New Orleans Lakefront Airport

Master Plan Update

Volume I Master Plan Report



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Master Plan Update

Chapter One Introduction



CHAPTER ONE Introduction

This chapter provides the background and summary of the processes and findings of the Master Plan Update for the New Orleans Lakefront Airport (NEW).

In accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5070-6B, *Airport Master Plans*, the information, findings, and recommendations contained in this report, as developed by Kutchins & Groh, LLC, in association with: Compliance Consultants Inc, Digital Engineering & Imaging Inc., G.E.C. Inc., Jacobsen Daniels Associates LLC, Newhouse & Associates LLC, and Quantum Spatial Inc. (the Planning Team), represent an update of the *2013 Airport Master Plan for New Orleans Lakefront Airport*. The purpose of this updated Master Plan is to provide guidance for the continued improvement of the Airport to the year 2020 and beyond.

Since the previous Master Plan for NEW was completed in 2013, substantial changes to the Airport and the aviation industry have occurred. In 2013, NEW was still undergoing significant repairs and renovations due to the devastation caused by Hurricane Katrina in 2005. To address these changes, the Airport's Sponsor, the Lakefront Management Authority (or the Authority), decided to develop a new Master Plan for the Airport.

1.1 AIRPORT SETTING

The New Orleans Lakefront Airport (NEW) is a publicly-owned facility operated by the Lakefront Management Authority (the Authority), which consists of 15 members. All members are appointed by various local organizations, including the City of New Orleans Council, the Mayor of the City of New Orleans, Louisiana State Representatives, and Louisiana State Senators. All members are subject to Louisiana State Senate confirmation. The term length for each member is four years. The Authority manages, controls, regulates, operates, and maintains any non-flood protection facility or improvement asset or function within a levee district within the jurisdiction of a flood protection authority. This includes the New Orleans Lakefront Airport.

The Airport is a publicly-owned facility that leases property to General Aviation facilities and serves as a reliever to the Louis Armstrong New Orleans International Airport (MSY). Lakefront was the original municipal airport for the City of New Orleans. It was built on a man-made peninsula that projects into Lake Pontchartrain. It is located about 8 miles northeast of the Central Business District of the City of New Orleans, Louisiana, in Orleans Parish. The Airport occupies approximately 559 acres.

Some of the property is leased to flight schools, charter flight operators, and two fixed base operators (FBOs). The FBOs operating at NEW are Flightline First and Signature Flight Support. Two flight schools also operate at NEW, New Orleans Aerial Tours & Flight Training and Gulf Coast

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 1: Introduction*



Aviation. Three corporations offer charter flights out of the Lakefront Airport: Flightline First Charter, Gulf Coast Aviation Charter, and Jazz Aviation, LLC. Two additional service and repair shops are available at NEW: Innovative-Turbine Aircraft Solutions, LLC, and R.F.B. Flying Services. A complete list of tenants is located in **Appendix A, List of Current Tenants**.

The Airport lies approximately 12 nautical miles northeast of Louis Armstrong New Orleans International Airport (MSY), 21 nautical miles southwest of Slidell Municipal Airport (ASD) in Slidell, and 13 nautical miles south of the Naval Air Station/Joint Reserve Base (NBG) in Belle Chasse. The average elevation on the Airport is approximately 7-feet above mean sea level (MSL). **Exhibit 1-1, Airport Location Map**, depicts the location of NEW with respect to the surrounding area.

According to the National Plan of Integrated Airport Systems (NPIAS), the New Orleans Lakefront Airport is classified as General Aviation Airport, which means that it does not receive any scheduled commercial air service. Other criteria for inclusion in the NPIAS include a minimum often (10) based aircraft as well as general proximity to other public-use airports.

1.2 BACKGROUND AND HISTORY

The New Orleans Lakefront Airport (NEW) is an integral part of the economic and commercial fiber of South Louisiana. In close proximity to the Louisiana Gulf Coast, the Airport is uniquely situated to serve as a transportation center for the tourism industry, as well as other industries such as petroleum, seafood, marine, retail, construction and medical businesses (see **Exhibit 1-2**, **Airport Vicinity Map**). It is imperative that the Authority continually strive to develop its facility to keep pace with the aviation demands of the surrounding community.

NEW was originally known as Shushan Airport, named after Orleans Levee Board president Abraham Shushan. In 1940, the Airport was renamed New Orleans Airport, and was assigned the airport code "NEW." It was the first major airport in South Louisiana. During World War II, the Airport was used by the United States Army and was briefly a Tropical Weather School.

From 1933 to 1946, the Airport offered commercial air service, but over time, airlines shifted to the larger Louis Armstrong New Orleans International Airport (MSY, formerly known as Moisant Stock Yard and later, Moisant Field). In 1964, NEW was renamed New Orleans Lakefront Airport.

