge of business from special events such as the Sugar Bowl, Super Bowl, or Mardi Gras. However, the airport faired well during the recent Jazz and Heritage Festival when a temporary control tower was brought in for the event.

Other tenants left because their businesses were destroyed or relocated to other cities. It is felt that these tenants will be replaced with new ones who have increased their presence in the area. Some tenants and users relocated to other airports in the region, such as the Hammond, Slidell, and St. John Airports.

Prior to Katrina, Taylor Energy's aviation facilities were located at Lakefront Airport. Due to the level of damage at the airport, Taylor Energy examined possible locations within Louisiana to rebuild. The State of Mississippi offered incentives to have Taylor Energy relocate and rebuild in Mississippi. Unlike Louisiana, Mississippi does not assess property tax on based aircraft. This is significant because Taylor Energy maintains and operates its own aviation fleet of aircraft (one corporate jet and five helicopters) instead of relying on contract aviation. The tax issue made Mississippi an attractive alternative to Louisiana for Taylor Energy's aviation activities.

Corporate jet traffic has fluctuated with the level of business and conference activity within the City of New Orleans. As the City continues its recovery efforts, and tourism and conferences return, the level of activity at Lakefront will increase.

According to airport management, two new FBOs will be opening this year. These additional FBOs should help to restore the previous level of service and attract charter flights associated with large scale sporting and special events within the city. In addition, it is predicted that with the increased competition among the FBOs, the price of fuel at the airport will decrease. The

cost of fuel at Lakefront was cited by several users as a reason that they are reluctant to operate at the airport.

Surveys were sent out to seven of the tenants and users of the airport to obtain their opinions and views on the airport. All seven responded to the survey, including the following five typical responses

- *A user within the oil and gas industry.* This user did not alter their level of operations from before Hurricane Katrina. While they continue to use Lakefront, they have relocated their aircraft to Louis Armstrong New Orleans International Airport (MSY) and will remain there if additional hangars are built at that facility. It was unclear if they would again base their aircraft at Lakefront if they did not get a new hangar at MSY.
- *A management services company.* This tenant is very discouraged at the slow progress that has been made with the repairs at Lakefront. They claim that the "airport is a complete mess." In order to get their business back to its pre-Katrina condition, the airport needs to re-open the tower, the ARFF station, and "everything else that the airport is responsible for." They had considered relocating to another facility, but chose to remain at Lakefront because there are no airports within a reasonable driving distance that have available hangar space. [NOTE: This response was received before the tower reopened.]
- *New Orleans Mosquito and Termite Control Board.* As of February 19, 2007, their facilities had not been repaired because they were waiting for final approval and receipt of FEMA funding. Their activity levels are about the same as they were pre-Katrina.
- *A fixed based operator.* This FBO had two of its hangars completely destroyed during the storm. The spent approximately $900,000 to renovate their only remaining hangar. In addition, they lost several hundred thousand dollars in equipment. They are in the process of constructing a new $3.5 million executive terminal and an additional hangar. For the first three months after the storm they were operating at 90% of their pre-Katrina levels, went down to 80% the second three months, 65% the third three months. As of February 2007, they were operating at approximately 55% of their pre-Katrina levels. They feel that the reason for this steady decline is due to the condition of the airport. Since this FBO has a national presence at other airports around the nation, those other facilities have been able to assist in the heavy losses that they have experienced.

  They are committed to staying at Lakefront, as they have been there for over 20 years. In order to bring back their customers and help their business the airport needs to improve. The ATCT needs to be fully functional, the ILS system needs to be working again, and the rest of the airport needs to be repaired. According to this tenant, this facility needs state of the art technology for travelers, efficient security, a well equipped ARFF facility and staff, improved airfield signage and lighting, and adequate parking and transportation staging areas for special events within the City of New Orleans.
- *A former fixed based operator.* This FBO closed its business at Lakefront in February 2007. Their terminal and hangar were completely destroyed as a result of Hurricane Katrina, as well as their refuelers and tugs.

Local Community Support

The airport was operated by the Orleans Levee Board until January 1, 2007, and received some local support from their maintenance staff. The airport is currently under the control of the Louisiana Division of Administration.

The unstable situation with the ownership of the airport had been a key impediment to the recovery of Lakefront Airport. The FAA was unable to issue or program funding through the Airport Improvement Program (AIP) until a decision was be made as to who would emerge as the certificate holder for the airport. An agreement is now in place that identifies the State of Louisiana, Division of Administration as the official sponsor of the airport, with the Orleans Levee District as a possible second signatory.

The airport has organized several events, such as a "Fly-in Day" to reach out to the local community. Airport management regularly attends meetings with nearby neighborhood groups and local officials. This includes monitoring noise concerns expressed by the Gentilly Woods Association and discussing these concerns with the pilots.

The largest issue in the local community is the lack of flood protection. The airport is located outside of the flood protection levees and lies directly on the shore of Lake Pontchartrain, which causes flooding of the airport from waves from the lake.

Airport Development

Airport management reported little in the way of airport development other than the main focus of recovering from the damage that was sustained from Hurricane Katrina. An airport master plan is currently in the process of being updated.

The plans for the repair and restoration of the airport's terminal building are currently being reviewed by FEMA. Also, as previously stated the airport is in the process of negotiating with two FBOs to begin operations at the airport by late 2007. One of the FBOs will be located in the facilities previously occupied by the Louisiana Air National Guard.

Recommendations

- Replace aircraft hangars that were lost as a result of storm damage and build new hangars in order to support growth.
- Replace and repair NAVAIDS, including ATCT and ILS.
- Complete on-going master plan and implement recommendations in order to restore the airport's former vitality.
- Rectify any existing deficiencies with safety areas (i.e. RSAs, OFA, and RPZs).
- Through financial incentives, encourage development of new FBOs.

Louis Armstrong New Orleans International Airport

Director of Aviation: Sean C. Hunter
Airport Identifier: MSY
P.O. Box 20007
New Orleans, LA 70141

Photo: airnav.com

Runway Information
Runway 10/28 – 10,104' x 150' (ILS Runway 10 & 28)
Runway 1/19 – 7,001' x 150' (ILS Runway 1)
Runway 9/27 – 3,570' x 150'

Based Aircraft - Source: Airnav.com
There are 19 total based aircraft at the airport
- 3 - Single-Engine Aircraft
- 6 - Multi-Engine Aircraft
- 6 - Jet Aircraft
- 4 - Helicopters

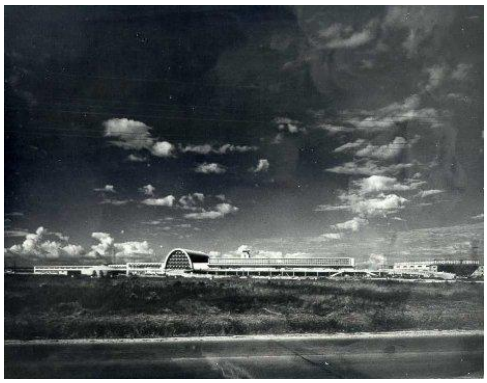
Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	105,489	23,824	17,724	565	0	0	147,602
2005	83,325	17,800	24,928	7,653	0	5	133,711
2006	62,667	23,538	29,655	1,367	0	0	117,237

Source: FAA, Air Traffic Activity Data System (ATADS)

Airport Background

In the mid 1930's, it became apparent that Lakefront Airport was no longer large enough to service the city's growing air transportation needs. An Aviation Division of the Department of Public Property of the City of New Orleans was then formed to coordinate with the Civil Aviation Authority (now the FAA) to establish a New Orleans Airport. CAA regulations stipulated that the distance of an airport from the center of a city should be a minimum of six miles. The City of Kenner, LA in suburban Jefferson Parish was selected as the site for a new airport that was named for John Moisant, an early aviation pioneer, in 1940. The Kenner site was approved by the City and 648 acres were purchased.



In May, 1946, commercial air service began at Moisant Field. By January, 1947, the airport was considered to be one of the largest commercial airports in the nation encompassing 1,360 acres of land and included three 5,000 foot runways and one 7,000 foot runway. In addition, it was the first airport to install an Instrument Landing System (ILS). In 1959, a new terminal and two new concourses were dedicated. The official name of the airport was changed in 1960 from Moisant Field to New Orleans International Airport. In August 2001, the name was changed to the Louis Armstrong New Orleans International Airport (MSY) in honor of the famous New Orleans musician.

According to airport management, there was significant damage done to the airport as a result of Hurricane Katrina. None of the airside or landside pavement was damaged, but there was damage to the airfield electrical and lighting systems, roof damage to several buildings and terminals, and most of the security fencing was destroyed. Most of the repairs from the storm have been completed, and any damage in the general aviation area is complete.

Immediately after the storm struck the area, the airport became a major hub of activity for evacuations and emergency medical treatment. Residents were bused from hospitals to the airport where emergency medical personnel had established a field hospital in the concourse. Over thirty thousand people used the airport for evacuation and/or medical treatment after the storm. Daily operations at MSY soared from an average of 700 per day to as many as 3,800 operations per day. For three days, MSY was the busiest airport in the world. MSY played a vital role in the recovery from Hurricane Katrina by providing the following services:

- Storm Shelter
- Animal Rescue Shelter
- Evacuee Drop Zone
- Air Evacuation Center
- Triage Center
- Hospital, and Maternity Ward
- Hospice and Morgue
- Red Cross Site
- Police Station
- Ambulance Dispatch Center
- Military Base and Command Center
- Tent City
- FEMA Trailer Park Site
- Commercial Airport
- Police Station
- General Aviation Airport

Military and emergency medical personnel used the airport to access the City of New Orleans. The airport coordinated a joint operation with the 82nd Airborne, Red Cross, FEMA and other independent agencies. The airport accepted donations of food, water and medical supplies on flights organized by Delta and American Airlines.

Airport Tenants and Users

The airport owns one general aviation hangar and has two full service Fixed Based Operators (FBO). The airport's general aviation facilities are located on the north side of the airfield. The FBOs have requested additional general aviation facilities; however, the airport is currently focusing all of its attention to rebuilding air carrier operations and services. Airport management has stated that they are open to new and creative ideas for the management of the general aviation area, but have yet to receive any.

The airport does have plans on their ALP to increase the size of the existing GA apron, and to add an additional apron in the future. There are also plans for an additional FBO on the ALP, but as previously stated, these plans will not be implemented until the air carrier facilities and operations have been addressed.

Surveys were distributed to sixteen of the users and tenants at MSY, with seven of them responding back to the Study Team. Among those responding included:

- New Orleans Saints football team;
- New Orleans Hornets basketball team;
- Fixed Based Operators;
- A non-profit international Christian ministry;
- Others that chose to remain anonymous.

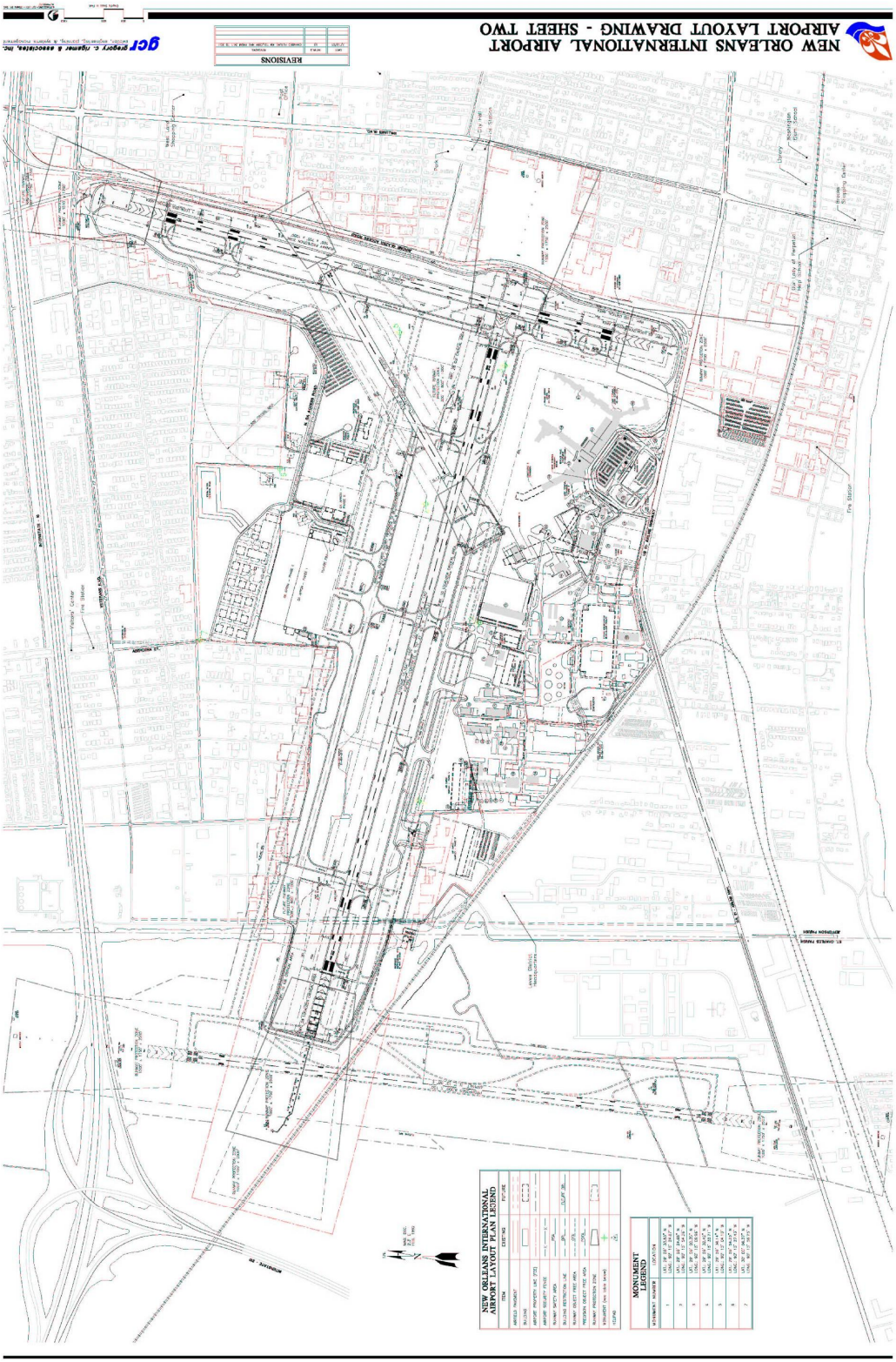
Two of the three users that participated in the survey indicated that their level of operations had not fluctuated since Hurricane Katrina. One of them, the New Orleans Hornets, stated that they were operating once per week before the storm and were now down to once per month. This was because the basketball team temporarily relocated to Oklahoma City for two seasons, but will be returning to MSY for the next season. Each of the users indicated that MSY needed more GA hangar space and that the airport needed to be "friendlier to the GA community."

Three of the four tenants/FBOs stated that their overall business level was lower since they lost some of their larger customers after Katrina, but smaller general aviation business has increased. This appears to mainly have been due to the problems that Lakefront Airport has been experiencing. Several respondents indicated that some of their former customers may return if there were more hangar space at the airport and, as some of the users indicated, the airport itself were "more GA friendly."

One of the FBOs felt that infrastructure monies should only be invested in a protected, safe location, such as one with a flood protection system. MSY has flood protection, whereas Lakefront is outside of the levee system. It was claimed that on numerous occasions, after 27 years of experience at both airports, Lakefront had been rebuilt after flood damage. They feel that MSY is commercial driven and ignores GA, but also feel that GA at MSY could be a major revenue generator, but only if the airport would support it. They recommended taking some of the properties around the current GA apron on land already owned by the airport and expanding the GA facilities and infrastructure at MSY.

Local Community Support

The airport is owned and operated by the City of New Orleans, but it is physically located in the City of Kenner, and the east-west runway extends into adjacent St. Charles Parish. MSY is generally supported by the regional community as part of the tourism and convention economy. Airport management works closely with the local governments in Kenner and St. Charles Parish to identify areas for expansion and respond quickly to complaints. The airport is surrounded by


NEW ORLEANS INTERNATIONAL AIRPORT
AIRPORT LAYOUT DRAWING - SHEET TWO
REVISIONS
NEW ORLEANS INTERNATIONAL AIRPORT LAYOUT PLAN LEGEND
MONUMENT LEGEND

developed areas of Kenner, highways, and wetlands resulting in little opportunity for expansion of aviation facilities. St. Charles Parish residents have been concerned over possible further expansion of the Airport into the parish. However, according to airport management any plans for airport expansion are on hold for now so the airport can focus all of its efforts towards building traffic to pre-Katrina levels.

The airport has a Residential Sound Insulation Program (RSIP) for sound insulating eligible homes in the communities surrounding the airport. This program is temporarily on hold because of all of the construction in these communities for the recovery of the storm. Unfortunately, adding an active sound insulation program to the mix of the rebuilding efforts is apparently not advisable.

Airport management has a strong interest in operating Lakefront Airport. Lakefront is the reliever airport to MSY. From a safety standpoint, this would allow for a single entity to maintain control of operations at both facilities. MSY would be able to provide Lakefront with improved safety through coordinated operations while maintaining all general aviation traffic mainly at Lakefront.

Airport Development

The airport does not have immediate plans to develop general aviation services. The airport is presently committed to developing and aiding in the recovery of air carrier operations and passenger services. Over the next three to five years the airport needs an additional 2,000 automotive parking spaces. In addition to parking, there is a need to expand Concourse B, and to renovate other terminal areas.

Prior to Hurricane Katrina, two fixed based operators, Atlantic Aviation and Signature Flight Support Services, were added. Long term plans on the airport's ALP identify expansion of the existing general aviation apron, and the construction of an additional GA apron.

Recommendations

It is understandable that airport management is focusing all of it resources on improving air carrier operations and passenger services. Bringing people and businesses back to New Orleans is key to the city's recovery. However, there has been a substantial shift in utilization of MSY by the general aviation community. It appears that this shift is likely to remain at MSY for the long term based on the tenants and user survey responses.

Therefore, it is recommended that the airport study the feasibility of expanding general aviation facilities at MSY. Improvements to be studied would include additional hangar space within the next few years and expansion of the general aviation apron within the next five years. Also, improvement to the landside access to the general aviation area should be studied to provide better access to the GA users and tenants.

Slidell Municipal Airport

Airport Manager: Sam Carver
Airport Identifier: ASD
62512 Airport Road, Suite #2
Slidell, LA 70460

Runway Information
Runway 18/36 – 5,001' x 100'

Based Aircraft - Source: Airnav.com
There are 81 total based aircraft at the airport
- 75 - Single-Engine Aircraft
- 5 - Multi-Engine Aircraft
- 1 - Helicopter

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	0	26,000	0	54,000	0	80,000
2005	0	0	41,000	1,250	41,250	0	83,500
2006*	0	0	41,000	1,250	41,250	0	83,500

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - estimated

Airport Background

The airport is owned by the City of Slidell. It is located approximately 4½ miles northwest of the City. Prior to Hurricane Katrina, the airport had approximately 80,000 operations per year. Since Katrina, operations have increased by approximately 2,500 operations per year.

According to airport management, there was no significant physical damage to any of the airport pavement, lighting, or fencing. Several hangars and the airport management office were damaged by the storm and have since been repaired.

During and shortly after Hurricane Katrina struck, the airport was under the command of the Marine Combat Air Control Team and used for staging helicopters, firefighting equipment, and police teams. Thirty to forty private aircraft arrived daily to deliver supplies, which were distributed by the City to the local pharmacies, gas stations, and relief agencies. The main runway was working and lit for nighttime operations using generator power. Due to weight limitations of the runway pavement, the supply of fuel was handled through the Naval Air Station at Belle Chasse, however food and medicine supplies were handled at the Slidell Airport.

Hangars were used for storage of portable generators, food and medical supplies. Medical personnel coming into the airport were deployed to temporary hospitals established in public buildings and empty commercial properties. Temporary housing trailers were staged by FEMA on the airport grounds.

Airport Tenants and Users

Airport tenants have remained steady and there have been requests by many potential tenants to relocate their operations to the airport. However, at the present time there is insufficient hangar space available to meet this expressed interest.

The St. Tammany Parish Mosquito Abatement District is currently constructing 4 additional hangars, with 2 more in design. In order to support the increase in current users and anticipation of continued growth in the coming years, the airport would like to acquire more land and construct additional taxiways to handle the demand.

Surveys were sent out to sixty-six of the tenants and users of the airport to obtain their opinions and views about the airport. Twenty two responded to the survey, which included:

- *Sixteen recreational pilots.* Most of the users indicated that their aircraft operations have not changed since Hurricane Katrina, with a couple of users indicating that they were flying slightly less. A question was asked in the survey as to what amenities or services could be offered that might attract new users. The following suggestions were offered by almost every user;
    - 24-hour self service fueling station;
    - An aircraft wash rack;
    - Precision approach/Instrument Landing System (ILS);
    - Additional t-hangars and more affordable hangar space;

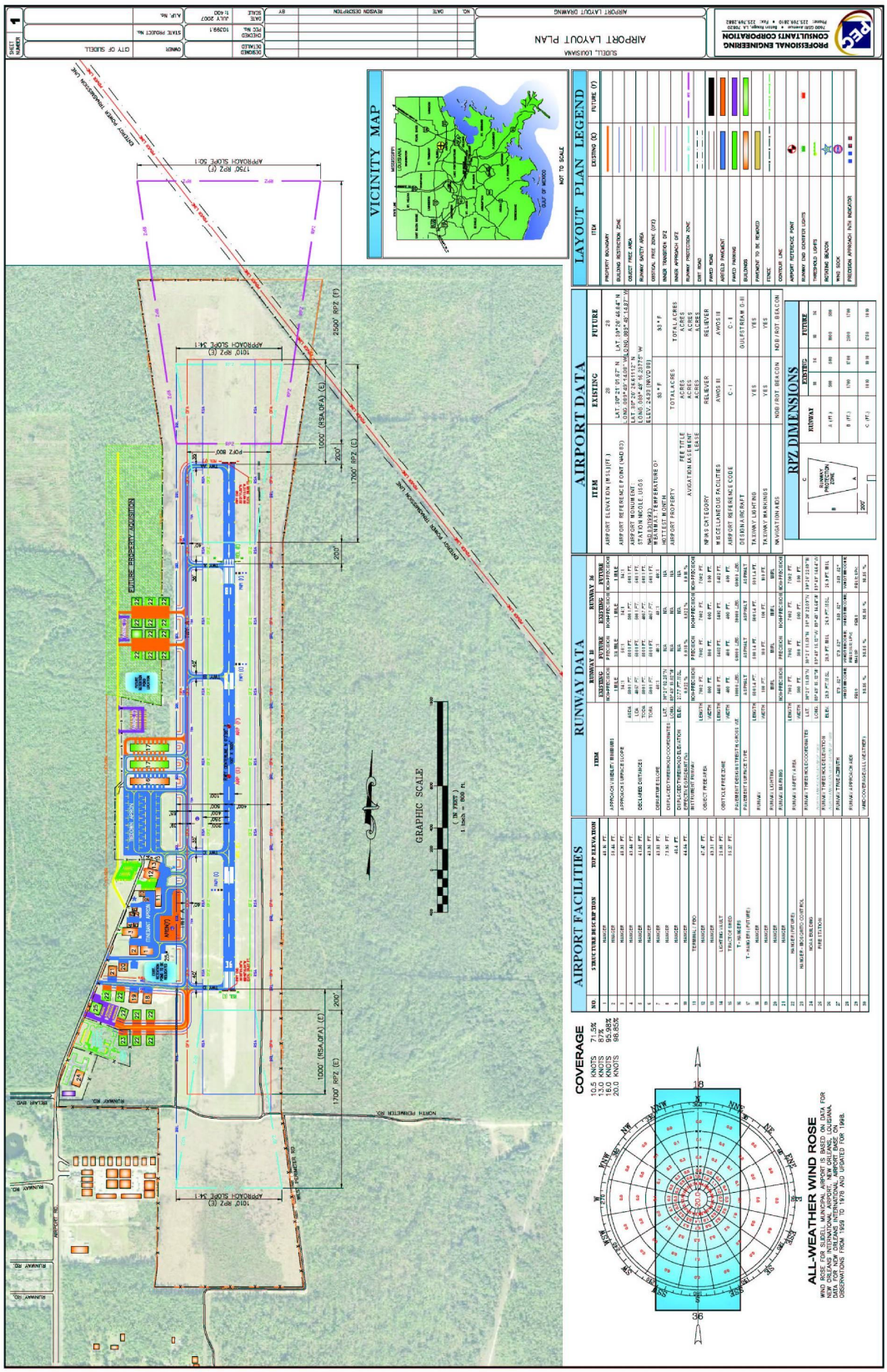
  One user stated that the airport needed wider taxiways and turnoffs, larger parking lot, ARFF facilities, relocated airport beacon, additional ramp space, and to relocate the powerlines away from the end of Runway 18.
- *An attorney*. He has not changed the level of flight activity since the storm. He indicated that Slidell is in need of an ILS approach because he claims that the airport is always impacted by fog. In addition, he suggests a dedicated clearance delivery frequency at the airport, as well as a coin operated plane wash facility.
- *A company that specializes in the construction and management of hangars, commercial and residential facilities.* Their level of flight activity has not changed since the storm. They indicate that the airport needs a precision instrument approach, runway extension, self service fueling station, and additional hangar space.

Local Community Support

According to airport management relations with the local community have been favorable as demonstrated by the very small opposition to its recent runway extension.

The airport has special events open to the local community; for example, the public was invited to observe the skydiving school during its operation.

Since the airport is surrounded by timber land, there is little concern over noise or other safety issues at the airport. Airport management works with the local parish government to set zoning regulations and control development around the airport that might obstruct the safety area or limit growth.


AIRPORT LAYOUT PLAN
SLIDELL, LOUISIANA
PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
VICINITY MAP
NOT TO SCALE
LAYOUT PLAN LEGEND
AIRPORT DATA
RPZ DIMENSIONS
RUNWAY DATA
AIRPORT FACILITIES
COVERAGE
ALL-WEATHER WIND ROSE
GRAPHIC SCALE
APPROACH SLOPE 34:1
APPROACH SLOPE 50:1
1700' RPZ (E)
1700' RPZ (E)
2500' RPZ (E)
1000' (RSA OFA) (E)
1000' (RSA OFA) (E)
200'
200'
NORTH PEARLINGTON RD.
RUNWAY RD.
EXISTING POWER TRANSMISSION LINE
FUTURE PROPERTY ACQUISITION
FUTURE TAXIWAY
FUTURE RUNWAY
FUTURE HANGAR
FUTURE TERMINAL
FUTURE AIRPORT ACCESS ROAD
FUTURE AIRPORT ACCESS ROAD
FUTURE AIRPORT ACCESS ROAD

Airport Development

The short term airport development plans involve the rebuilding of the hangars that were damaged by the storm and by adding necessary infrastructure to accommodate the increased interest from potential tenants. The runway pavement should be rehabilitated to allow a 60,000 lbs. single wheel load so that the airport can accommodate C-130s for any future medical evacuations and fuel re-supply. Currently, medical evacuations must be done through the Belle Chasse Naval Air Station, moving patients from the north shore closer to the path of a storm.

The airport recently completed a runway extension bringing the overall length of the runway out to 5,001 feet; however, electrical transmission lines to the north prevent the full useable length of the runway or any further expansion unless these lines are relocated, or buried. Due to these lines, the declared landing distance available on the Runway 18 end is 4,057 feet. The costs associated with any of these options are provided below:

- $2 million to move lines north to allow utilization of the full length of the runway extension;
- $4 million to move lines further north for any future runway extensions;
- $10 million to place the lines underground.

There also will be a need to relocate several of the NAVAIDS (PAPIs and REILS) at the airport once the threshold for Runway 18 is relocated after the powerlines are moved.

The airport has also stated that it needs a runway pavement overlay since the existing pavement is nearing the end of its normal service life of 20 years. Temperature and fatigue cracking have become widespread over most of the runway surface. There is also a need for additional ramp space and a full length parallel taxiway.

Recommendations

- It is recommended that the electrical transmission lines be relocated sufficiently to accommodate any future runway extensions and to allow for the full length utilization of its current length for landings to Runway 18.
- Due to the level of aircraft operations at this facility, it is recommended that an evaluation be conducted to determine the justification for an Air Traffic Control Tower.
- Runway 18/36 is nearing the end of its normal service life; therefore it is recommended that the runway is rehabilitated.
- An extension to 5,500 feet would make the airport more suitable for business jet aircraft operations. The recommended length for GA Reliever status airports with business jet operations is 6,500 feet. This is justified by the 80 based aircraft that represent significant support for the airport and demonstrate that there is demand for aviation services near the airport. The lack of based jet aircraft could be due to the limited runway length.
- Construct additional hangars to accommodate existing and forecasted demand for hangar space.

St. John the Baptist Parish Airport

Airport Manager: Rick Moran
Airport Identifier: 1L0
355 Airport Rd.
Reserve, LA 70084

Runway Information
Runway 17/35 – 4,000' x 75'

Based Aircraft - Source: Airnav.com
There are 75 total based aircraft at the airport
- 42 - Single-Engine Aircraft
- 3 - Multi-Engine Aircraft
- 30 - Ultralights

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	0	8,000	0	11,500	0	19,500
2005	0	0	8,000	0	11,500	0	19,500
2006*	0	0	8,000	0	11,500	0	19,500

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - estimated

Airport Background

The airport is owned and operated by the St. John the Baptist Parish. It is located approximately 2 miles northwest of Reserve, LA.

The airport is already in pre-Katrina condition because, according to airport management, there was no significant damage at the airport.

The airport played a significant role in emergency and recovery operations; FEMA staged 50 vehicles at the airport. Private helicopters for hospitals and utilities arrived to the airport first and quickly shifted to emergency rescue operation mode. The 82nd Airborne took over temporary operation of the airport, staging 15 Blackhawk helicopters and a fuel depot at the airport.

Airport Tenants and Users

No tenants were lost due to the storm; in fact, there has been a steady increase in air traffic post-Katrina as incorporated LaPlace and Reserve have grown. Pre-Katrina tenants were a mixed group of businesses driven by the local refinery and regional oilfield services. Post-Katrina tenants remained the same, and a new group of eight users displaced from the Lakefront Airport. These new users requested more services from the airport, that lead to the construction of new hangers and the initiation of a contract with a new fixed base operator, St. John Aviation, LLC.

Surveys were sent out to six of the larger tenants and users of the airport to obtain their opinions and views on the airport. Five of them responded to the survey including:

- *A T-Hangar operator.* This tenant would like to see more ramp space and additional taxiways to the area where he is considering constructing additional hangars.

- *An aircraft avionics repair facility.* This tenant was previously located at Lakefront Airport, but relocated to St. John Airport after Katrina because his entire business at Lakefront was destroyed. He has lost many customers because of the relocation, partially because the facilities at St. John are not as large as they were at Lakefront. The current length of the runway limits the size of aircraft that can operate out of St. John, which in turn limits his customer base. He is unsure at this time if his relocation is temporary or permanent. He has indicated that St. John needs a longer runway, a larger ramp, and an ILS/precision approach.
- *A fixed base operator.* This FBO was not located at St. John prior to Hurricane Katrina, but relocated here after his facility was destroyed at another facility (not indicated). This tenant has indicated that there is a need for a runway extension of at least 1,500 feet, additional parking and hangar space at the airport.
- *A flight training service company.* Prior to Hurricane Katrina this company had over 40 student pilots, today they have approximately 20. The reduction in the number of students is because many of those that left are now financially unable to continue with their training. The owner feels that overall stability within the region may help bring his customers back.

Local Community Support

The airport is owned by the local Parish government and is subsidized with economic development funds in the amount of $70-$80k annually. The airport sponsors community outreach activities such as a “Fly-in Day” and has planned a Military Park and Museum at the front of the airport grounds. The local community in general does not support the airport or recognize its role in the local oilfield economy. This is despite the fact that the airport is used by the local refinery and regional oilfield operations and is expected to play a role in the refinery expansion.

The parish levee surrounding the airport is a barrier to its expansion. In addition, since the airport is currently owned by the local parish government, land set aside for an Airport Industrial Park has been converted to other uses not related to the airport or the industrial park. Instead, the land has been developed for other government needs such as animal control.

The South Louisiana Port Commission is seeking to acquire the airport from the parish as part of an intermodal approach to transportation and economic development. That acquisition is expected to be positive for airport development as the airport seeks growth either in corporate users or through an increase in Very Light Jet (VLJ) traffic.

Airport Development

The airport was in the process of a master plan update prior to Katrina. Short-term improvements involve adding services for the existing users such as a refueling station and car rentals through the FBO. Airport expansion had begun prior to Katrina with addition of new hangers and ramps. Two new hangars have

also been proposed, but increased construction costs have slowed the implementation of these plans.

A lighting project is planned for next year to replace and upgrade the wiring and lighting of the runway and eliminate operational shutdowns due to lighting failures.

The airport plans a runway extension to 5,002 feet to accommodate jets. A ring levee around the airport and a grain elevator adjacent to the river complicate the design of the expansion, but a master plan for expansion has been submitted to the FAA and approved. Marathon Oil Refinery (located immediately to the south of the airport), is doubling its size. Airport Management asserts that in order to capture refinery related business, the airport needs funds to lengthen the runway to 5,002 feet.