Multiple Airport Master Plans for NEW have been prepared over the years, which outlined future development of Airport property. The 2013 Airport Master Plan is currently in use by the Airport. This document is being prepared as an update to the 2013 report. It will serve to analyze and update existing conditions, phased development and aviation forecasts for the 5-year, 10-year and 20-year planning horizon.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC

NTS



EXHIBIT 1-1 AIRPORT LOCATION MAP





NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE





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EXHIBIT 1-2 AIRPORT VICINITY MAP

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Although this document will focus on the Airport and its environs, it will also consider the relationship between the Airport and the surrounding community. The overall planning goal will be the continued development of an aviation facility that can accommodate future demand while being mindful of constraints that may be imposed by the environment surrounding the airport proper. Four basic elements will be examined in the document:

- Airside facilities, including runways, taxiways and other features directly related to aviation activities;
- Landside facilities, which include activities on Airport property but not directly related to aviation;
- The relationship between the Airport and the surrounding community; and
- The Airport's environs.

1.3 INDUSTRY, STATE AND LOCAL

The New Orleans Metropolitan Statistical Area (MSA) is comprised of 8 parishes (Jefferson, Orleans, Plaquemines, St Bernard, St Charles, St James, St John the Baptist, and St Tammany). The MSA is spread over approximately 3,700 square miles and is centered around the City of New Orleans. The New Orleans MSA has a strong and vibrant economy, which, due to its healthy tourism industry, historical unemployment rates, and economic forecasts, is projected to remain strong for the foreseeable future. There are approximately 1,275,000 residents living within the MSA, 391,000 of which reside in the City of New Orleans.

1.4 MASTER PLAN OBJECTIVES

The primary purpose of the Master Plan is to serve as a general guide to the orderly, timely, and logical development of NEW so that it can continue to serve the aviation needs and support the economic development of the region for the next 20 years.

Major objectives of the Master Plan include:

- Establish a flexible facility development plan that will accommodate reasonably expected changes in the aviation market over the next 20 years and beyond.
- Ensure that planned expansion is consistent with the safe, secure, efficient, and financially sound operation and development of NEW.
- Ensure that NEW is developed in an environmentally sensitive and responsible manner.
- Maximize opportunities for NEW to serve as a catalyst for the economic development of the region.



- Use the master planning process to build consensus with key stakeholders regarding major development recommendations and to develop the foundation for funding agreements and environmental approvals for key projects.
- Consider the potential effect of recent terrorist activities in the United States on future aviation activity.
- Prepare forecasts at 5, 10, and 20-year increments to establish a reasonable range of potential growth at NEW.
- Create a living document that focuses on establishing a reasonable set of planning activity levels (i.e., levels of enplanements and aircraft operations) suitable for guiding the development of the Master Plan, rather than on achieving consensus on specific traffic growth rates.
- Integrate environmental considerations throughout the planning process to help ensure that the final plan is workable and to help establish accurate cost and schedule estimates for improvement projects.
- Ensure that improvements are recommended in the context of environmental requirements, such as those for water quality, air quality, noise, and the protection of sensitive species' habitats. Promote land use patterns on NEW and in the surrounding community that encourage land use consistency and compatibility.
- Integrate financial considerations throughout the planning process to help ensure that the final plan is consistent with NEW's financial capacity and business goals.
- Prepare a conceptual financial plan that identifies potential sources and uses of funds for the recommended development plan at 5, 10, and 20-year intervals.
- Identify opportunities for revenue generating aviation-compatible uses of land not required for aviation purposes.

1.5 COORDINATION AND PUBLIC INVOLVEMENT

The NEW Master Plan includes a Public/Stakeholders Involvement Program which encourages collaboration among local agencies, tenants, airport users, elected officials, business and civic leaders, and the general public. The program established two committees of stakeholders, the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC), each of which provided input and comments to the Plan. **Appendix F, Public Involvement Process,** includes copies of the documentation utilized in this public involvement process.

The Community Advisory Committee included the Lakefront Management Authority Members, Airport Staff, the area's major business leaders, and community leaders. They were tasked with weighing certain planning directives against community goals, values, and needs. The Technical Advisory Committee included Airport staff, FAA personnel, LA DOTD staff, and tenants. The TAC provided critical thinking about NEW operations, evaluated the technical merits of elements of the planning process, and considered the growth and development of the Airport.



1.6 DOCUMENT ORGANIZATION

The remainder of this Master Plan is organized as follows:

- Chapter Two: Inventory and Existing Conditions
- Chapter Three: Aviation Demand Forecasts
- Chapter Four: Demand Capacity Analysis and Facility Requirements
- Chapter Five: Development Alternatives
- Chapter Six: Recommended Development Plan
- Chapter Seven: Environmental Overview
- Chapter Eight: Implementation and Financial Plan
- Chapter Nine: Airport Layout Plan

List of Appendices:

- Appendix A: List of Current Tenants
- Appendix B: Building Inventory
- Appendix C: Environmental Coordination Documentation
- Appendix D: RDP Cost Estimates
- Appendix E: Airport Layout Plan (ALP) Drawing Set
- Appendix F: Public Involvement Process
- Appendix G: Analysis of Rwy 9/27 Decommissioning & Relocation of Taxiway 'F'





Master Plan Update

Chapter Two Inventory and Existing Conditions



CHAPTER TWO Inventory and Existing Conditions

An early step in the Airport Master Plan process is the inventory of existing conditions and critical environs. This inventory information provides the basis for evaluating existing facility conditions and subsequently determining future facility needs.