Recommendations

- In order to accommodate anticipated demand by jet aircraft related to the refinery expansion, a runway extension to at least 5,002 feet is recommended.
- Should a runway extension occur, the installation of upgraded NAVAIDS and runway lighting would also be recommended.
- Additionally, given the anticipated need, facilities such as jet aircraft hangars and fuel facilities are also recommended.
- Acquisition of surrounding parcels is recommended in order to discourage encroachment.

St. Tammany Regional Airport

Airport Manager: James Smith
Airport Identifier: L31
P.O. Box 628
Covington, LA 70434

Runway Information
Runway 18/36 – 2,999' x 75'

Based Aircraft - Source: Airnav.com
There are 20 total based aircraft at the airport
- 15 - Single-Engine Aircraft
- 3 - Multi-Engine Aircraft
- 1 - Helicopter
- 1 - Ultralight

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	0	5,000	0	6,500	0	11,500
2005	0	0	6,300	100	7,700	0	14,100
2006*	0	0	6,300	100	7,700	0	14,100

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - estimated

Airport Background

The airport is owned and operated by St. Tammany Parish. It is located approximately six miles southeast of Covington, LA.

The airport is back to pre-Katrina condition. According to airport management, the minor damage that was done to the hangars has been repaired, and the automated fuel system has been restored to its functional use due to a grant from DOTD. Following Hurricane Katrina, the airport was used during the debris recovery effort to sort and contain household hazardous waste. Items such as used batteries, insecticides, and paint, were sorted by the EPA using standard containment procedures.

Airport Tenants and Users

No tenants or users were lost as a result of the storm. Pre-Katrina there were ten tenants and 25-30 users at the airport. These continue to be there. Fuel sales and requests for hangar space have increased by 40% since the storm.

Surveys were sent out to twelve of the larger tenants and users of the airport to obtain their opinions and views on the airport. Nine of them responded to the survey including:

- *Several recreational pilots.* None of these users altered their utilization of the airport after Hurricane Katrina. One considered relocating to another airport because of flooding problem at the airport, but stays because of the location of the airport and the hope that this problem would be corrected. The flooding problem was also echoed by another user as well, but he did not indicate that he had considered leaving the airport because of it.

Most of these users indicated that there is a strong need for better facilities at the airport, such as a terminal building or FBO, with a bathroom, and water and sewer services. In addition, most stated that there was a need for additional hangars, and improvements to the existing hangars at the airport. A few of the users stated their desire for a longer runway and additional/improved lighting systems and NAVAIDS at the airport, such as PAPI/VASI system, and ILS approach.

- *The St. Tammany Mosquito Abatement District.* Their level of operations did slightly increase after Katrina, but have since leveled off to their pre-Katrina levels of six flights per week. They did temporarily relocate their aircraft to Austin, TX, but returned 3 days after the storm. The have stated that there is a need for an additional FBO at the airport.
- *A radio engineering services firm*. This firm provides services across the southeastern and southcentral United States. They have suffered a loss of regional customers "due to the movement of decision-makers out of state." Their operations have decreased from twice per week, to approximately twice per month. They state that there is a need for a reputable maintenance operation at the airport and a need for a longer runway and better facilities overall. Below is additional feedback that they provided for the purposes of this study.
- *An ambulance services company providing medical flights.* They have not altered the level of operations since Hurricane Katrina. The only improvement that this tenant indicated as necessary is a longer runway.
- *An air charter service and flight school.* They did not suffer any physical damage at this airport, but did state that they lost several aircraft at Lakefront. Their current operational levels are approximately 50% less than their pre-Katrina levels because many of their customers have relocated. They state that there is an immediate need to cut trees down along the approach to the runways, and would also like to see the runway extended in the future.
- *A concrete contractor.* His level of operations have decreased from once per week to once per month because his business has been very busy in the local area reducing the need to travel. He indicated that there is a need for improved airport lighting at the airport, as well as a VASI system. In addition, he also echoed the need for an additional FBO with an "independent toilet."

Local Community Support

The airport is owned and operated by the local Parish government, and the local business community has supported the airport with donations of land for development. The airport has sponsored community outreach activities such as a "Fly-in Day" and is also a base for local emergency medical services. Due to the rural nature of its location, the airport does not have any land use, zoning or aircraft noise problems.

Airport Development

Recently the Abita Springs Timber Company donated 317 acres to the airport, increasing the size of the airport eightfold. In addition, another 70 acres was donated from an unidentified source. Due to these land donations, the airport plans to extend its taxiway and expand its

apron. Also, it will be able to control the trimming of trees for obstruction clearing purposes.

The existing landside facilities will likely be relocated to the additional land in order to make room for a runway extension to 4,000 feet and to shift the runway south to improve the runway safety areas. Eventually the airport would like to extend the runway to 5,000 feet, and with the substantial land grant, the runway could someday be extended to 7,000 feet.

On April 30th, 2007 bids were let for planning services for the development of t-hangars, corporate hangars, as well as a terminal and corporate facility. According to airport management, the airport is interested in acquiring a GPS approach. The St. Tammany Parish Planning Department is working to develop height and land use restrictions in the communities surrounding the airport.

Recommendations

- Extend Runway 18/36 to at least 4,000 feet in the short term and eventually out to 5,000 feet in order to attract new users, including larger gauge, multi-engine aircraft.
- Install a PAPI and/or VASI system at the airport, and determine the feasibility/justification for an ILS.
- Install an Automated Weather/Surface Observing System (AWOS/ASOS).
- Continue development of hangars (including corporate hangars) in order to accommodate demand.
- Attract an additional Fixed Base Operator (FBO) with continuous, full-time, full-service operations.

South Lafourche Airport

Airport Manager: Jason Duet
Airport Identifier: GAO
Greater Lafourche Port Commission
P.O. Drawer 490
Galliano, LA 70354

Runway Information
Runway 18/36 – 6,502' x 100'

Based Aircraft - Source: Airnav.com
There are 28 total based aircraft at the airport
- 6 - Single-Engine Aircraft
- 1 - Multi-Engine Aircraft
- 21 - Helicopters

Airport Operations

	Itinerant				Local		
Year	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2004	0	0	800	0	7,250	0	8,050
2005	0	0	3,900	504	416	0	4,820
2006*	0	0	4,049	504	432	0	4,985

Source: FAA, Terminal Area Forecast (TAF), December 2006 * - estimated

Airport Background

The Greater Lafourche Port Commission acquired the South Lafourche Airport in 2002. The airport is located approximately one mile east of Galliano, LA.

The airport itself did not receive any physical damage as a result of Hurricane Katrina. Operations have remained consistent, with approximately 70% of them coming from helicopters.

Airport Tenants and Users

Some tenants and users did leave after Hurricane Katrina, but this was principally due to the runway being closed for an extension and widening project that prevented fixed wing aircraft operations. During construction, most users operated their aircraft out of Houma-Terrebonne. It is unknown at this time whether those users will return to South Lafourche.

Surveys were distributed to three of the airport's users and tenants, but unfortunately only one responded and provided no meaningful information.

Local Community Support

According to airport management there is no opposition to the airport from the community. This is mostly due to the fact that most of the community is unaware that the airport exists.

Companies in Port Fourchon have identified the need for adequate air services in close proximity to transport specialized equipment in just-in-time fashion. The enhanced airfield capabilities will also help the public sector in times of natural disasters. This local airport continues to support the existing Port Fourchon and Galliano clients.

Airport Development

In 2007, the airport completed a runway extension project that included a widening and resurfacing of the entire runway and is finishing installation of new lighting and signage. The next project scheduled for the airport is a strengthening of the runway and parking apron to accommodate wheel loads up to 75,000 pounds. The current master plan also recommends an Instrument Landing System (ILS), Approach Lighting System, Safety Area Improvements, and a full parallel taxiway. These initial improvements to support operations at the airport included:

- Installation of security measures;
- Addition of fueling capabilities;
- Re-surfacing of Airport Road;
- Construction of an aircraft storage hangar;
- Installation of an Automated Weather Observation System (AWOS).

Also, shortly after the airfield acquisition, the federal and state governments funded an Airport Master Plan to provide a clear view of the facility's future and its potential contributions to the region.

Recommendations

- Implementation of initial Master Plan elements (mentioned above)
- Install an Automated Weather/Surface Observing System (AWOS/ASOS).
- Evaluate the need/justification for an Instrument Landing System (ILS).
- Continue development of hangars (including corporate hangars) in order to accommodate demand.
- Attract an additional Fixed Base Operator (FBO) capable of handling corporate jets.

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APPENDIX B
USER AND TENANT SURVEYS

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advanced for your participation! It is greatly appreciated!

Airport:

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		
4	What was your daily activity (operations) level prior to Katrina? What is it now?		
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
6	If yes, did they go to another facility, if so, please identify which one if known?		
7	What would it take to bring lost customers back to your facility?		
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		
10	What long term (2 years or more) improvements would you recommend for the airport?		
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Airport:

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		
2	What type of equipment do you operate?		
3	How many times per week did you utilize the airport before Hurricane Katrina?		
4	How many times per week do you utilize the airport after Hurricane Katrina?		

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
5	If your activity level has decreased, please indicate why.		
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	
7	Would you consider returning to your pre-Katrina airport?	Yes No	
8	If yes, what would it take to bring you back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		
10	What types of facilities do or did you use at the airport?		

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Baton Rouge

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?	Medical	Satellite product in space, LA
2	What type of equipment do you operate?	C 182	
3	How many times per week did you utilize the airport before Hurricane Katrina?	1 – 2	
4	How many times per week do you utilize the airport after Hurricane Katrina?	1 – 2	
5	If your activity level has decreased, please indicate why.	—	
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No n/a	
8	If yes, what would it take to bring them back to that airport?	n/a	
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?	—	

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

Baton Rouge

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		INSURANCE ADJUSTING
2	What type of equipment do you operate?		CESSNA 172
3	How many times per week did you utilize the airport before Hurricane Katrina?		3
4	How many times per week do you utilize the airport after Hurricane Katrina?		3
5	If your activity level has decreased, please indicate why.		NO
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	
8	If yes, what would it take to bring them back to that airport?	n/a	
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		HANGER SPACE

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 23, 2007 to:

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E-mail: bill.allen@dmjmaviation.com

Baton Rouge

Airport User Survey

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The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?	GENERAL INVESTMENTS	
2	What type of equipment do you operate?	KING AIR C 90	
3	How many times per week did you utilize the airport before Hurricane Katrina?	2	
4	How many times per week do you utilize the airport after Hurricane Katrina?	2	
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	NEVER LEFT,
8	If yes, what would it take to bring them back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		FINISH RUNWAY 22R, NEW PAINT ON ASPHALT. ADD ALSF II TYPE APPROACH LIGHTS. (BTR)

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

HAMMOND NORTHSHORE REGIONAL AIRPORT
USER AND TENANT SURVEYS

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		closed 2 weeks 50% for 2 weeks later
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	those from Slidell AND NEW ORLEANS
6	If yes, did they go to another facility, if so, please identify which one if known?		No stopped flying

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	- St. Tammany - Stayed because of location
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- Sink spots in runway
10	What long term (2 years or more) improvements would you recommend for the airport?		- Tower
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

Base Airport: Hammond **Your Name:** Fly By Knight

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		4 people prior employed 350-400,00 ye 5 17/20 DAY 7 DAYS weeks 13 employees 650,000 700,000
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		- Tower - International point of entry - Π taxiway to RNY 13/31
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: Hammond **Your Name:** Tom Eiremann / Top Gun Avia

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

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121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport User Survey

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The Federal Aviation Administration (FAA) and the New Orleans Regional Planning Commission (NORPC) commissioned a study to assess the state of aviation within Southeast Louisiana and determine the level of effort and priority needed to revitalize general aviation. By responding to this brief survey, you will assist the FAA and NORPC in analyzing the impact of Hurricane Katrina on aviation demand, in particular the impacts on general aviation airports in the Southeastern Louisiana region.

Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		WOOD PRODUCTS
2	What type of equipment do you operate?		King Air B-200
3	How many times per week did you utilize the airport before Hurricane Katrina?		3 PER MO.
4	How many times per week do you utilize the airport after Hurricane Katrina?		0 (NEW)
5	If your activity level has decreased, please indicate why.		NO TOWER
6	Did you relocate to another airport post-Katrina?	(Yes) (Please Identify) No	MSY

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	
8	If yes, what would it take to bring them back to that airport?		NO
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NO

Additional comments or feedback (Please use an additional sheet if necessary):

A TOWER IS NEEDED AT HDC !!!
Our Company uses HDC 3 to 4 time a mo.

J D Allen
Chief Pilot

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

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STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
JOHNNY B. BRADBERRY
Secretary

WALTER R. BROOKS
Executive Director, RPC

REGIONAL PLANNING COMMISSION

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY PARISHES

February 1, 2007

Airport Fixed Based Operator/Tenant/User Survey

The New Orleans Regional Planning Commission (NORPC) has received a grant from the Federal Aviation Administration (FAA) to conduct a study of the overall condition of general aviation (GA) operations and assets in southeast Louisiana.

The purpose of the study is to investigate how Hurricane Katrina has influenced demand and utilization of GA facilities. Emphasis will be placed on evaluating any shifts in aircraft operations and usage patterns that occurred post-Katrina, whether or not these shifts are permanent or dependent on repairing storm damage, anticipated airport improvements for a ten-year time horizon, and overall aviation user expectations and needs.

The study area extends from Baton Rouge on the west to the southeastern border of Louisiana on the east. The scope includes the GA and commercial service airports in this study area, including the airport that you use and/or where you operate your business.

This study will serve several purposes, the most important of which will be to help the FAA and NORPC determine how best to program future airport improvement funding for these airports. The FAA established this partnership with the NORPC because they consider this study very important to programming proper funds to the study area airports and they are relying on us to help them make the best funding decisions possible.

Your input in the attached survey is of utmost importance, as we attempt to investigate these issues, especially considering the priority that the FAA has placed on this study.

Should you have questions and/or comments, please contact Chris Laborde at 504-568-6615.

Sincerely,

Walter R. Brooks

Walter R. Brooks
Executive Director

TRANSPORTATION POLICY COMMITTEE (MPO) Full RPC Membership
BRAD A. ADAMS, *Commissioner, Louisiana Airport Authority*
JAMES BRIDGER, *General Manager, New Orleans Public Belt Railroad*
CESAR R. BURGOS, *Chairman, Regional Transit Authority*
PAT GALLWEY, Chief Operating Officer, *Port of New Orleans*
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ALBERT D. LAQUE, *Parish President, St. Charles Parish*
TERRY McCARTHY, *Director, Jefferson Parish Transit Adm.*
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Telephone (504) 568-6611
Fax (504) 568-6643
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Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		MEDICAL – OUTPATIENT REHAB & DIAGNOSTICS
2	What type of equipment do you operate?		CESSNA P-210
3	How many times per week did you utilize the airport before Hurricane Katrina?		2
4	How many times per week do you utilize the airport after Hurricane Katrina?		HAVE NOT FLOWN SINCE THE HURRICANE
5	If your activity level has decreased, please indicate why.		HAD 3 PRACTICES IN N.O., LA destroyed & Have been dealing with that & REBUILDING PROPERTIES.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	NA
8	If yes, what would it take to bring them back to that airport?		NA
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NA

Additional comments or feedback (Please use an additional sheet if necessary):

We used our plane to travel to our facilities in Lafayette, LA & Shreveport, LA. Since the Hurricane, I have not been able to fly enough to keep current. I will probably sell the plane as I don't see things in my life changing anytime soon.

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

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Executive Director, RPC

REGIONAL PLANNING COMMISSION

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY PARISHES

February 1, 2007

Airport Fixed Based Operator/Tenant/User Survey

The New Orleans Regional Planning Commission (NORPC) has received a grant from the Federal Aviation Administration (FAA) to conduct a study of the overall condition of general aviation (GA) operations and assets in southeast Louisiana.

The purpose of the study is to investigate how Hurricane Katrina has influenced demand and utilization of GA facilities. Emphasis will be placed on evaluating any shifts in aircraft operations and usage patterns that occurred post-Katrina, whether or not these shifts are permanent or dependent on repairing storm damage, anticipated airport improvements for a ten-year time horizon, and overall aviation user expectations and needs.

The study area extends from Baton Rouge on the west to the southeastern border of Louisiana on the east. The scope includes the GA and commercial service airports in this study area, including the airport that you use and/or where you operate your business.

This study will serve several purposes, the most important of which will be to help the FAA and NORPC determine how best to program future airport improvement funding for these airports. The FAA established this partnership with the NORPC because they consider this study very important to programming proper funds to the study area airports and they are relying on us to help them make the best funding decisions possible.

Your input in the attached survey is of utmost importance, as we attempt to investigate these issues, especially considering the priority that the FAA has placed on this study.

Should you have questions and/or comments, please contact Chris Laborde at 504-568-6615.

Sincerely,

Walter R. Brooks

Walter R. Brooks
Executive Director

TRANSPORTATION POLICY COMMITTEE (MPO) Full RPC Membership
BRAD A. ADAMS, *Commissioner, Louisiana Airport Authority*
JAMES BRIDGER, *General Manager, New Orleans Public Belt Railroad*
CESAR R. BURGOS, *Chairman, Regional Transit Authority*
PAT GALLWEY, Chief Operating Officer, *Port of New Orleans*
CATHY F. GAUTREAUX, *Ex. Dir. Louisiana Motor Transport Association*
SEAN HUNTER, Interim Dir., *Louis Armstrong N. O. International Airport*
ROBERT J. LAMBERT, *Gen. Mgr., Greater N. O. Expwy. Comm.*
ALBERT D. LAQUE, *Parish President, St. Charles Parish*
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Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?	LAW FIRM	
2	What type of equipment do you operate?	Jet Prop P46T	
3	How many times per week did you utilize the airport <u>before</u> Hurricane Katrina?	3	
4	How many times per week do you utilize the airport <u>after</u> Hurricane Katrina?	3	
5	If your activity level has decreased, please indicate why.	N/A	
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) (No)	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	N/A Yes No	
8	If yes, what would it take to bring them back to that airport?	N/A	
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?	CUSTOMS CLEARING	

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

HOUMA-TERRABONE AIRPORT
USER AND TENANT SURVEYS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PERSONAL
2	What type of equipment do you operate?		Barron
3	How many times per week did you utilize the airport before Hurricane Katrina?		2-3
4	How many times per week do you utilize the airport after Hurricane Katrina?		2-3
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A.
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		HAPPY w/ current
10	What types of facilities do or did you use at the airport?		- HANGER - FUEL FROM FBO

Base Airport: Houma **Your Name:** RAYMOND WATSON

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Regional Planning Commission

Dr. Philip (Howard) Houma
985-537-5243

DMJM AVIATION
DMJM HARRIS
AECOM

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Coverage for oil spils
2	What type of equipment do you operate?		DC 3 DC 4
3	How many times per week did you utilize the airport before Hurricane Katrina?		Not often
4	How many times per week do you utilize the airport after Hurricane Katrina?		Not often
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Galveston

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Better Security
10	What types of facilities do or did you use at the airport?		hanger / RAMP

Additional comments or feedback (Please use an additional sheet if necessary):

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121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Regional Planning Commission

Joe Sozsh
Houma

AECOM
DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Aero Medical
2	What type of equipment do you operate?		Helicopter
3	How many times per week did you utilize the airport before Hurricane Katrina?		21 week
4	How many times per week do you utilize the airport after Hurricane Katrina?		28 week
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NTC
10	What types of facilities do or did you use at the airport?		self sufficient

Additional comments or feedback (Please use an additional sheet if necessary):

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Ypsilanti, MI 48197
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E-mail: travis@jacobsendaniels.com

Mickey Brignac

Regional Planning Commission

Houma Airport

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Building
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		financial power to KEEP Proceeding with repaires
4	What was your daily activity (operations) level prior to Katrina? What is it now?		+ 20%
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- SECURITY - DRAINAGE
10	What long term (2 years or more) improvements would you recommend for the airport?		NR
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

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121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

(Air borene Support)

Regional Planning Commission

Houma Airport

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	very little
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Slow B for increased Bu
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	Glaviston for a short Period
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		
10	What long term (2 years or more) improvements would you recommend for the airport?		Runway Ext.
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		No Clue

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

James Graves

Houma

Regional Planning Commission

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	- lost storage building $4400 - lost oring over doors - Hanger door blown in
2	Has this damage been repaired back to its pre-Katrina condition?	~~Yes~~ No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		- oring still not replaced
4	What was your daily activity (operations) level prior to Katrina? What is it now?		lost some emdiatly after back to normal
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	- Hammond
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- Escallation clause in lease -long term renter being charged more than competitors.
10	What long term (2 years or more) improvements would you recommend for the airport?		Runway Ext.
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

HOUMA AIRPORT (Butler AVIATION)

Regional Planning Commission

AECOM
DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	NO LOSS
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		SAME
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- Customs
10	What long term (2 years or more) improvements would you recommend for the airport?		- RUNWAY Ext.
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- Customs

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

HOUMA AIRPORT

Regional Planning Commission (HANGER ONE)

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	limited to flight school
2	Has this damage been repaired back to its pre-Katrina condition?	~~Yes~~ No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		it has only increased from then to now
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		
10	What long term (2 years or more) improvements would you recommend for the airport?		RUNWAY Ext. WIDEN TAXIWAYS
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
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Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Regional Planning Commission

Houma (Tennesse Gas Pipeline)

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Oil / Pipeline
2	What type of equipment do you operate?		
3	How many times per week did you utilize the airport before Hurricane Katrina?		N/A
4	How many times per week do you utilize the airport after Hurricane Katrina?		N/A
5	If your activity level has decreased, please indicate why.		SAME
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	Kinder

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	HAVE
8	If yes, what would it take to bring you back to that airport?		HAVE MOVED BACK
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		DONT KNOW
10	What types of facilities do or did you use at the airport?		HANGER

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		SAME BEFORE AS AFTER
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		HAPPY with current
10	What long term (2 years or more) improvements would you recommend for the airport?		HAPPY with current
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: Houma **Your Name:** K-Air

Additional comments or feedback (Please use an additional sheet if necessary):

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LOUISIANA REGIONAL AIRPORT USER AND TENANT SURVEYS

Regional Planning Commission

LA Regional
Greg Parker

AECOM
DMJM AVIATION
DMJM HARRIS

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PERSONAL
2	What type of equipment do you operate?		Single
3	How many times per week did you utilize the airport before Hurricane Katrina?		1/month
4	How many times per week do you utilize the airport after Hurricane Katrina?		1/month
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- Grass landing Strip
10	What types of facilities do or did you use at the airport?		- Hanger - Fuel - Aircraft Rental

Base Airport: LA Regional **Your Name:** Greg Parker

Additional comments or feedback (Please use an additional sheet if necessary):

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WAYNE GRIP

LA REG

Regional Planning Commission

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PLEASURE ~~AF~~ AERIAL MAPS
2	What type of equipment do you operate?		C-206 MOONEY OVATION 3
3	How many times per week did you utilize the airport <u>before</u> Hurricane Katrina?		2
4	How many times per week do you utilize the airport <u>after</u> Hurricane Katrina?		2
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) (No)	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		
10	What types of facilities do or did you use at the airport?		-Rent 2 hangers -Self Serve fuel farm

Additional comments or feedback (Please use an additional sheet if necessary):

- Terminal building
- ~~NEA~~ AWOS/ASOS
- GPS APP.

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Regional Planning Commission

JIM FREEMAN
LA REGIONAL AIRPORT

AECOM
DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		short increase
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- ASOS or AWOS
10	What long term (2 years or more) improvements would you recommend for the airport?		- Runway Ext. - Runway Lighting System
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		N/R

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HANK Lalumandier
LA Regional Airport

Regional Planning Commission

DMJM AVIATION
DMJM HARRIS

AECOM

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PLEASUR
2	What type of equipment do you operate?		BE 36
3	How many times per week did you utilize the airport before Hurricane Katrina?		3/4 A WEEK
4	How many times per week do you utilize the airport after Hurricane Katrina?		SAME 3/4 PER WEEK
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) NO	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		-ASOS
10	What types of facilities do or did you use at the airport?		NR

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NEW ORLEANS LAKEFRONT AIRPORT
USER AND TENANT SURVEYS

Regional Planning Commission

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Airport Tenant/Fixed Based Operator Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advanced for your participation! It is greatly appreciated!

Airport: Lakefront (New Orleans)

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) Yes	The terminal and hangar were completely destroyed. The refuelers and tugs were damaged belong further use.
2	Has this damage been repaired back to its pre-Katrina condition?	No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Replace the terminal and hangar and all the refuelers, tugs, APUs, office equipment, communication equipment, etc.
4	What was your daily activity (operations) level prior to Katrina? What is it now?		10%
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe)	The customer base did not return.
6	If yes, did they go to another facility, if so, please identify which one if known?		Most went to Armstrong International Airport

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		New Orleans Lakefront Airport would have to be rebuilt. I also think the buildings along the land routes to the airport would have to be rebuilt and occupied or demolish.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe)	We are closing the business at New Orleans Lakefront Airport on February 28.
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Any improvements are too late for us to stay in business.
10	What long term (2 years or more) improvements would you recommend for the airport?		Any improvements are too late for us to stay in business.
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Good security; improve land routes to the airport, extent the length of runway 18L, build new modern hangars.

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Lakefront (KNEW)

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		OIL/GAS
2	What type of equipment do you operate?		C 500
3	How many times per week did you utilize the airport before Hurricane Katrina?		3
4	How many times per week do you utilize the airport after Hurricane Katrina?		3
5	If your activity level has decreased, please indicate why.		SAME
6	Did you relocate to another airport post-Katrina?	Yes (please identify) (circled) No	NEW TO MSY

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes (No)	NOT IF YOU PUT HANGERS AT MSY
8	If yes, what would it take to bring you back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NEW HANGERS
10	What types of facilities do or did you use at the airport?		FUEL/CATERING/RENT CARS

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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Nothing left
2	Has this damage been repaired back to its pre-Katrina condition?	~~Yes~~ No	No - Electrical Power - No fire house - Airport complete mess
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		- Electrical power - Fire House - Tower - Everything the airport is responsible for
4	What was your daily activity (operations) level prior to Katrina? What is it now?		SAME
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	- Driving Distance - No hangers at other airports -
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- Drainage System - Electrical
10	What long term (2 years or more) improvements would you recommend for the airport?		- fire hoose
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: LAKEFront **Your Name:** SUE Schindler

Additional comments or feedback (Please use an additional sheet if necessary):

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Lakefront (KNEW)

Regional Planning Commission

Mosquito Control

AECOM
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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Yes
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	NO
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Final approval and receipt of FEMA funds
4	What was your daily activity (operations) level prior to Katrina? What is it now?		About the same
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	We are a City of N.O. department and our "customers" ar all N.O. citizens
6	If yes, did they go to another facility, if so, please identify which one if known?		Another city!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		?
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	No
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Physical security and patrol security
10	What long term (2 years or more) improvements would you recommend for the airport?		Don't know
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		None

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Million Air

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Regional Planning Commission

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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	We lost two of our hangars, totaled. Additionally, we had to spend 900,000 to renovate the only hangar left standing. Lost 100's thousands dollars of equipment as well.
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	Only one hangar. We are beginning construction of our new executive terminal facility, 3.5 million dollars, as well as a new hangar within a month or so. This is dependant on the airport authority agreeing to our plans.
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Even with my company's investment, we still need leadership and vision. We are only operating at 55% of our Pre-Katrina levels of business. This is due to the lack of progress at Lakefront Airport and the City of New Orleans.
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Million Air was the predominant FBO servicing general and corporate aviation in New Orleans. 90% of pilots and owners choose Lakefront Airport because of its location to the CBD and the professional services rendered.
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	About 90% for the first three months, 80% the second 3 months, 65% the third tree months. We are now averaging about 55% of our normal business because of the condition of Lakefront Airport.
6	If yes, did they go to another facility, if so, please identify which one if known?		Yes they went to Louis Armstrong Airport

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		Get the control tower functioning, get the ILS system working for approaches to the airport. Get some type of progress going to where pilots and owners can actually see some construction taking place at this airport, other than Million Air.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	We are committed to Lakefront Airport as we have been here for over 20 years. Luckily, our corporate entity and other locations that we have around the US have been able to assist in the heavy losses that we have sustained.
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Short term: 1. Get the control tower staffed with controllers even if it is a temporary tower 2.The ILS system has to be completed so pilots can get in even if the weather is bad. 3. Long Term: 1. Get these damaged hangars repaired
10	What long term (2 years or more) improvements would you recommend for the airport?		A set of goals and realistic objectives for growth. But most of all fairness in competition and the enforcement of the FAA minimum standards for all tenants. To reduce the politics involved in everything that takes place at Lakefront
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		State of the art technology for travelers, efficient security as well as a well equipped Rescue Squad. Sufficient parking and transportation staging areas for special conventions and sporting events. Improved signage and lighting.

Additional comments or feedback (Please use an additional sheet if necessary):

I am a Vice President for Million Air. I overlook our operations at Asheville, NC, Charleston, SC, and Lafayette, LA. Additionally, I manage and pilot corporate jets. I have the opportunity to speak to business leaders all over this country. The common consensus I hear is that New Orleans squandered an excellent opportunity to change for the future. We are mired in total incompetence, corruption, crime as well as a disgraceful education system. There is absolutely no leadership being displayed to the nation and the citizens of this state. I can't tell you how many times I have heard people compare us to a "Third World" city. The sad part is this city could be one of the best in the country if we just reduced the politics. We need integrity in the worst kind of way. I would suggest for anyone to look at our neighbors in Mississippi Haley Barbour took the bull by the horns and realized, along with the local governments, the need for business to get back up and running. This is especially true along the gulf coast. They moved forward and immediately began recovery and lured businesses to come and be part of the new gulf coast. Here in Louisiana, we just keep stumbling along. Every day the news is full of one negative story after another. It never stops. When is the business community going to step up to the plate and hold the elected officials accountable? The Mayor, Police Chief as well as the District Attorney are all a failure. Do you realize we have the only District Attorney in the US that has been convicted of numerous counts of racism in Federal court and upheld by the Federal Appeals courts? Only in New Orleans could this guy still be in office. I would suggest that any other city in the US would have demanded his resignation.

I honestly thought after the tragedy of Katrina things would change. The real tragedy was not Katrina but the disappearance of real leadership. This is when government is supposed to rise to the occasion for its citizens and businesses. People have asked when the federal government is going to take over the city so it can actually progress.

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Regional Planning Commission

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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	**(Yes)** (Please Describe) No	Aluminum overhang/cover was ripped off of the hangar.
2	Has this damage been repaired back to its pre-Katrina condition?	**(Yes)** No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Approximately six mosquito abatement flights per week – seasonal activity. Back to normal.
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) **(No)**	N/A
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) **(No)**	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		An addition of at least one more FBO
10	What long term (2 years or more) improvements would you recommend for the airport?		Same as above
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Same as above

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
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LOUIS ARMSTRONG
NEW ORLEANS INTERNATIONAL AIRPORT
USER AND TENANT SURVEYS

MSY - Hornets

Regional Planning Commission

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FEB 19 2007

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		New Orleans Hornets NBA basketball team.
2	What type of equipment do you operate?		Gulfstream GII SP and Boeing 727-200
3	How many times per week did you utilize the airport before Hurricane Katrina?		Based at MSY. Weekly utilization.
4	How many times per week do you utilize the airport after Hurricane Katrina?		Once per month on average.
5	If your activity level has decreased, please indicate why.		Temporarily relocated to Oklahoma City for two seasons.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	KOKC - Will Rogers World Airport

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	Yes. We are coming back this summer, after the conclusion of this basketball season.
8	If yes, what would it take to bring you back to that airport?		Primarily, we need hanger and office space for a Gulfstream and office space for a Boeing 727.
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Hanger space, reasonable fuel prices.
10	What types of facilities do or did you use at the airport?		Hanger, office, and shop space, FBO lobby for passengers. All approach and departure procedures, ATC handling, lighting, signage, etc.

Additional comments or feedback (Please use an additional sheet if necessary):

Louis Armstrong International is similar to Charlotte Douglas International except General Aviation here has been shunned for a very long time. Both airports have almost the exact same ramp space, however, Charlotte has hangers completely surrounding the ramp. This brings in revenue from permanent tenants and additional revenue from transit aircraft looking to hanger overnight. I know of several crews planning to come back to outlying airports instead of MSY simply because of lack of hangers. Hurricane Katrina proved that Lakefront airport (KNEW) does not have adequate protection from Lake Ponchatrain, and for larger aircraft, is not very user friendly. MSY is the preferred airport in the area due to the long runways, multiple ILS, and 24 hour ATC control.

This airport could be a huge draw for businesses in general to New Orleans. There is plenty of room for expansion on the North side of runway 10/28, and off the old General Aviation ramp in the southwest corner of the field. I have heard of many businesses offering to build their own hangers, but could not get the approval to do so. This is a sad state of affairs for business aviation in this area.