This chapter is dedicated to existing conditions at the New Orleans Lakefront Airport (NEW or the Airport) and an inventory of existing facilities. Subsequent chapters will address aviation forecasts, safety and operational requirements, land use compatibility, and recommendations for future development of the Airport and the surrounding property.

2.1 HISTORICAL BACKGROUND

The New Orleans Lakefront Airport was constructed in the mid-1930s on a man-made peninsula dredged by the Orleans Levee Board, the Operator at the time. In order to raise the new airfield above sea level, a 10,000-foot-long retaining wall was constructed into Lake Pontchartrain and six million cubic yards of dredged material was used as fill.

It was originally known as Shushan Airport, named after Orleans Levee Board president Abraham Shushan. In 1940, the Airport was renamed New Orleans Airport, and was assigned the airport code "NEW." It was the first major airport in South Louisiana. During World War II, the Airport was used by the United States Army and was briefly a Tropical Weather School.

From 1933 to 1946, the Airport offered commercial air service, but over time, airlines shifted to the larger Louis Armstrong New Orleans International Airport (MSY, formerly known as Moisant Stock Yard and later, Moisant Field). In 1964, NEW was renamed New Orleans Lakefront Airport.

The original runway measured 3,000 feet in length, which was longer than normal for the times. The Art Deco Terminal Building was then and is still considered an architectural masterpiece. Characterized by boldly delineated geometric shapes, the interior of the Terminal Building is home to an array of intricate stone walls and flooring and is decorated with murals and friezes by artists Enrique R. Alferez and Xavier Gonzalez.

The Airport is managed by the Lakefront Management Authority (the Authority). Its fifteen (15) members are appointed by various local organizations, including the City of New Orleans Council, the Mayor of the City of New Orleans, Louisiana State Representatives, and Louisiana State Senators. The Authority operates and maintains any non-flood protection facility or improvement asset within the levee district, including the Airport.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-1]



2.2 LAND USE AND ZONING

An inventory of existing land uses and zoning is important in airport planning in order to establish the framework for maintaining land use compatibility while determining the best course of action for future development of the airport. This section documents the existing land uses and zoning classification of the Airport and the surrounding community.

2.2.1 EXISTING LAND USE

The New Orleans Lakefront Airport lies on a man-made peninsula that fronts on Lake Pontchartrain on its western, northern, and eastern sides. It is located to the east of the Industrial Canal and immediately north of Stars and Stripes Boulevard. It is positioned within the limits of the City of New Orleans and Orleans Parish, Louisiana. NEW is situated approximately 8 miles to the northeast of the Central Business District of the City of New Orleans.

Located on its eastern side on a separate, small peninsula are South Shore Marina, NOLA Flyboarding, and Lakeshore Landing. South Shore Marina is a privately-owned harbor offering leased boat slips. NOLA Flyboarding is a privately-owned facility that leases jet skis, party boats, kayaks, and flyboards. Lakeshore Landing is a planned food and entertainment venue, which will feature restaurants and live entertainment when fully developed. The first component of Lakeshore Landing, Lazy Jack Bar and Grill, opened in May of 2019.

Single-family residential uses, known as the Little Woods neighborhood, lie to the south and southeast of the Airport, across Stars and Stripes Boulevard. To the southwest are small commercial and industrial businesses.

2.2.2 EXISTING ZONING

The New Orleans Lakefront Airport lies in the western portion of Planning District #9, known as New Orleans East. The Airport is zoned MI, Maritime Industrial, and C-2, Auto-Oriented Commercial. The Airport-proper is located within the Maritime Industrial District. The MI District is characterized by a mix of primarily non-residential uses, with an emphasis on maritime industrial and heavy industrial uses. Airports are permitted within the MI District as a Conditional Use.

The two small peninsulas that lie on the eastern side of the Airport are zoned C-2, Auto-Oriented Commercial. This district is dedicated to large-scale, auto-oriented commercial uses, strip commercial developments, marine-oriented commercial, and recreational uses along major bodies of water. South Shore Marina, NOLA Flyboarding, and Lakeshore Landing are located on the property zoned C-2.



The residential properties that lie to the south and southeast of NEW, across Stars and Stripes Boulevard, are zoned: S-RS (Suburban Single-Family Residential) and S-RD (Suburban Two-Family Residential). The property to the southwest of the Airport is zoned: LI (Light Industrial), HI (Heavy Industrial), and S-B2 (Suburban Pedestrian-Oriented Corridor Business District).

2.2.3 FUTURE LAND USE AND ZONING

The Future Land Use Plan for the City of New Orleans indicates that the Airport will be in the IND District (Industrial), which will be dedicated primarily to Mixed-Use Maritime and Industrial uses. Airports will continue to be permitted within the MI District as a Conditional Use.

The demand for and potential location for future development by the Airport is examined in further detail in the following chapters.

2.3 METEOROLOGICAL CONDITIONS

Weather is classified by the applicable air traffic control rules, which are determined by the prevailing ceiling and visibility. Visual Meteorological Conditions (VMC) exists when the ceiling is at least 1,000 feet above ground level and the visibility is at least three statute miles. Visual Flight Rules (VFR) generally apply under VMC and allow maximum operational capacity. Weather conditions below VMC standard are considered Instrument Meteorological Conditions (IMC) and, consequently, Instrument Flight Rules (IFR) must be applied.

The direction and velocity of prevailing winds, as well as cloud ceiling and visibility conditions, directly influence runway use, air traffic control rules, and, ultimately, airfield capacity. Wind direction and velocity determine the magnitude of the crosswind and tailwind components relative to a particular runway and, therefore, influence runway selection. **Exhibit 2-1** contains windrose data that summarize these operational conditions at the airport.

2.4 AIRSPACE AND AIR TRAFFIC CONTROL TOWER

Updates to the New Orleans Lakefront Airport Master Plan must consider the ability of the local airspace to provide for anticipated demand. Additionally, consideration must be given to potential changes in airport facilities and the effects such changes may have on airspace and on the procedures that govern the direction and operation of aircraft within the area. Therefore, a brief overview of airspace surrounding NEW is necessary. This overview includes a description of FAA facilities and operations that control the airspace above and around the airport.



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EXHIBIT 2-1 AIRPORT WINDROSE DATA



2.4.1 AIRSPACE CLASSIFICATION

Only one airspace classification applies at NEW (Class E) with a floor of 700-feet above the surface that laterally abuts 1,200-feet or higher, Class G airspace. Most U.S. airspace is Class E and no Air Traffic Control (ATC) clearance or radio communication is required for Visual Flight Rules (VFR) flight in Class E Airspace. VFR visibility and cloud clearance requirements are the same as for class C and D airspaces when below 10,000 feet Mean Sea Level (MSL). Above 10,000-feet MSL, the visibility requirement is extended to 5-miles and the cloud clearance requirement is extended to 1,000-feet below clouds, 1,000-feet above, and 1-statute mile laterally.

2.4.2 AIRPORT TRAFFIC CONTROL TOWER (ATCT)

The New Orleans Lakefront Airport has an Airport Traffic Control Tower on the airfield, located near the northern end of Taxiway E. This is a Federal Aviation Administration (FAA) tower with radar service. The control tower is open seven (7) days a week from 7:00 am until 9:00 pm. The Airport is also equipped with a 36-inch white-green rotating beacon located south of the Terminal Building (see **Exhibit 2-2, Existing Airfield Facilities**).

There are five windsocks located on the airfield. The main windsock is lighted and positioned within a segmented circle and is located adjacent to the Remote Transmitter Receiver (RTR) near midfield. The northernmost windsock is located near the intersection of Taxiways, C, E, and J, and northwest of the electrical vault. The westernmost windsock is located west of Runway 18R-36L and south of Taxiway P.

2.5 AIRFIELD FACILITIES

The primary airfield facilities include runways, taxiways, apron areas, and associated navigational aids (NAVAIDs). This section also discusses Federal Aviation Regulations (FAR) Part 77 imaginary surfaces, obstructions, and airfield critical areas such as Runway Safety Areas (RSA) and Runway Protection Zones (RPZ).

The FAA classifies airports as a part of the National Transportation System (NTS). This classification is used to identify the individual role of an airport within the larger national system of airports and allows the FAA a mechanism to assess the specific needs of the facility relative to other airports of similar demand and utilization. This applies to funding allocation, safety requirements, and passenger handling standards. When planning new facilities on an airport or improvements to an existing airport the FAA requires the selection of one or more "design aircraft." As stated in Advisory Circular (AC) 150/5300-13A, Airport Design, design aircraft for the purposes of airport geometric design is a composite aircraft representing a collection of aircraft classified by three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG) and Taxiway Design Group (TDG).

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NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC



EXHIBIT 2-2 EXISTING AIRFIELD FACILITIES





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These parameters represent the aircraft that are intended to be accommodated by the airport. Since any operation an aircraft that exceeds design criteria of the airport may result in either an unsafe operation or a lesser safety margin unless Air Traffic Control (ATC) Standard Operating Procedures (SOPs) are in place for those operations, the AC recommends consideration be given to the safe operation of any aircraft likely to use the airport.

2.5.1 RUNWAY DESIGN CODE

The FAA has established several imaginary surfaces to protect aircraft operational areas and keep them free from obstructions. These include the runway safety area (RSA), runway object free area (ROFA), runway obstacle free zone (ROFZ), and runway protection zone (RPZ). In addition, standards for separation of facilities and aircraft have been established. **Table 2-1, Current Runway and Taxiway Design Standards** outlines the runway design standards currently in place at the New Orleans Lakefront Airport (RDG C-II).

When calculating the Runway Design Group for a runway or airport, the selected AAC, ADG, and approach visibility minimums are combined to form the RDC. The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). See **Table 2-2**, Airport Approach Category.

The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height; whichever is most restrictive, of the largest aircraft expected to operate on the runway and taxiways adjacent to the runway (see **Table 2-3, Airplane Design Group**).

The third component relates to the visibility minimums expressed by RVR values in feet of 1200, 1600, 2400, 4000, and 5000 (corresponding to lower than 1/4 mile, lower than 1/2 mile but not lower than 1/4 mile, lower than 3/4 mile but not lower than 1/2 mile, lower than 1 mile but not lower than 3/4 mile, and not lower than 1 mile, respectively) (see **Table 2-4**, **Visibility Minimums**). The third component should read "VIS" for runways designed with visual approach use only. Generally, runway standards are related to aircraft approach speed, aircraft wingspan, and designated or planned approach visibility minimums. Runway to taxiway and taxiway/taxilane to taxiway/taxilane separation standards are related to ADG, TDG, and approach visibility minimums.