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MSY - Hornets

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		New Orleans Hornets NBA basketball team.
2	What type of equipment do you operate?		Gulfstream GII SP and Boeing 727-200
3	How many times per week did you utilize the airport before Hurricane Katrina?		Based at MSY. Weekly utilization.
4	How many times per week do you utilize the airport after Hurricane Katrina?		Once per month on average.
5	If your activity level has decreased, please indicate why.		Temporarily relocated to Oklahoma City for two seasons.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	KOKC - Will Rogers World Airport

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Picked up when Lakefront was closed
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- PAVE PERIMETER ROAD
10	What long term (2 years or more) improvements would you recommend for the airport?		NR
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: MSY **Your Name:** Ronnie Crouch

Additional comments or feedback (Please use an additional sheet if necessary):

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MSY

Attn: Bill Pearson

REGIONAL PLANNING COMMISSION

JEFFERSON - ORLEANS - PLAQUEMINES - ST. BERNARD - ST. TAMMANY PARISHES

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STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
JOHNNY B. BRADBERRY Secretary

WALTER R. BROOKS Executive Director, RPC

February 1, 2007

Airport Fixed Based Operator/Tenant/User Survey

The New Orleans Regional Planning Commission (NORPC) has received a grant from the Federal Aviation Administration (FAA) to conduct a study of the overall condition of general aviation (GA) operations and assets in southeast Louisiana.

The purpose of the study is to investigate how Hurricane Katrina has influenced demand and utilization of GA facilities. Emphasis will be placed on evaluating any shifts in aircraft operations and usage patterns that occurred post-Katrina, whether or not these shifts are permanent or dependent on repairing storm damage, anticipated airport improvements for a ten-year time horizon, and overall aviation user expectations and needs.

The study area extends from Baton Rouge on the west to the southeastern border of Louisiana on the east. The scope includes the GA and commercial service airports in this study area, including the airport that you use and/or where you operate your business.

This study will serve several purposes, the most important of which will be to help the FAA and NORPC determine how best to program future airport improvement funding for these airports. The FAA established this partnership with the NORPC because they consider this study very important to programming proper funds to the study area airports and they are relying on us to help them make the best funding decisions possible.

Your input in the attached survey is of utmost importance, as we attempt to investigate these issues, especially considering the priority that the FAA has placed on this study.

Should you have questions and/or comments, please contact Chris Laborde at 504-568-6615.

Sincerely,

Walter R. Brooks

Walter R. Brooks
Executive Director

TRANSPORTATION POLICY COMMITTEE (MPO) for RPC Membership
BRUD A. ADAMS, Commissioner, Louisiana Airport Authority
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BEN D. MORRIS, Mayor, City of Slidell
DUDE PRICE, Mayor, City of Kenner

Telephone (504) 568-6611
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Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		New Orleans Saints NFL Football Team
2	What type of equipment do you operate?		Challenger 300
3	How many times per week did you utilize the airport before Hurricane Katrina?		1 or 2
4	How many times per week do you utilize the airport after Hurricane Katrina?		1 or 2
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please identify) No	

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		—
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		You Need To Advertise KMSY As A G.A. friendly Airport.
10	What types of facilities do or did you use at the airport?		—

Additional comments or feedback (Please use an additional sheet if necessary):

OUR Flight Department has operated from KMSY Since the Late 1970s. We feel there is No Need for Lakefront And the expense Associated With it. KMSY has Ample Capacity To handle All New Orleans Air Traffic.

Bill Pearson, Chief Pilot Ph 210-240-5036

Please return this survey by February 28, 2007 to:

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MSY X

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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Airport: NEW New Orleans

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Yes, Everything.
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Everything.
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Medium before Katrina..
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	Yes
6	If yes, did they go to another facility, if so, please identify which one if known?		Yes, unknown

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		Uncertain.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	Sister company @ MSY
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Uncertain, The area is untouched and the airport is outside the levee protection.
10	What long term (2 years or more) improvements would you recommend for the airport?		Unknown
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Levee protection.

Additional comments or feedback (Please use an additional sheet if necessary):

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Airport: MSY New Orleans

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Yes, Lost a hangar and replaced carpet, siding, signs, damaged equipment.
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	Most
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Still trying to rebuild hangar.
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Medium before Katrina. Now commercial slower but G.A side busier.
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	Yes
6	If yes, did they go to another facility, if so, please identify which one if known?		Yes, unknown

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		Additional hangar space.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Additional hangers and a friendlier G.A. airport.
10	What long term (2 years or more) improvements would you recommend for the airport?		
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	(Yes) (Please Describe) No	FBO - lost hanger - flooded build - lost light fighters
2	Has this damage been repaired back to its pre-Katrina condition?	(Yes) No	But no insurance yet
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		down a little in GA
5	Did you lose customers due to Hurricane Katrina?	(Yes) (Please Describe) No	A lot of GA customers went to other Airports
6	If yes, did they go to another facility, if so, please identify which one if known?		Baton Rouge ?

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		-Being more GA friendly
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	Lakefront facility shut down
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- more GA friendly
10	What long term (2 years or more) improvements would you recommend for the airport?		NR
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: MSY **Your Name:** Kieth Meier

Additional comments or feedback (Please use an additional sheet if necessary):

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Personal transportation
2	What type of equipment do you operate?		L-1329-25 Lockheed JetStar
3	How many times per week did you utilize the airport before Hurricane Katrina?		2
4	How many times per week do you utilize the airport after Hurricane Katrina?		2
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	NO we are at MSY

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		More hangars at MSY
10	What types of facilities do or did you use at the airport?		Hangar, FBO, Fuel

Additional comments or feedback (Please use an additional sheet if necessary):

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Non-profit international Christian ministry
2	What type of equipment do you operate?		Falcon 50
3	How many times per week did you utilize the airport before Hurricane Katrina?		Pre-Katrina in and out approximately 8 times per week.
4	How many times per week do you utilize the airport after Hurricane Katrina?		Now we are based at MSY approximately 8 times
5	If your activity level has decreased, please indicate why.		
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	We relocated to San Antonio, TX temporarily until MSY opened....

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	Pre-Katrina we had a hangar at Lakefront but were trying to obtain a hangar at MSY (were unsuccessful) ... We will never return to Lakefront.... We want a permanent hangar facility of our own at MSY
8	If yes, what would it take to bring you back to that airport?		We will stay at MSY if we can have our own private hangar facility... we w ill never return to NEW
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		A land lease so we can construct our private hangar and fuel farm
10	What types of facilities do or did you use at the airport?		Hangar, fuel etc...

Additional comments or feedback (Please use an additional sheet if necessary):

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SLIDELL MUNICIPAL AIRPORT
USER AND TENANT SURVEYS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Personal
2	What type of equipment do you operate?		CESSNA / GRUMMAN
3	How many times per week did you utilize the airport before Hurricane Katrina?		3/4
4	How many times per week do you utilize the airport after Hurricane Katrina?		1/2
5	If your activity level has decreased, please indicate why.		- People moving - Damage - Money
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- 24 hour Self Service Fuel - NAV CHART DEALER - WASH RACK - Basic Ammenities
10	What types of facilities do or did you use at the airport?		-Tiedown

Base Airport: Slidell **Your Name:** Patrick Quigley

Additional comments or feedback (Please use an additional sheet if necessary):

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pesonal
2	What type of equipment do you operate?		C-150
3	How many times per week did you utilize the airport before Hurricane Katrina?		WAS NOT FLYING AT THE TIME
4	How many times per week do you utilize the airport after Hurricane Katrina?		1/2/WEEK
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		-WASH RACK -Precison APP.
10	What types of facilities do or did you use at the airport?		NR

Base Airport: Slidell **Your Name:** Michael Parker

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport User Survey

August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PERSONAL
2	What type of equipment do you operate?		C-170
3	How many times per week did you utilize the airport before Hurricane Katrina?		2/month
4	How many times per week do you utilize the airport after Hurricane Katrina?		2/month
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- More T-Hanger - Runway Ext.
10	What types of facilities do or did you use at the airport?		- Hangar R - Fuel

Base Airport: Slidell

Your Name: Andrew Horr

Additional comments or feedback (Please use an additional sheet if necessary):

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PERSONAL
2	What type of equipment do you operate?		PA22-180
3	How many times per week did you utilize the airport before Hurricane Katrina?		1/WEEK
4	How many times per week do you utilize the airport after Hurricane Katrina?		SAME
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	1

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- Open T-Hangers
10	What types of facilities do or did you use at the airport?		- Tiedown - Fuel

Base Airport: Slidell **Your Name:** David Damman

Additional comments or feedback (Please use an additional sheet if necessary):

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?	CONTRACTING	
2	What type of equipment do you operate?		NR
3	How many times per week did you utilize the airport before Hurricane Katrina?	1	
4	How many times per week do you utilize the airport after Hurricane Katrina?	2	
5	If your activity level has decreased, please indicate why.	NA	
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	SLIDELL AIRPORT SLIDELL, LA.

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	NA
8	If yes, what would it take to bring you back to that airport?		NA
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		• INSTRUMENT LANDING SYSTEM • RESTAURANT
10	What types of facilities do or did you use at the airport?		NA

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Attorney uses plane for business and hangars it at Slidell Aviation.
2	What type of equipment do you operate?		Cessna 206
3	How many times per week did you utilize the airport before Hurricane Katrina?		1 a week
4	How many times per week do you utilize the airport after Hurricane Katrina?		1 a week
5	If your activity level has decreased, please indicate why.		It has not.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	No, still at Slidell. We need a precision instrument approach due to the fog all the time.

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	Not applicable. I am still at Slidell Air[ort.
8	If yes, what would it take to bring you back to that airport?		N/A Still there.
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		An ILS approach since fog is a problem. A clearance delivery frequency on the ground to pick up an instrument approach. A plane wash coin operated on site. My mechanic is there to do maintenance. Very important.
10	What types of facilities do or did you use at the airport?		The instrument approaches are very important. The runways and lighting system is very important with VASIs that work. There is no place to wash your plane. The hangar to store the plane safely.

Additional comments or feedback (Please use an additional sheet if necessary):

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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Interruption / Hyppe for 1 month plus
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		
4	What was your daily activity (operations) level prior to Katrina? What is it now?		
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		Houma

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		SECURITY REPAIR FENCE EVICT SQUATTERS FR AIRPORT
10	What long term (2 years or more) improvements would you recommend for the airport?		MAKE IT AT LEAST LOOK ~~BET~~ AS THE AIRPORT
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		KEEP TAXIWAYS AS TAXIWAYS NOT FOR CARS & PLANES BUILD ROADS FOR CARS SO THAT TAXIWAYS CAN STAY FOR PLANES

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February XX, 2007 to: **NAME, COMPANY**
ADDRESS
FAX: (XXX) XXX-XXXX
E-mail:

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		MEDICAL
2	What type of equipment do you operate?		CE 421
3	How many times per week did you utilize the airport before Hurricane Katrina?		5X
4	How many times per week do you utilize the airport after Hurricane Katrina?		5X
5	If your activity level has decreased, please indicate why.		STILL DOES NOT EVEN LOOK AS AIRPORT SQUATTER EVERYWHERE FENCES BROKEN DOWN
6	Did you relocate to another airport post-Katrina?	Yes (Please identify) No	

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Question #	Question	Selection	Response/Comments (Please use additional sheet if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	
8	If yes, what would it take to bring them back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February XX, 2007 to:

NAME, COMPANY
ADDRESS
FAX: (XXX) XXX-XXXX
E-mail:

Airport Tenant/Fixed Based Operator Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	No.
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	No damage.
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		Continuous.
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	No.
6	If yes, did they go to another facility, if so, please identify which one if known?		No.

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		No customers lost.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	No, but are planning on expanding our business to other airports.
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		Precision instrument approach; modernized and/or self-service fuel dispensing facility; additional hangar space.
10	What long term (2 years or more) improvements would you recommend for the airport?		Runway extension, additional hangar space.
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Avionics repair facility; pilot lounge and flight planning facility; car rental office.

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Construction and management of hangars, other commercial structures, and residential buildings.
2	What type of equipment do you operate?		Passenger vehicles and single engine airplane.
3	How many times per week did you utilize the airport before Hurricane Katrina?		Four.
4	How many times per week do you utilize the airport after Hurricane Katrina?		Four.
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	No.

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	Yes.
8	If yes, what would it take to bring you back to that airport?		Additional hangar and other building space availability; updated fuel dispensing equipment.
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Precision instrument approach; runway extension; modernized and/or self-service fuel dispensing equipment; additional hangar space.
10	What types of facilities do or did you use at the airport?		Hangar and office space.

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Regional Planning Commission

MELVIN
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Slidell Airport

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		Grumman Yankee
3	How many times per week did you utilize the airport before Hurricane Katrina?		DID NOT own THE Aircraft Prior to
4	How many times per week do you utilize the airport after Hurricane Katrina?		Every DAY
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A.
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR.
10	What types of facilities do or did you use at the airport?		Tiedown - Auos

Additional comments or feedback (Please use an additional sheet if necessary):

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Computer
2	What type of equipment do you operate?		210
3	How many times per week did you utilize the airport before Hurricane Katrina?		1-WEEK
4	How many times per week do you utilize the airport after Hurricane Katrina?		1- Month
5	If your activity level has decreased, please indicate why.		- WORK
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	DALLAS

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A.
8	If yes, what would it take to bring you back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		
10	What types of facilities do or did you use at the airport?		- Parking -

Additional comments or feedback (Please use an additional sheet if necessary):

- ILS
- 6,000 ft runway
- new terminal building
- Shift fuel Area

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		Mooney
3	How many times per week did you utilize the airport before Hurricane Katrina?		3 times/month
4	How many times per week do you utilize the airport after Hurricane Katrina?		3 times/month
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		low cost hangers / open hanger
10	What types of facilities do or did you use at the airport?		tiedown, fuel

Additional comments or feedback (Please use an additional sheet if necessary):

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Regional Planning Commission

Jim ANGEL

Slidell Airport

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DMJM HARRIS

Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		C-177
3	How many times per week did you utilize the airport before Hurricane Katrina?		1 week
4	How many times per week do you utilize the airport after Hurricane Katrina?		Has not since Hurricane
5	If your activity level has decreased, please indicate why.		WORK
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- ILS APP - SELF SERVE
10	What types of facilities do or did you use at the airport?		- FBO - TIE DOWN

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GERALD Acosta

Slidell AIRPORT

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PLEASURE
2	What type of equipment do you operate?		EXP.
3	How many times per week did you utilize the airport before Hurricane Katrina?		1 TIME /WEEK
4	How many times per week do you utilize the airport after Hurricane Katrina?		1 TIME/WEEK
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- SELF SERVE FUEL
10	What types of facilities do or did you use at the airport?		- Tiedown - MAINT - FUEL

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Personal Business
2	What type of equipment do you operate?		C-182
3	How many times per week did you utilize the airport before Hurricane Katrina?		1/week SAME
4	How many times per week do you utilize the airport after Hurricane Katrina?		1/week
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- Aircraft wash spot
10	What types of facilities do or did you use at the airport?		- RENT HANGER -

Base Airport: Slidell **Your Name:** Lamond whitten

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Donald Poucher

Slidell Airport

Regional Planning Commission

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		MAINT Pleasure
2	What type of equipment do you operate?		C-170 PA-28-140
3	How many times per week did you utilize the airport before Hurricane Katrina?		4/5 times week
4	How many times per week do you utilize the airport after Hurricane Katrina?		3/4 times week
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A.
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		WASH RACK
10	What types of facilities do or did you use at the airport?		- Hanger - Terminal building - FUEL

Additional comments or feedback (Please use an additional sheet if necessary):

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MIKE PEARSON

Regional Planning Commission

Slidell

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		- Exp. -CESSNA
3	How many times per week did you utilize the airport before Hurricane Katrina?		1,2 /WEEK
4	How many times per week do you utilize the airport after Hurricane Katrina?		SAME
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	(Yes) (Please Identify) No	- MANSFIELD - ALABAMA

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		SHADE HANGERS
10	What types of facilities do or did you use at the airport?		- FUEL FARM - HANGER

Additional comments or feedback (Please use an additional sheet if necessary):

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E-mail: travis@jacobsendaniels.com

Robert SELL

Regional Planning Commission

Diamond head / Slidell

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

Diamond head

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Thank you in advance for your participation! It is greatly appreciated!