Based on the recommendations and guidelines outlined in AC 150/5300-13A, the Runway Design Code (RDC) for the Airport is set at a C-II. Currently, the airfield facilities meet Runway Design Code (RDC) C-II criteria—runways and taxiways can accommodate aircraft with approach speeds of up to 141 knots and wingspans of up to 79 feet. Airplane Design Group (ADG) II aircraft include the Gulfstream G400, the Gulfstream V, and the Challenger 600.

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	Runway End	18R	36L	18L	36R	9	27
Aircraft Approach Category (AAC)/Airplane Design Group (ADG)		C-II	C-II	B-II	B-II	A-I	A-I
	Visibility Minimums 3/4 Mile 1 Mile Visual Visual		Visual	Visual	Visual		
Runway	Length beyond departure end (ft.)	1,000	1,000	300	300	240	240
Safety	Length prior to threshold (ft.)	600	600	300	300	240	240
Area	Width (ft.)	500	500	150	150	120	120
Runway	Length beyond runway end (ft.)	1,000	1,000	300	300	240	240
Object	Length prior to threshold (ft.)	600	600	300	300	240	240
Free Area	Width (ft.)	800	800	500	500	250	250
Runway Obstacle	Length (ft.)	200	200	200	200	200	200
Free Zone	Width (ft.)	400	400	250	250	120	120
Precision Obstacle	Length (ft.)	N/A	N/A	N/A	N/A	N/A	N/A
Free Zone	Width (ft.)	N/A	N/A	N/A	N/A	N/A	N/A
	Length (ft.)	1,700	1,700	1,000	1,000	1,000	1,000
Approach Runway	Inner Width (ft.)	1,000	500	500	500	250	250
Protection Zone	Outer Width (ft.)	1,510	1,010	700	700	450	450
	Acres	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	8.035	8.035			
	Length (ft.)	1,700	1,700	1,000	1,000	1,000	1,000
Departure Runway	Inner Width (ft.)	500	500	500	500	250	250
Protection Zone	Outer Width (ft.)	1,010	1,010	700	700	450	450
	Acres	29.465	29.465	13.770	13.770	8.035	8.035
	Runway Centerline to:						
Durante	Parallel runway centerline (ft.)	700	700	700	700	700	700
Separation	Holding Position (ft.)	250	250	200	200	125	125
	Parallel taxiway/taxilane centerline (ft.)	300	300	240	240	150	150
	Aircraft parking area (ft.)	400	400	250	250	125	125
TSA	Taxiway Safety Area – Width (ft.)	79	79	79	79	49	49
TOFA	Taxiway Object Free Area – Width (ft.)	131	131	131	131	89	89
Taxilane – OFA	Taxilane Object Free Area – Width (ft.)	115	115	115	115	79	79
Taxiway	Taxiway Centerline to Parallel Taxiway/Taxilane (ft.)	105	105	105	105	70	70
Separation	Taxiway Centerline to Fixed or Movable Object (ft.)	65.5	65.5	65.5	65.5	44.5	44.5

Table 2-1: Current Runway and Taxiway Design Standards



Aircraft Approach Category	V _{REF} / Approach Speed		
Α	Approach Speed less than 91 knots		
B Approach Speed 91 knots or more but less than 121			
C Approach Speed 121 knots or more but less than 141 knots			
D Approach Speed 141 knots or more but less than 166 knots			
Е	Approach Speed 166 knots or more		

Table 2-2: Airport Approach Category (AAC)

Table 2-3: Airplane Design Group (ADG)

Group #	Tail Height (Feet)	Wingspan (Feet)
I	< 20'	< 49'
II	20' - < 30'	49' - < 79'
111	30' - < 45'	79' - < 118'
IV	45' - < 60'	118' - < 171'
V	60' - < 66'	171' - < 214'
VI	66' - < 80'	214' - < 262'

Table 2-4: Visibility Minimums

RVR (Feet) ¹	Instrument Flight Visibility Category (Statute Mile)
5000	Not lower than 1 mile
4000	Lower than 1 mile but not lower than ¾ mile
2400	Lower than 3/4 mile but not lower than 1/2 mile
1600	Lower than 1/2 mile but not lower than 1/4 mile
1200	Lower than 1/4 mile

¹ RVR Values are not exact equivalents

2.5.2 RUNWAYS

NEW has three (3) active runways. As the nomenclature used for these runways is defined by compass headings, they are referred to as: 18R-36L, 18L-36R, and 9-27 (see **Exhibit 2-2: Existing Airfield Facilities**).

Runway 18R-36L is considered the primary runway due to prevailing winds, its length, its pavement strength, and because it is equipped with a full Instrument Landing System (ILS). It is oriented in a north-south alignment. The secondary runway, 18L-36R, is parallel to 18R-36L and, therefore, is also oriented in a north-south alignment. Runway 9-27 is the crosswind runway and is oriented in an east-west alignment.

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Pavement conditions for all runways at NEW are documented in the field inventory report and can be found in the **Pavement Inventory Report**, a stand-alone document.