Sidell

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Personal
2	What type of equipment do you operate?		C-150 RV-9A
3	How many times per week did you utilize the airport before Hurricane Katrina?		2-3
4	How many times per week do you utilize the airport after Hurricane Katrina?		2-3
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	(Yes) (Please Identify) No	From Diamondhead to Slidell

Andy Knight
Slidell

Regional Planning Commission

AECOM
DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		B- Bonaza
3	How many times per week did you utilize the airport before Hurricane Katrina?		2- week
4	How many times per week do you utilize the airport after Hurricane Katrina?		1- week
5	If your activity level has decreased, please indicate why.		- hangar damage - No utilities
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Raymond Moreau Slidell

Regional Planning Commission

AECOM

DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Pleasure
2	What type of equipment do you operate?		Piper SR-3 cub
3	How many times per week did you utilize the airport <u>before</u> Hurricane Katrina?		2-3
4	How many times per week do you utilize the airport <u>after</u> Hurricane Katrina?		2-3
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	Pick one

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A. Already back
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		wider taxiway/turnoffs, larger parking lot, near by fire station, new beacon pole and relocated,
10	What types of facilities do or did you use at the airport?		Lease, hanger more ramp space Powerlines to the north

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

ST. JOHN THE BAPTIST PARISH AIRPORT
USER AND TENANT SURVEYS

Regional Planning Commission

AECOM
DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	1
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		SAME
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- More ramp - Asphalt for taxiways to new hanger that he could potentially Build
10	What long term (2 years or more) improvements would you recommend for the airport?		- Runway Ext to over 5,001 ft
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		N R

Base Airport: St. John **Your Name:** RAY Fuenzalida

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	WAS A LAKEFRONT IT IS GONE MOVED TO St. John
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	No, Relocated
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		Everything why moved
4	What was your daily activity (operations) level prior to Katrina? What is it now?		lost customers prior to move ~~that is~~ comming back now
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		UNKnown

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		on Known
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	I AM AT Another facility
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		- Runway Extion - larger RAMP - ILS / Brecks
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: St. John **Your Name:** Sonny

Additional comments or feedback (Please use an additional sheet if necessary):

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Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Not At Airport During Hurricane
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		1-2 jets multiple piston
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	N/A
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	RELOCATED TO AFTER Airport After facility was Distroyed at Different
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		-lengthen runway -> 1,500 ext. -PARKING -T-HANGERS
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: St. John **Your Name:** Gregory talbert

Additional comments or feedback (Please use an additional sheet if necessary):

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Ypsilanti, MI 48197
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St. John

Regional Planning Commission

Rick Moran

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	- lost one light pole
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		- increased for first year 10% 15%
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		N/A

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/A
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	N/A
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		Runway Extention
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Additional comments or feedback (Please use an additional sheet if necessary):

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St. John

Regional Planning Commission

FRANK MAMMELLI

AECOM

DMJM AVIATION
DMJM HARRIS

Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	N/A
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		42 students 20 students
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	
6	If yes, did they go to another facility, if so, please identify which one if known?		No, Financially unable to continue

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		Stability within the region
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (~~Please Describe~~) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		Runway Extention
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Additional comments or feedback (Please use an additional sheet if necessary):

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ST. TAMMANY REGIONAL AIRPORT
USER AND TENANT SURVEYS

Regional Planning Commission

ST. TAMMANY
Todd Shore

AECOM
DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Personal
2	What type of equipment do you operate?		P-181
3	How many times per week did you utilize the airport before Hurricane Katrina?		2/month
4	How many times per week do you utilize the airport after Hurricane Katrina?		2/month
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes ~~(Please Identify)~~ No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- INSTRUMENT APP - PAPP / VASI - BATHROOM
10	What types of facilities do or did you use at the airport?		- HANGER - FUEL

Base Airport: _____ **Your Name:** _____

Additional comments or feedback (Please use an additional sheet if necessary):

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Ypsilanti, MI 48197
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St. TAMMANY Michael Michel

Regional Planning Commission

USER

RECEIVED

AECOM

DMJM AVIATION
DMJM HARRIS

Airport ~~Tenant/Fixed Based Operator~~ Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	NO BUSINESS, I AM A TENANT IN THE T-HANGER
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	NA
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		NA
4	What was your daily activity (operations) level prior to Katrina? What is it now?		PLEASURE FLIGHTS 2x WEEKLY AVERAGE
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	NA
6	If yes, did they go to another facility, if so, please identify which one if known?		NA

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N A.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	TIRED OF THE FLOODING PROBLEMS, BUT STAYED BECAUSE I LIKE THIS LOCATION AND BELIEVE IT WILL BE CORRECTED
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		IMPROVE RUNWAY/TAXIWAYS + MOST OF ALL IMPROVE LIGHTING SYSTEM
10	What long term (2 years or more) improvements would you recommend for the airport?		ADD AN FBO THAT WILL BE AVAILABLE; EXTEND RUNWAY, ADD MORE HANGARS LEASE LAND FOR OWNERS TO BUILD HANGA
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		SAME AS ABOVE.

Additional comments or feedback (Please use an additional sheet if necessary):

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ST. TAMMANY 1

Regional Planning Commission

RECEIVED
DMJM AVIATION
DMJM HARRIS
FEB 19 2007

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?	General personal, business, and recreational aviation	(Non-revenue producing) Based at L31- St. Tammany Regional
2	What type of equipment do you operate?	PA28-180	Piper Cherokee 180
3	How many times per week did you utilize the airport before Hurricane Katrina?	2	
4	How many times per week do you utilize the airport after Hurricane Katrina?	2	
5	If your activity level has decreased, please indicate why.	N/A	Activity level about the same as before Katrina
6	Did you relocate to another airport post-Katrina?	No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	N/A	Did not relocate
8	If yes, what would it take to bring you back to that airport?	N/A	
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?	See list at right	1. Reinstatement of instrument approach 2. Longer runway 3. Increased elevation to eliminate flooding 4. New & better hangars 5. "Shade ports" as less-expensive alternative to hangars for "budget flyers"
10	What types of facilities do or did you use at the airport?	See list at right	1. Instrument approach (not authorized now – we need it back) 2. Hangar 3. Self-service fuel pump 4. FBO

Additional comments or feedback (Please use an additional sheet if necessary):

If the instrument approach is not reinstated at our airport (L31, St. Tammany Regional), we may have to relocate to Slidell (ASD) or Hammond (HDC), which we do not want to do.

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Bill Mchugh

ST. TAMMANY

Regional Planning Commission

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Airport User Survey

On August 29, 2005 Hurricane Katrina struck the Gulf Coast of the United States leaving complete devastation to much of Southeast Louisiana. The levels of damage and disruption to activities and endeavors that existed prior to the storm have yet to be fully assessed.

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		St. Tammany Mosquito Abatement District providing mosquito control for St. Tammany Parish – government operation.
2	What type of equipment do you operate?		(1) Britten-Norman BN-2T Islander (2) Piper PA-23-250 Aztec (3) Cessna C-188T AgHusky
3	How many times per week did you utilize the airport before Hurricane Katrina?		Seasonal operation with mosquito population – averaging six (6) treatment flights per week.
4	How many times per week do you utilize the airport after Hurricane Katrina?		Initially after Katrina treatment flights increased, but have now returned to average.
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) **(No)**	Aircraft were evacuated to Austin, TX, for the storm, but we returned three days after the storm.

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Actually, a new terminal building/E.O.C.C. has been built since the storm which is very nice and should help attract transient aircraft, however, an additional FBO is needed on the field.
10	What types of facilities do or did you use at the airport?		Fuel services from Slidell Aviation, Inc.

Additional comments or feedback (Please use an additional sheet if necessary):

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FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Al Sinopoli (asinop@ieee.org)
St. Tammany Regional

Regional Planning Commission

AECOM
DMJM AVIATION
DMJM HARRIS

Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Radio Engineering Services across southeast/southcentral USA
2	What type of equipment do you operate?		BE36 (Single Engine 2+4 PAX)
3	How many times per week did you utilize the airport before Hurricane Katrina?		2 times per week
4	How many times per week do you utilize the airport after Hurricane Katrina?		2 times per 3 weeks
5	If your activity level has decreased, please indicate why.		Loss of regional customers
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) **No**	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Reputable maintenance operation, longer runway, better facilities
10	What types of facilities do or did you use at the airport?		None, except storage

Additional comments or feedback (Please use an additional sheet if necessary):

Our flying is to transport our employees and equipment to service engineering efforts within a multi-state region. Our activity has decreased due to the movement of decision-makers out of state. The facilities where we operate from are pitiful considering that the northshore is supposed to be a more affluent area. L31 is a neglected facility in an underserved area. We are contemplating investing in this airport only to provide ourselves with a better facility; however, that still remains to be seen.

Note: This is an issue within the entire state of Louisiana, and not just SE Louisiana.

The state of facilities in SE Louisiana pre-Katrina was bad, and it is basically not any better now. Services were expensive at "dumpy" airports. A comparison with neighboring states is all that is needed. In addition, the state tax structure needs to be simplified for aircraft and aircraft related services for Louisiana to remain competitive, as this is basically an interstate commerce concern. While the State offers a number of exemptions, they should go further and eliminate personal property tax as applied to all aircraft (currently it may be assessed on commercial operations at local levels, which hurts flight training and aircraft rentals), and eliminate all sales/use tax on aircraft services and the purchases of all aircraft (not necessarily parts). Aircraft should never be regulated or taxed at the local level, and "red tape" needs to be removed. Massachusetts did this several years ago, and this competitive advantage appears to have landed more aviation business, plus most Fortune 500 companies and their decision-makers operate aircraft in the post 9/11 age. It would also help to establish newer air-taxi businesses.

Furthermore, doing this would put many businesses ahead of neighboring states and provide relief to/spur investment in airport concerns. Louisiana has traditionally derived a lot of business by being a

"port" state, so this is a logical move. It would also encourage other businesses that operate aircraft to base here, furthering growth. Normally, since we travel out of state all the time, we've seen many excellent examples of even small rural airports with thriving businesses and modern facilities in other states, and end up patronizing them because there is no Louisiana equivalent.

While federal improvements would help, such as increasing runway weight capacity/length and newer tarmac and taxiway access, improving the business climate for aviation at the state level I believe would be more effective, and private money would then do the rest – for business, personal, and commercial aviation.

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E-mail: travis@jacobsendaniels.com

Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		MEDICAL FLIGHTS
2	What type of equipment do you operate?		C-414 HELO
3	How many times per week did you utilize the airport <u>before</u> Hurricane Katrina?		1/month 45/month
4	How many times per week do you utilize the airport <u>after</u> Hurricane Katrina?		SAME
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- RUNWAY EXP.
10	What types of facilities do or did you use at the airport?		- there own FUEL - RUNWAY ECT.

Base Airport: St. TAMMANY **Your Name:** Acadian Ambulances

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

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FAX: (734) 961-3204
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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PERSONAL
2	What type of equipment do you operate?		Beech ~~[illegible]~~ BEECH
3	How many times per week did you utilize the airport before Hurricane Katrina?		2-3 / week
4	How many times per week do you utilize the airport after Hurricane Katrina?		SAME
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	CONSIDERED Pickerwyne

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		- BATHROOM - WATER/SEWER @ Hanger - Electric / POWER DOORS - NEW HANGERS - MORE POWER TO HANGERS
10	What types of facilities do or did you use at the airport?		- HANGER -

Base Airport: St. TAMMANY **Your Name:** Steve Gilson

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
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Airport Tenant/Fixed Based Operator Survey

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Thank you in advanced for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	Did your business suffer physical damage from Hurricane Katrina?	Yes (Please Describe) No	Not @ St. Tammany
2	Has this damage been repaired back to its pre-Katrina condition?	Yes No	Lost A/C @ Lakefront
3	If answer was 'No', what needs to be done to get your business back to its pre-Katrina condition?		N/A
4	What was your daily activity (operations) level prior to Katrina? What is it now?		3-4 before Lost 50 %
5	Did you lose customers due to Hurricane Katrina?	Yes (Please Describe) No	Relocated People
6	If yes, did they go to another facility, if so, please identify which one if known?		No

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		NR.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	HAMMOND
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		- Trees cut down
10	What long term (2 years or more) improvements would you recommend for the airport?		- LONG RUNWAY
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		NR

Base Airport: St. Tammany **Your Name:** Neil Nadler

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

PAUL WRIGHT

ST. TAMMANY

Regional Planning Commission

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Airport User Survey

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Thank you in advance for your participation! It is greatly appreciated!

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Concreat
2	What type of equipment do you operate?		1950 NAVION
3	How many times per week did you utilize the airport before Hurricane Katrina?		1 week
4	How many times per week do you utilize the airport after Hurricane Katrina?		1 month
5	If your activity level has decreased, please indicate why.		bussy after Hurricane with local area, no need to travel.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		-VIS slope Ap light - FBO / indepent toilet
10	What types of facilities do or did you use at the airport?		- FBO - Hanger - Self serve - Fuel

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

SOUTH LAFOURCHE AIRPORT
USER AND TENANT SURVEYS

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	What would it take to bring lost customers back to your facility?		N/P.
8	Did you consider relocating to another facility? If yes, why; and why did you stay?	Yes (Please Describe) No	
9	What short term (6-12 months and 12-24 months) improvements would you recommend for the airport?		NR
10	What long term (2 years or more) improvements would you recommend for the airport?		NR
11	Once pre-Katrina levels are restored, what new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		N/R

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
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UNKNOWN AIRPORT
USER AND TENANT SURVEYS

Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		PLEASURE.
2	What type of equipment do you operate?		CESSNA 172
3	How many times per week did you utilize the airport before Hurricane Katrina?		AVERAGE 2 TIMES WEEKLY
4	How many times per week do you utilize the airport after Hurricane Katrina?		NONE FOR THE FIRST MONTH OR SO BECAUSE EPA HAD AIRPORT BLOCKED UP MOST OF TIME.
5	If your activity level has decreased, please indicate why.		YOU COULD NEVER KNOW IF FUEL WAS WORKING OR NOT TILL VERY RECENT WHEN PUMP WAS REPLACED. FBO DIDN'T CARE IF FUEL WAS SOLD.
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A.
8	If yes, what would it take to bring you back to that airport?		
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		FULL FBO SERVICES HANGAR RENTAL LAND LEASING AIR PARK?
10	What types of facilities do or did you use at the airport?		NONE. FBO HOURS ARE NOT DEPENDABLE

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.
121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels.com

Sanford Sisco flysandy@rtconline.com
(emailed to find out airport)

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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of		Insurance
2	What type of		BAE 125-1000A
3	How many times per		KNEW=3
3	How many times per		KNEW=0
5	If your activity level		Facility destroyed
6	Did you relocate to	Yes (Please Identify)	yes

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider	Yes No	No because it is still in a state of
8	If yes, what would it		
9	What new amenities		
10	What types of facilities		all

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 28, 2007 to:

Travis Stebleton, Jacobsen/Daniels Assoc.

121 Pearl Street,
Ypsilanti, MI 48197
FAX: (734) 961-3204
E-mail: travis@jacobsendaniels

Regional Planning Commission — Baton Rouge — Lower Regional

Yellow Bayou, L.L.C.
P.O. Drawer 730
Franklin, Louisiana 70538

Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Property management Political Consultant
2	What type of equipment do ycu operate?		Hellicopter - Robinson R 44
3	How many times per week did you utilize the airport before Hurricane Katrina?		2-3
4	How many times per week do you utilize the airport after Hurricane Katrina?		2-3
5	If your activity level has decreased, please indicate why.		N/A
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	N/A
8	If yes, what would it take to bring them back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		N/A

Additional comments or feedback (Please use an additional sheet if necessary):

Please return this survey by February 23, 2007 to:

Bill Allen, DMJM Aviation
1700 Market Street, Suite 1700
Philadelphia, PA 19103
FAX: (215) 399-4351
E-mail: bill.allen@dmjmaviation.com

Mert Pellegrin

Regional Planning Commission mertpell@hotmail.com

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DMJM HARRIS
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Airport User Survey

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Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
1	What is the nature of your business?		Oilfield Construction and Services
2	What type of equipment do you operate?		Cessna Citation Bravo
3	How many times per week did you utilize the airport before Hurricane Katrina?		Newly Acquired Equipment (Post Katrina)
4	How many times per week do you utilize the airport after Hurricane Katrina?		2 - 3
5	If your activity level has decreased, please indicate why.		Increased
6	Did you relocate to another airport post-Katrina?	Yes (Please Identify) No	No

Question #	Question	Selection	Response/Comments (Please use additional sheets if necessary)
7	Would you consider returning to your pre-Katrina airport?	Yes No	Had no equipment prior to Katrina
8	If yes, what would it take to bring you back to that airport?		N/A
9	What new amenities and/or services could be offered at the airport and/or your facility that would attract new users?		Hotels remain somewhat limited
10	What types of facilities do or did you use at the airport?		FBO & Fuel Services

Additional comments or feedback (Please use an additional sheet if necessary):

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APPENDIX C
SOCIOECONOMIC ESTIMATES

Preliminary Population Estimates
Southeast General Aviation Study Area
Planning Districts 1 - 3
1980 - 2000; 2005 and 2006 Estimates and Forecast to 2020

Area	1980	1990	2000	Est. Jul 2005 Pre-Katrina	Est. Dec 2006 Post-Katrina	Forecasts 2010	2015	2020
District 1								
Jefferson	454,592	448,306	455,466	452,824	430,600	452,300	462,200	470,750
Orleans	557,515	496,938	484,674	454,863	200,500	240,000	273,500	318,500
Plaquemines	26,049	25,575	25,440	28,995	23,500	27,500	29,200	29,800
St. Bernard	64,097	66,631	67,229	65,364	22,100	31,500	32,700	39,300
St. Tammany	110,869	144,508	191,268	220,295	235,400	259,900	271,800	289,500
District 1 Total	**1,213,122**	**1,181,958**	**1,224,077**	**1,222,341**	**912,100**	**1,011,200**	**1,069,400**	**1,147,850**
District 2								
Ascension	50,068	58,214	76,627	90,501	97,390	112,325	123,000	131,200
East Baton Rouge	366,191	380,105	412,852	411,417	445,950	465,100	488,200	511,800
East Felciana	19,015	19,211	21,360	20,823	21,380	21,550	22,300	23,500
Iberville	32,159	31,049	33,320	32,386	34,165	34,900	35,200	36,100
Livingston	58,806	70,526	91,814	109,206	114,980	123,050	129,800	140,100
Pointe Coupee	24,045	22,540	22,763	22,377	23,140	24,675	25,100	25,500
St. Helena	9,827	9,874	10,525	10,259	10,260	10,450	10,900	11,100
Tangipahoa	80,698	85,709	100,588	106,502	112,170	119,500	125,500	131,400
Washington	44,207	43,185	43,926	44,623	44,840	45,460	45,800	46,100
West Baton Rouge	19,086	19,419	21,601	21,634	22,715	23,500	24,500	25,400
West Feliciana	12,186	12,915	15,111	15,199	15,100	15,300	15,900	16,500
District 2 Total	**716,288**	**752,747**	**850,487**	**884,927**	**942,090**	**995,810**	**1,046,200**	**1,098,700**
District 3								
Assumption	22,084	22,753	23,388	23,196	23,585	24,400	24,900	25,500
Lafourche	82,483	85,860	89,974	92,179	92,915	94,500	96,500	98,700
St. Charles	37,259	42,437	48,072	50,633	51,650	53,700	56,400	59,100
St. James	21,495	20,879	21,216	21,150	21,760	22,100	22,200	22,300
St. John	31,924	39,996	43,044	46,393	48,240	51,200	53,300	55,200
Terrebonne	94,393	96,982	104,503	107,491	108,350	111,100	117,200	122,500
District 3 Total	**289,638**	**308,907**	**330,197**	**341,042**	**346,500**	**357,000**	**370,500**	**383,300**
Southeast General Aviation Study Area Totals	**2,219,048**	**2,243,612**	**2,404,761**	**2,448,310**	**2,200,690**	**2,364,010**	**2,486,100**	**2,629,850**

Source: US Census Bureau, 1980-2000, 2005; 2006 and 2010, University of New Orleans Center for Economic Development

Preliminary Household Estimates
Southeast General Aviation Study Area
Planning Districts 1 - 3
1980 - 2000; 2005 and 2006 Estimates and Forecast to 2020

Area	1980	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
District 1								
Jefferson	156,761	166,975	176,296	181,130	172,240	180,385	185,271	188,137
Orleans	207,862	189,031	188,137	181,945	80,200	94,802	107,952	124,541
Plaquemines	7,804	8,242	9,050	10,355	8,393	9,509	10,129	10,275
St. Bernard	20,733	23,245	25,123	24,209	7,893	12,092	12,594	15,054
St. Tammany	35,942	50,463	69,781	81,591	84,071	97,020	101,989	108,316
District 1 Total	**429,102**	**437,956**	**468,387**	**479,230**	**352,797**	**393,808**	**417,935**	**446,323**
District 2								
Ascension	15,601	19,398	26,997	32,322	34,782	40,246	44,257	47,028
East Baton Rouge	125,205	139,202	156,588	158,237	165,167	180,456	189,909	197,939
East Felciana	5,113	5,606	6,741	6,507	6,897	6,866	7,098	7,389
Iberville	9,701	9,918	10,703	10,447	11,388	11,487	11,627	11,873
Livingston	18,590	23,871	32,972	37,657	41,064	45,131	47,857	51,527
Pointe Coupee	7,756	7,753	8,423	8,288	8,570	9,334	9,521	9,619
St. Helena	3,093	3,344	3,886	3,800	3,946	3,959	4,154	4,215
Tangipahoa	26,142	29,759	36,725	39,445	41,544	44,892	47,494	49,661
Washington	15,505	15,526	16,508	16,527	16,607	17,412	17,577	17,570
West Baton Rouge	5,840	6,635	7,690	7,726	8,413	8,609	9,025	9,338
West Feliciana	2,329	2,755	3,676	3,800	3,872	3,883	4,125	4,300
District 2 Total	**234,875**	**263,767**	**310,909**	**324,756**	**342,251**	**372,276**	**392,643**	**410,458**
District 3								
Assumption	6,524	7,420	8,263	8,284	8,423	8,834	9,038	9,222
Lafourche	25,566	28,923	32,118	32,921	34,413	34,581	35,436	36,075
St. Charles	11,566	14,369	16,497	17,460	17,810	18,654	19,549	20,272
St. James	6,088	6,451	7,012	7,050	7,253	7,465	7,513	7,690
St. John	9,369	12,749	14,362	15,464	16,634	17,494	18,254	18,845
Terrebonne	29,487	31,926	36,093	37,066	37,362	39,344	43,081	43,375
District 3 Total	**88,600**	**101,838**	**114,345**	**118,245**	**121,896**	**126,372**	**132,871**	**135,479**
Southeast General Aviation Study Area Totals	**752,577**	**803,561**	**893,641**	**922,231**	**816,945**	**892,456**	**943,450**	**992,261**

Source: US Census Bureau, 1980-2000, 2005; 2006 and 2010, University of New Orleans Center for Economic Development

Preliminary Employment Estimates
Southeast General Aviation Study Area
Planning Districts 1 - 3
1980 - 2000; 2005 and 2006 Estimates and Forecast to 2020

Area	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
District 1						
Jefferson	214,647	198,491	191,557	233,007	247,582	262,972
Orleans	263,536	212,504	150,806	170,400	196,920	226,100
Plaquemines	16,703	14,632	13,639	15,909	16,631	17,413
St. Bernard	16,029	13,985	7,876	24,269	25,251	26,490
St. Tammany	57,775	65,823	69,317	69,569	77,846	86,596
District 1 Total	**568,690**	**505,435**	**433,195**	**513,155**	**564,230**	**619,571**
District 2	`					
Ascension	30,194	30,845	33,472	32,632	36,775	41,169
East Baton Rouge	246,430	251,949	261,260	273,455	294,223	316,067
East Felciana	4,995	5,312	5,270	5,875	6,056	6,493
Iberville	14,922	13,794	14,059	13,800	14,256	14,412
Livingston	15,274	19,638	20,574	25,739	30,893	36,568
Pointe Coupee	5,578	5,459	5,452	5,416	5,647	5,891
St. Helena	1,629	1,463	1,445	1,561	1,670	1,786
Tangipahoa	33,703	37,716	40,690	41,849	45,395	47,887
Washington	11,694	10,556	10,613	10,599	11,080	12,036
West Baton Rouge	10,486	9,680	9,851	10,160	10,758	11,381
West Feliciana	6,568	5,603	5,540	6,003	6,401	6,660
District 2 Total	**381,473**	**392,015**	**408,226**	**427,089**	**463,153**	**500,351**
District 3						
Assumption	5,106	4,440	4,663	5,063	5,422	5,794
Lafourche	30,088	33,379	34,424	35,508	36,273	38,086
St. Charles	19,600	22,524	23,106	23,855	25,574	26,808
St. James	7,235	7,278	6,960	7,019	7,262	7,309
St. John	13,017	13,007	14,489	14,468	15,016	16,055
Terrebonne	46,839	50,565	54,063	56,868	56,868	62,019
District 3 Total	**121,885**	**131,193**	**137,705**	**142,781**	**146,416**	**156,072**

Source:Louisiana Department of Labor 1980-2000, 2005; 2006 and Forecasts University of New Orleans Center for Economic Development and analyst

Total Employment by NAICS Sector
Regional Labor Markets 1, 2 and 3: FAA Study Area
2000 - 2020

Employment Category	2000	2005	2006/2	2010	2015	2020
Regional Labor Markets 1-3 Total Employment	**1,072,048**	**1,028,643**	**979,126**	**1,083,025**	**1,173,799**	**1,275,994**
Agriculture, Forestry, Fishing, and Hunting	3,596	3,004	2,748	2,957	3,071	3,307
Mining	21,454	17,946	18,125	19,723	21,197	23,090
Utilities	8,969	8,526	8,239	8,718	9,900	10,767
Construction	77,433	75,390	85,853	95,016	103,064	111,699
Manufacturing	90,229	79,863	77,569	85,193	91,565	98,878
Wholesale Trade	46,905	40,940	39,503	44,731	48,373	52,606
Retail Trade	129,560	119,629	117,838	130,485	140,436	151,973
Transportation and Warehousing	52,736	50,800	48,667	53,801	57,763	62,287
Information	19,087	17,896	16,319	18,738	20,558	22,556
Finance and Insurance	37,196	35,822	33,828	37,493	40,413	43,671
Real Estate and Rental and Leasing	21,684	20,267	19,032	21,368	23,063	24,944
Professional, Scientific, and Tech. Serv.	45,166	45,985	47,460	52,647	57,463	62,616
Mgmt. of Companies and Enterprises	15,884	13,788	12,120	13,628	14,901	16,284
Adm. and Support and Waste Mgmt.	61,388	60,273	61,794	65,532	71,017	77,387
Educational Services	97,706	99,465	86,549	95,505	105,599	116,900
Health Care and Social Assistance	127,411	131,459	116,792	131,393	142,294	154,470
Arts, Entertainment, and Recreation	21,817	19,420	16,919	19,542	21,697	23,841
Accommodation and Food Services	98,893	96,844	85,987	96,131	104,223	113,874
Other Services	32,245	29,286	26,467	28,730	30,740	33,001
Public Administration	62,688	62,039	57,317	61,695	66,460	71,843

Source: Louisiana Department of Labor and analyst

Total Households by Income Distribution
Planning District 1
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
Jefferson Total Households	166,975	176,296	181,130	172,240	180,385	185,271	188,137
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	20,647	17,712	17,166	16,104	16,052	15,052	13,473
$10,000 TO 19,999	24,594	24,654	23,884	22,418	22,343	20,953	18,753
$20,000 TO $29,999	25,545	25,484	24,681	23,158	23,095	21,657	19,385
$30,000 TO $44,999	34,202	33,673	33,553	31,675	32,387	30,467	27,271
$45,000 TO $59,999	25,002	24,489	26,799	25,808	28,333	31,577	33,472
$60,000 TO $74,999	15,126	18,236	19,955	19,201	21,098	23,777	27,484
$75,000 TO $99,999	10,612	15,881	17,383	16,741	18,374	20,707	23,935
$100,000 TO $124,999	6,225	7,372	8,076	7,863	8,528	9,612	11,109
$125,000 TO $149,999	1,734	3,060	3,350	3,235	3,540	3,990	4,611
$150,000 TO $199,999	1,612	2,516	2,752	2,650	2,911	3,281	3,792
$200,000 OR MORE	1,676	3,219	3,531	3,389	3,724	4,197	4,851
Orleans Total Households	189,031	188,137	181,945	80,200	94,802	107,952	124,541
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	49,020	39,568	37,313	11,857	17,284	18,268	18,843
$10,000 TO 19,999	36,368	33,579	29,959	9,105	14,668	15,503	15,991
$20,000 TO $29,999	27,207	27,684	24,870	11,291	12,273	12,971	13,380
$30,000 TO $44,999	28,398	30,777	31,451	13,346	17,650	20,768	23,995
$45,000 TO $59,999	17,571	18,868	19,439	8,531	10,991	13,499	17,468
$60,000 TO $74,999	10,723	12,277	12,660	10,052	7,152	8,784	11,366
$75,000 TO $99,999	7,718	10,789	11,113	7,268	6,284	7,719	9,988
$100,000 TO $124,999	5,178	5,281	5,449	2,849	3,076	3,778	4,888
$125,000 TO $149,999	1,948	2,630	2,715	1,416	1,532	1,881	2,434
$150,000 TO $199,999	2,083	2,617	2,787	2,550	1,524	1,872	2,423
$200,000 OR MORE	2,817	4,067	4,190	1,934	2,369	2,910	3,765
Plaquemines Total Households	8,242	9,050	10,355	8,393	9,509	10,129	10,275
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,456	1,248	1,326	1,058	1,121	1,103	993
$10,000 TO 19,999	1,374	1,204	1,279	1,020	1,081	1,064	958
$20,000 TO $29,999	1,264	1,243	1,320	1,054	1,117	1,100	991
$30,000 TO $44,999	1,767	1,702	1,883	1,515	1,687	1,671	1,505
$45,000 TO $59,999	1,178	1,275	1,586	1,306	1,572	1,810	1,952
$60,000 TO $74,999	542	778	968	798	959	1,106	1,269
$75,000 TO $99,999	379	907	1,129	929	1,118	1,290	1,478
$100,000 TO $124,999	189	340	425	348	419	484	554
$125,000 TO $149,999	32	142	176	147	174	201	231
$150,000 TO $199,999	28	76	95	80	94	109	124
$200,000 OR MORE	33	135	168	139	166	192	220

Total Households by Income Distribution
Planning District 1
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
St. Bernard Total Households	23,245	25,123	24,209	7,893	12,092	12,594	15,054
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	2,818	2,825	2,559	837	1,197	1,147	1,196
$10,000 TO 19,999	4,185	3,785	3,428	1,118	1,604	1,536	1,603
$20,000 TO $29,999	3,860	3,827	3,467	1,076	1,622	1,554	1,621
$30,000 TO $44,999	4,965	4,679	4,448	1,456	2,190	2,141	2,235
$45,000 TO $59,999	3,611	3,834	3,949	1,303	2,099	2,382	3,128
$60,000 TO $74,999	1,827	2,645	2,724	902	1,449	1,643	2,259
$75,000 TO $99,999	1,183	2,193	2,259	745	1,201	1,362	1,872
$100,000 TO $124,999	511	790	814	269	432	490	674
$125,000 TO $149,999	153	261	269	89	143	162	222
$150,000 TO $199,999	74	139	143	48	76	87	119
$200,000 OR MORE	58	145	150	50	79	90	124
St. Tammany Total Households	50,463	69,781	81,591	84,071	97,020	101,989	108,316
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	5,944	5,673	6,305	6,388	7,024	6,627	6,375
$10,000 TO 19,999	6,998	7,636	8,497	8,599	9,455	8,921	8,582
$20,000 TO $29,999	6,808	8,060	8,415	8,389	9,979	9,417	9,058
$30,000 TO $44,999	9,418	11,517	12,808	12,961	14,260	13,456	12,942
$45,000 TO $59,999	7,188	9,762	11,617	11,919	13,876	13,764	13,240
$60,000 TO $74,999	5,086	7,581	9,474	9,818	11,854	13,916	15,952
$75,000 TO $99,999	3,871	8,653	10,821	11,204	13,532	15,884	18,664
$100,000 TO $124,999	2,699	4,729	5,911	6,758	7,395	8,679	10,198
$125,000 TO $149,999	952	2,186	2,734	2,824	3,417	4,012	4,714
$150,000 TO $199,999	690	2,037	2,545	2,648	3,184	3,738	4,393
$200,000 OR MORE	809	1,947	2,463	2,564	3,044	3,574	4,199
District 1 Total	**437,956**	**468,387**	**479,230**	**352,797**	**393,808**	**417,935**	**446,323**

Source: U.S. Census, 1990 and 2000; Woods and Poole Economics, Inc.; Louisiana Department of Health and Hospitals; Louisiana Recovery Authority, University of New Orleans Center for Economic Development and analyst