2.5.2.1 RUNWAY 18R-36L

Runway 18R-36L is the primary runway and it is generally oriented in a north-south alignment. It is 6,879 feet in length and 150 feet wide. Runway 18R-36L is served by full parallel Taxiway B on its east side and partial parallel Taxiway A on its west side. Currently, as stated in the list of active Notices to Airmen (NOTAMS), Taxiway A is closed between the approach end for Runway 9 and Taxiway Q, except for hazardous cargo, engine run-up, and overflow parking for aircraft. Runway 18R-36L is also served by connector Taxiways F, G, H, J, and K.

This runway is outfitted with Medium-Intensity Runway Lights (MIRL) and a full instrument landing system (ILS), including Glide Slope (GS), Localizer, and Medium Intensity Approach Lighting System with sequenced flashers (MALSF). It is equipped with Precision Approach Path Indicator 4 (P4L) equipment on both runway ends and Runway End Indicator Lights (REILS) on Runway 36L.

The pavement is constructed of asphalt with a grooved surface and has the following published pavement strengths:

- 60,000 pounds for single-wheel configuration
- 175,000 pounds for dual-wheel configuration
- 200,000 pounds for dual-tandem configuration
- 350,000 pounds for double dual tandem configuration

2.5.2.2 RUNWAY 18L-36R

Runway 18L-36R is also oriented in a north-south alignment and is parallel to the primary runway. It is 3,697 feet in length and 75 feet wide. Runway 18R-36L is served by full parallel Taxiway B on its west side and full parallel Taxiway C on its east side, as well as connector Taxiways F, G, H, J, K, and L.

This runway is outfitted with: Medium-Intensity Runway Lights (MIRL) and Runway End Indicator Lights (REILS) on both ends, and Precision Approach Path Indicator 4 (P4L) on Runway 36R.

The pavement is constructed of asphalt and has the following published pavement strengths:

- 35,000 pounds for single-wheel configuration
- 55,000 pounds for dual-wheel configuration
- 80,000 pounds for dual-tandem configuration

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2.5.2.3 RUNWAY 9-27

The crosswind runway, 9-27, is generally oriented in an east-west alignment. It is 3,114 feet in length and 75 feet wide. Runway 9-27 is served by partial-parallel Taxiway F to its south, and Taxiways B, C, D, E, and G.

This runway is outfitted with Medium-Intensity Runway Lights (MIRL) and Runway End Indicator Lights (REILS) on Runway End 9. It is also equipped with Precision Approach Path Indicator 4 (PAPI 4) equipment on both ends.

The pavement is constructed of asphalt and has the following published pavement strengths:

- 50,000 pounds for single-wheel configuration
- 80,000 pounds for dual-wheel configuration
- 100,000 pounds for dual-tandem configuration

The pavement for each of these runways is generally in fair condition. Details on the conditions of these pavement areas can be found in the **Pavement Inventory Report**.

Table 2-5 depicts a summary of the characteristics of each runway.

Characteristics	18R	36L	18L	36R	9	27	
% Wind Coverage (All WX)	96.98%		96.98%		93.79%		
Pavement Strength	S-60, D-175, 2D-200, 2D/2D2-350		S-35, D-5	S-35, D-55, 2D-80		S-50, D-80, 2D-100	
Runway Lighting	MIRL		М	IRL	MIRL		
Runway Marking	Precision	Non-Precision	Basic	Basic	Basic	Basic	
Runway Width	150		75		75		
Runway Length	6,8	79	3,6	597	3,1	.14	
Navigational Aids	ILS/VOR, RNAV (GPS)	RNAV (GPS) VOR/DME	None	None	None	None	
Surface Type	Asphalt/Grooved		Asp	halt	Asp	halt	
Visual Approach Aids	PAPI-P4L, MALSF	PAPI-P4L, REILS	REILS	PAPI-P4L, REILS	PAPI-P4L, REILS	PAPI-P4R	

Table 2-5: Runway Characteristics



2.5.3 TAXIWAY SYSTEM

The runway system and developed aviation uses on the airport are served by a system of taxiways that provides access between the airfield and other aviation facilities. Taxiways link the independent airport elements and provide for controlled movement to and from the runways, general aviation, maintenance and storage facilities, and aircraft parking areas. From a design standpoint, it is desirable to maintain a smooth flow on the taxiway system with a minimum number of points requiring changes in an aircraft's taxiing speed (e.g., runway and taxiway crossings). See **Exhibit 2-2, Existing Airfield Facilities** for locations of all taxiways.

2.5.3.1 TAXIWAY DESCRIPTIONS

Parallel or partial parallel taxiways are generally parallel to the runway they serve. They connect one runway end to the other runway end, or to a point along the runway that is served by the partial parallel taxiway.

Connector taxiways provide entrance and exit points to the runway and connect the runway to the parallel or partial parallel taxiway that it serves. Bypass, crossover, or transverse taxiways are used to connect one operational area on the Airport with another operational area on the airport.

Hangar and apron access taxiways are used to provide access from the parallel taxiway system to parking ramps and aircraft hangar areas that are located around the airport. The existing taxiway system is shown on **Exhibit 2-2, Existing Airfield Facilities**.

2.5.3.2 PRIMARY TAXIWAYS

The primary taxiway at NEW is B, which is a full-length taxiway serving the primary runway, 18R-36L, and Runway 18L-36R. It also serves the specific purpose of facilitating the safe and efficient flow of aircraft in and around the airfield. Taxiway B is located between Runways 18R-36L and 18L-36R. It is 75-feet wide and is constructed of bituminous asphalt. Taxiway B is served by exitconnector Taxiways F, G, H, J, K, and L. Taxiway B is equipped with Medium-Intensity Taxiway Lighting (MITL) to provide visual guidance during night operations at the Airport.

2.5.3.3 SECONDARY TAXIWAYS

Most of the airfield's taxiway system is made up of secondary taxiways that aid in the flow of aircraft to and from the runway system. These are identified as Taxiways: A, C, and F. All are constructed of bituminous asphalt.

Taxiway A is a partial-length, parallel taxiway lying to the west of the primary runway, 18R-36L. Currently, as stated in the list of active Notices to Airmen (NOTAMS), Taxiway A is closed between the approach end for Runway 9 and Taxiway Q, except for hazardous cargo, engine

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run-up, and overflow parking for aircraft. It is 50 feet wide and outfitted with Medium-Intensity Taxiway Lighting (MITL).

Taxiway C is a full-length parallel taxiway serving Runway 18L-36R. It is 40 feet wide and outfitted with MITL. Taxiway F is a partial parallel taxiway serving Runway 9-27. It lies immediately adjacent to the Terminal Apron, is 40 feet wide, and is outfitted with MITL.

Taxiway F provides access to the Terminal Building and the Fixed Base Operators (FBOs).

2.5.3.4 CONNECTOR TAXIWAYS

The remaining taxiways (D, E, G, H, J, K, L, M, and N) serve the primary and secondary taxiways and are considered connectors that provide additional access in and around the airfield. All are constructed of bituminous asphalt.

Taxiway L is 75 feet wide. Taxiways J, K, and M are 50 feet wide. Taxiways D, E, H, M, and N are 40 feet wide.

Currently, as stated in the list of active Notices to Airmen (NOTAMS), Taxiways P and Q are closed, except for hazardous cargo, engine run-up, and overflow parking for aircraft. Both are 70 feet wide and outfitted with Medium-Intensity Taxiway Lighting (MITL).

2.5.3.5 APRONS

All aprons are considered non-movement areas. These areas are not controlled by the Air Traffic Control Tower (ATCT). Non-movement aprons are typically controlled by airport operational procedures. There are approximately 1,925,000 square feet of aircraft aprons in use across the Airport.

The Terminal Apron located between Taxiway F and the Terminal Building, serves two FBOs (Flightline First and Signature Flight Support) and several corporate and commercial tenants (Auric Avionics & Instruments, Gulf Coast Aviation, New Orleans Aerial Tours & Flight Training, NOLA Helicopters, Signature Aviation.

The Ball Park Ramp, located east of the T-Hangars and adjacent to Sikorsky Drive, serves as an overflow parking apron during large events and on an as needed basis.

The East Apron is located to the east of the Terminal Building and Terminal Apron. It houses the Williams Hangar (Flightline First), the Bastian Mitchell Hangar (Signature Flight Support), Building 104, and the National Guard Hangar (leased by Signature Flight Support.)



The North GA Apron is located on the east portion of the airfield, between Taxiway E and Lloyd Stearman Drive. The James Wedell Hangar (occupied by Signature Flight Support) is located on this apron.

The South Apron is located to the southwest of the Terminal Building and the Terminal Apron. Signature Flight Support occupies two (2) buildings on this ramp.

The West Ramp is located to the southwest of the Runway 36L approach and north of Stars and Stripes Boulevard. The fuel farm, electrical building, and outdoor storage are in this area.

2.6 BASED AIRCRAFT

The Airport currently serves as the home base for 108 aircraft, which can be classified as single engine, multi-engine, jets, and helicopters. Single engine aircraft, with a total of 63-based aircraft, represent the largest group, followed by multi-engine, jets, and helicopters. **Table 2-6** lists the quantities of each type and the percentage of based aircraft each represents at NEW.

Table 2-	-6: Mix	of Based	Aircraft
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Aircraft Type	Quantity	% of Total
Single Engine	63	58%
Multi Engine	20	19%
Jet	19	18%
Helicopter	6	5%
Total	108	100%

2.7 AIRPORT AIDS TO NAVIGATION AND NAVIGATIONAL AIDS

NEW is served by an array of electronic and visual systems that aid pilots in landing safely and navigating into and around the airfield. These systems are discussed in the following sections.

2.7.1 IDENTIFICATION LIGHTING

The location and presence of an airport at night is universally indicated by an airport beacon. The Airport is equipped with a 36-inch white-green rotating beacon located south of the Terminal Building (see **Exhibit 2-2, Existing Airfield Facilities**).