Total Households by Income Distribution
Planning District 2
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
Ascension Total Households	**19,398**	**26,997**	**32,322**	**34,782**	**40,246**	**44,257**	**47,028**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	3,078	2,649	3,024	3,204	3,628	3,613	3,380
$10,000 TO 19,999	2,940	3,162	3,686	3,837	4,331	4,313	4,035
$20,000 TO $29,999	2,505	2,921	3,406	3,611	4,001	3,984	3,726
$30,000 TO $44,999	3,709	4,924	5,742	6,088	6,746	6,716	6,284
$45,000 TO $59,999	3,155	3,927	4,756	5,253	6,253	7,027	7,074
$60,000 TO $74,999	1,749	3,758	4,672	5,100	6,101	7,428	8,993
$75,000 TO $99,999	1,288	3,425	4,261	4,658	5,563	6,770	8,198
$100,000 TO $124,999	672	1,287	1,600	1,739	2,089	2,543	3,079
$125,000 TO $149,999	129	537	668	734	873	1,062	1,286
$150,000 TO $199,999	87	199	247	271	323	392	475
$200,000 OR MORE	86	208	260	285	337	411	497
East Baton Rouge Total Households	**139,202**	**156,588**	**158,237**	**165,167**	**180,456**	**189,909**	**197,939**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	22,813	20,629	19,795	20,448	21,309	20,479	19,168
$10,000 TO 19,999	20,598	22,749	21,789	22,479	23,499	22,583	21,138
$20,000 TO $29,999	18,821	21,157	20,254	20,910	21,855	21,003	19,659
$30,000 TO $44,999	23,767	26,076	25,808	26,823	28,863	27,964	26,174
$45,000 TO $59,999	18,714	18,853	20,159	21,274	24,268	27,845	30,322
$60,000 TO $74,999	13,021	14,855	15,903	16,781	19,123	22,077	25,684
$75,000 TO $99,999	9,922	15,167	16,235	17,111	19,524	22,540	26,224
$100,000 TO $124,999	6,221	7,472	7,991	8,424	9,618	11,104	12,919
$125,000 TO $149,999	1,951	3,691	3,956	4,212	4,750	5,485	6,381
$150,000 TO $199,999	1,545	2,901	3,101	3,270	3,735	4,312	5,016
$200,000 OR MORE	1,829	3,038	3,244	3,435	3,912	4,515	5,253
East Felciana Total Households	**5,606**	**6,741**	**6,507**	**6,897**	**6,866**	**7,098**	**7,389**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,118	1,106	1,000	992	984	947	907
$10,000 TO 19,999	1,097	1,169	1,056	1,046	1,040	1,002	959
$20,000 TO $29,999	1,056	901	814	808	801	772	739
$30,000 TO $44,999	1,024	1,176	1,160	1,170	1,249	1,277	1,269
$45,000 TO $59,999	541	818	848	864	956	1,061	1,204
$60,000 TO $74,999	315	568	589	600	664	737	835
$75,000 TO $99,999	278	600	622	634	701	778	882
$100,000 TO $124,999	98	237	246	250	277	307	349
$125,000 TO $149,999	31	37	39	396	44	49	55
$150,000 TO $199,999	33	40	42	43	47	53	60
$200,000 OR MORE	15	89	92	95	104	115	131

Total Households by Income Distribution
Planning District 2
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
Iberville Total Households	**9,918**	**10,703**	**10,447**	**11,388**	**11,487**	**11,627**	**11,873**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	2,277	2,053	1,893	2,040	1,961	1,862	1,788
$10,000 TO 19,999	1,854	1,853	1,710	1,842	1,771	1,682	1,616
$20,000 TO $29,999	1,381	1,595	1,473	1,587	1,527	1,451	1,394
$30,000 TO $44,999	1,808	1,767	1,808	1,988	2,079	2,154	2,210
$45,000 TO $59,999	1,036	1,224	1,270	1,400	1,479	1,595	1,734
$60,000 TO $74,999	660	827	857	946	999	1,078	1,170
$75,000 TO $99,999	472	767	796	878	926	1,000	1,086
$100,000 TO $124,999	231	258	267	295	311	336	365
$125,000 TO $149,999	92	171	179	197	207	223	243
$150,000 TO $199,999	43	85	88	98	103	111	121
$200,000 OR MORE	64	103	107	118	124	135	146
Livingston Total Households	**23,871**	**32,972**	**37,657**	**41,064**	**45,131**	**47,857**	**51,527**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	3,273	3,402	3,651	3,897	4,096	4,058	3,841
$10,000 TO 19,999	4,025	4,312	4,630	4,938	5,193	5,144	4,869
$20,000 TO $29,999	3,994	4,597	4,935	5,325	5,535	5,483	5,191
$30,000 TO $44,999	5,053	6,575	7,239	8,062	8,353	8,284	7,842
$45,000 TO $59,999	3,713	5,294	6,463	7,074	8,252	9,321	10,651
$60,000 TO $74,999	1,930	3,777	4,611	5,052	5,886	6,687	8,220
$75,000 TO $99,999	1,117	3,101	3,787	4,145	4,834	5,492	6,749
$100,000 TO $124,999	510	1,092	1,333	1,460	1,702	1,933	2,376
$125,000 TO $149,999	110	406	497	545	633	719	884
$150,000 TO $199,999	85	242	297	329	378	430	527
$200,000 OR MORE	61	174	215	236	270	308	378
Pointe Coupee Total Households	**7,753**	**8,423**	**8,288**	**8,570**	**9,334**	**9,521**	**9,619**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,983	1,430	1,320	1,349	1,389	1,215	1,076
$10,000 TO 19,999	1,475	1,520	1,404	1,430	1,474	1,291	1,143
$20,000 TO $29,999	1,096	1,196	1,103	1,125	1,159	1,016	899
$30,000 TO $44,999	1,287	1,462	1,491	1,553	1,740	1,735	1,572
$45,000 TO $59,999	923	1,038	1,094	1,147	1,317	1,573	1,813
$60,000 TO $74,999	410	772	816	855	981	1,170	1,354
$75,000 TO $99,999	310	519	548	574	659	787	910
$100,000 TO $124,999	165	267	282	296	339	405	468
$125,000 TO $149,999	43	85	89	93	107	128	149
$150,000 TO $199,999	32	53	56	58	67	80	92
$200,000 OR MORE	29	81	85	90	103	122	142

Total Households by Income Distribution
Planning District 2
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
St Helena Total Households	**3,344**	**3,886**	**3,800**	**3,946**	**3,959**	**4,154**	**4,215**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	980	789	691	701	636	572	499
$10,000 TO 19,999	723	853	746	757	688	617	538
$20,000 TO $29,999	570	581	523	534	498	447	390
$30,000 TO $44,999	577	617	677	718	781	847	806
$45,000 TO $59,999	221	437	486	517	567	698	829
$60,000 TO $74,999	144	257	286	304	333	410	487
$75,000 TO $99,999	76	196	218	231	254	313	371
$100,000 TO $124,999	39	94	105	111	121	149	178
$125,000 TO $149,999	1	19	21	22	25	30	36
$150,000 TO $199,999	1	28	31	33	36	45	53
$200,000 OR MORE	12	15	17	18	19	24	29
Tangipahoa Total Households	**29,759**	**36,725**	**39,445**	**41,544**	**44,892**	**47,494**	**49,661**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	7,763	7,171	7,233	7,513	7,713	7,605	7,298
$10,000 TO 19,999	6,504	6,184	6,236	6,481	6,652	6,560	6,295
$20,000 TO $29,999	4,468	5,309	5,354	5,565	5,712	5,632	5,404
$30,000 TO $44,999	4,750	6,362	7,158	7,609	8,535	9,198	9,551
$45,000 TO $59,999	2,998	4,426	5,078	5,411	6,159	6,999	7,987
$60,000 TO $74,999	1,536	3,118	3,577	3,815	4,339	4,930	5,627
$75,000 TO $99,999	920	2,244	2,576	2,757	3,123	3,549	4,050
$100,000 TO $124,999	437	1,064	1,261	1,348	1,481	1,683	1,921
$125,000 TO $149,999	151	330	378	406	460	522	595
$150,000 TO $199,999	124	208	240	257	289	329	375
$200,000 OR MORE	108	309	355	381	430	489	557
Washington Total Households	**15,526**	**16,508**	**16,527**	**16,607**	**17,412**	**17,577**	**17,570**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	4,200	3,422	3,163	3,125	3,056	2,812	2,414
$10,000 TO 19,999	3,451	3,485	3,220	3,183	3,112	2,865	2,458
$20,000 TO $29,999	2,539	2,902	2,817	2,812	2,875	2,652	2,275
$30,000 TO $44,999	2,340	2,705	2,958	3,023	3,379	3,714	3,944
$45,000 TO $59,999	1,446	1,528	1,671	1,707	1,908	2,117	2,479
$60,000 TO $74,999	701	1,138	1,244	1,270	1,421	1,577	1,846
$75,000 TO $99,999	434	774	846	867	967	1,072	1,254
$100,000 TO $124,999	207	261	286	291	326	362	423
$125,000 TO $149,999	61	124	135	138	155	173	202
$150,000 TO $199,999	42	79	88	90	99	110	128
$200,000 OR MORE	105	90	99	103	113	125	147

Total Households by Income Distribution
Planning District 2
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
West Baton Rouge Total Households	**6,635**	**7,690**	**7,726**	**8,413**	**8,609**	**9,025**	**9,338**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,048	995	893	949	875	795	715
$10,000 TO 19,999	1,193	1,032	925	984	908	826	742
$20,000 TO $29,999	967	1,083	972	1,035	954	868	778
$30,000 TO $44,999	1,223	1,492	1,401	1,505	1,453	1,321	1,188
$45,000 TO $59,999	1,027	1,125	1,285	1,433	1,606	1,801	1,829
$60,000 TO $74,999	575	761	871	972	1,090	1,321	1,581
$75,000 TO $99,999	313	630	722	805	904	1,097	1,312
$100,000 TO $124,999	181	360	413	460	516	626	749
$125,000 TO $149,999	37	110	126	140	158	192	230
$150,000 TO $199,999	51	48	55	61	69	84	101
$200,000 OR MORE	20	54	62	69	77	94	113
West Feliciana Total Households	**2,755**	**3,676**	**3,800**	**3,872**	**3,883**	**4,125**	**4,300**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	742	545	533	537	513	517	493
$10,000 TO 19,999	441	482	471	475	455	458	436
$20,000 TO $29,999	407	427	417	420	402	405	385
$30,000 TO $44,999	391	607	606	613	597	602	573
$45,000 TO $59,999	314	439	482	497	522	580	625
$60,000 TO $74,999	204	439	481	496	521	584	668
$75,000 TO $99,999	137	369	405	418	439	491	561
$100,000 TO $124,999	90	177	194	200	209	234	268
$125,000 TO $149,999	15	70	77	79	83	93	106
$150,000 TO $199,999	12	58	64	65	69	76	88
$200,000 OR MORE	2	63	69	71	75	84	95
District 2 Total Households	**263,767**	**310,909**	**324,756**	**342,250**	**372,275**	**392,644**	**410,459**

Source: U.S. Census, 1990 and 2000; Woods and Poole Economics, Inc.; Louisiana Department of Health and Hospitals; Louisiana Recovery Authority, University of New Orleans Center for Economic Development and analyst

Total Households by Income Distribution
Planning District 3
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
Assumption Total Households	**7,420**	**8,263**	**8,284**	**8,423**	**8,834**	**9,038**	**9,222**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,599	1,539	1,446	1,451	1,439	1,393	1,318
$10,000 TO 19,999	1,496	1,335	1,256	1,260	1,251	1,210	1,145
$20,000 TO $29,999	1,213	1,086	1,021	1,025	1,018	985	931
$30,000 TO $44,999	1,450	1,452	1,497	1,533	1,640	1,676	1,671
$45,000 TO $59,999	839	1,040	1,118	1,151	1,271	1,376	1,516
$60,000 TO $74,999	422	840	902	929	1,025	1,110	1,223
$75,000 TO $99,999	218	576	619	637	704	763	840
$100,000 TO $124,999	75	228	245	253	279	302	333
$125,000 TO $149,999	32	46	50	51	57	62	68
$150,000 TO $199,999	55	58	62	64	71	77	85
$200,000 OR MORE	21	63	68	70	78	84	92
Lafourche Total Households	**28,923**	**32,118**	**32,921**	**34,413**	**34,581**	**35,436**	**36,075**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	5,518	4,503	4,292	4,437	4,171	3,763	3,283
$10,000 TO 19,999	5,767	4,901	4,674	4,835	4,541	4,095	3,574
$20,000 TO $29,999	4,694	4,373	4,171	4,316	4,051	3,654	3,189
$30,000 TO $44,999	5,704	6,438	6,577	6,900	6,888	6,482	5,656
$45,000 TO $59,999	3,364	4,784	5,306	5,492	6,001	7,011	7,923
$60,000 TO $74,999	1,873	3,056	3,391	3,614	3,832	4,477	5,344
$75,000 TO $99,999	1,063	2,258	2,505	2,673	2,832	3,308	3,949
$100,000 TO $124,999	557	845	938	1,003	1,059	1,237	1,478
$125,000 TO $149,999	127	326	362	387	410	478	571
$150,000 TO $199,999	126	246	273	294	308	361	431
$200,000 OR MORE	130	388	431	460	487	569	679
St. Charles Total Households	**14,369**	**16,497**	**17,460**	**17,810**	**18,654**	**19,549**	**20,272**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,863	1,456	1,457	1,469	1,469	1,407	1,288
$10,000 TO 19,999	1,729	1,831	1,833	1,848	1,847	1,769	1,620
$20,000 TO $29,999	1,849	2,011	2,013	2,030	2,028	1,943	1,779
$30,000 TO $44,999	2,652	2,923	2,927	2,951	2,949	2,824	2,586
$45,000 TO $59,999	2,561	2,455	2,690	2,764	2,974	3,121	3,001
$60,000 TO $74,999	1,613	2,012	2,259	2,333	2,552	2,931	3,455
$75,000 TO $99,999	1,156	1,980	2,224	2,293	2,513	2,887	3,401
$100,000 TO $124,999	644	961	1,080	1,115	1,220	1,401	1,651
$125,000 TO $149,999	154	377	424	438	479	550	648
$150,000 TO $199,999	81	307	346	356	390	447	527
$200,000 OR MORE	67	184	208	214	234	269	316

Total Households by Income Distribution
Planning District 3
1990 - 2020

Area	1990	2000	Est. 2005 Pre-Katrina	Est. 2006 Post-Katrina	Forecasts 2010	2015	2020
St. James Total Households	**6,451**	**7,012**	**7,050**	**7,253**	**7,465**	**7,513**	**7,690**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,330	1,150	1,108	1,129	1,119	1,063	971
$10,000 TO 19,999	1,054	1,006	969	989	979	928	849
$20,000 TO $29,999	921	894	861	878	870	824	754
$30,000 TO $44,999	950	1,131	1,135	1,166	1,196	1,170	1,079
$45,000 TO $59,999	975	929	970	1,006	1,084	1,157	1,314
$60,000 TO $74,999	630	744	785	816	869	927	1,066
$75,000 TO $99,999	328	701	740	767	818	874	1,003
$100,000 TO $124,999	205	318	336	348	371	396	454
$125,000 TO $149,999	25	60	64	66	70	75	86
$150,000 TO $199,999	15	35	37	38	41	44	50
$200,000 OR MORE	18	44	47	49	51	55	63
St. John Total Households	**12,749**	**14,362**	**15,464**	**16,634**	**17,494**	**18,254**	**18,845**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	1,849	1,866	1,906	2,029	2,042	2,007	1,903
$10,000 TO 19,999	1,744	1,776	1,815	1,931	1,942	1,909	1,811
$20,000 TO $29,999	1,718	1,900	1,942	2,066	2,078	2,043	1,937
$30,000 TO $44,999	2,466	2,540	2,650	2,832	2,902	2,858	2,709
$45,000 TO $59,999	2,076	1,981	2,256	2,451	2,690	2,967	3,199
$60,000 TO $74,999	1,416	1,806	2,056	2,237	2,455	2,719	3,062
$75,000 TO $99,999	859	1,522	1,733	1,884	2,067	2,291	2,579
$100,000 TO $124,999	423	560	638	693	761	843	949
$125,000 TO $149,999	91	266	303	329	361	401	451
$150,000 TO $199,999	61	69	79	86	93	103	117
$200,000 OR MORE	46	76	87	95	103	113	128
Terrebonne Total Households	**31,926**	**36,093**	**37,066**	**37,362**	**39,344**	**43,081**	**43,375**
Percentage of Total Households							
LESS THAN $10,000 (2000 $)	6,040	4,959	4,759	4,731	4,699	4,675	4,127
$10,000 TO 19,999	5,929	5,656	5,430	5,396	5,358	5,333	4,707
$20,000 TO $29,999	5,375	4,917	4,718	4,689	4,658	4,636	4,093
$30,000 TO $44,999	6,089	6,782	6,927	6,976	7,312	7,529	6,647
$45,000 TO $59,999	3,837	4,946	5,467	5,590	6,215	7,505	8,354
$60,000 TO $74,999	2,035	3,499	3,869	3,953	4,398	5,309	6,119
$75,000 TO $99,999	1,453	2,974	3,287	3,363	3,738	4,513	5,201
$100,000 TO $124,999	580	1,075	1,190	1,214	1,351	1,631	1,881
$125,000 TO $149,999	183	383	423	433	481	581	670
$150,000 TO $199,999	186	460	508	519	578	698	804
$200,000 OR MORE	219	442	489	497	555	671	772
District 3 Total Households	**101,838**	**114,345**	**118,245**	**121,895**	**126,372**	**132,871**	**135,479**

Source: U.S. Census, 1990 and 2000; Woods and Poole Economics, Inc.; Louisiana Department of Health and Hospitals; Louisiana Recovery Authority, University of New Orleans Center for Economic Development and analyst