2.7.2 OBSTRUCTION LIGHTING

Obstructions in the vicinity of the airport are marked and/or lighted to warn pilots about objects that may affect navigable airspace. Existing obstructions that cannot be removed are lighted. Currently, there are three (3) obstructions at NEW that are marked and/or lighted:

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- Runway 36R: 54 ft building, lighted, 2035 ft from runway, 35 ft left of centerline, 33:1 slope to clear
- Runway 27: 14 ft road, 543 ft from runway, 161 ft right of centerline, 24:1 slope to clear
- Runway 9: 4 ft berm, lighted, 267 ft from runway, 16:1 slope to clear

2.7.3 APPROACH LIGHTING

Approach lighting systems (ALS) are used in the vicinity of runway thresholds in conjunction with electronic navigational aids for the final portion of ILS approaches under Instrument Flight Rules (IFR) conditions, and as visual guides for nighttime approaches under Visual Flight Rules (VFR) conditions. These systems provide the basic means to transition from instrument flight to visual flight for landing. The approach lighting system supplies the pilot with visual cues concerning aircraft alignment, roll, height, and position relative to the runway threshold.

Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) is located on the approach to Runway 18R. This system assists pilots transitioning from the cockpit instrument landing segment to the runway environment. The system provides a lighted approach path along the extended centerline of the runway.

2.7.4 RUNWAY AND THRESHOLD LIGHTING

The identification of runway ends or thresholds assists the approaching aircraft in much the same manner as other approach aids. The runway end/threshold is given special lighting consideration. All runway ends/thresholds at NEW are equipped with four-fixture runway threshold lights.

2.7.5 RUNWAY END IDENTIFIER LIGHTS

Runway End Identifier Lights (REIL) provide additional delineation of the runway threshold. They consist of a pair of synchronized flashing lights, often referred to as strobes, each located laterally on the side of the runway threshold. REILs are installed on runways 9, 18L, 36R, and 36L.

2.7.6 APPROACH DESCENT INDICATORS

The term "Approach Descent Indicators" is a generic reference that addresses systems that are used to provide pilots a visual reference of their approach to a runway during night operations. The more common systems for providing visual descent information are known as Visual Approach Slope Indicator (VASI), Precision Approach Path Indicator (PAPI), and Pulsating Visual Approach Slope Indicator (PLASI). These systems provide visual guidance to pilots during approach to landing by radiating a directional pattern of high intensity red and white focused light beams that indicate whether a pilot is on the approach path. Runways 9, 27, 36R, 18R, and 36L at NEW are equipped with PAPIs.

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2.7.7 RUNWAY EDGE LIGHTING

Runway Edge Lighting is used to outline the edges of a runway during periods of darkness and/or restricted visibility. These systems are classified in accordance with their intensity or brightness: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL). All runways at NEW are equipped with MIRL.

2.7.8 TAXIWAY LIGHTING

The final segment of a flight commences with the taxiing operation to the aircraft's destination (parking apron or hangar). Taxiway lighting, which delineates the taxiway edge and/or centerline, provides guidance to pilots at night and during periods of low visibility. Taxiways B, C, and F are equipped with Medium-Intensity Taxiway Lighting (MITL).

2.7.9 INSTRUMENT LANDING SYSTEM

There are several landing aids that provide instrument approaches for pilots at NEW. The primary runway is 18R-36L, which is equipped with an Instrument Landing System (ILS). The ILS is an approach and landing aid designed to identify an aircraft's approach path alignment. There are several other published approaches available including: Very High Frequency (VHF) Omnidirectional Range (VOR) Approach, Localizer (LOC), Distance Measuring Equipment (DME), and Global Positioning System (GPS). See **Table 2-7** for a list of available Approach Procedures.

Runway End	Approach
Runway 18R	ILS/LOC, RNAV (GPS)
Runway 36L	VOR/DME, RNAV (GPS)
Runway 18L	Visual
Runway 36R	Visual
Runway 9	Visual
Runway 27	Visual

Table 2-7: Approach Procedures

Source: US Terminal Procedures, June 20, 2019

Runway approaches are published on charts produced by the United States Department of Transportation, National Aeronautical Charting Office, and the Federal Aviation Administration (FAA) on an eight (8) week cycle. These charts contain a great deal of information about the navigational facilities on and around airports. Each of the airports approaches is listed on a separate sheet referred to as an approach plate.

The specific landing criteria for each approach are commonly referred to as minimums, which include two (2) components: ceiling height (decision height) and visibility requirement. There are

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different approach minimums required for each aircraft approach category. An aircraft approach category is defined as a grouping of aircraft based on 1.3 times the stall speed in the landing configuration at the certified maximum flap setting and maximum landing weight at standard atmospheric conditions.

2.7.9.1 INSTRUMENT LANDING SYSTEM (ILS) APPROACHES

The Instrument Landing System (ILS) is an approach and landing aid designed to identify an aircraft's approach path alignment. The ILS system is installed to allow straight in approaches during periods of poor visibility and at NEW, to allow landings on at least one runway (Runway 18R), with ceilings as low as 300 feet above the runway surface and visibility minimums of 3/4 mile from the runway threshold. See **Table 2-8** for the decision height and approach minimums for the Runway 18R ILS/LOC Approach.

Runway	Annroach	Aircraft	Approach Minimums		
	Category	Category	Decision Altitude ¹	Minimums Visibility Minimums ² 3/4 3/4 1 1 1/2 2	
	S-ILS 18R	A/B/C/D	300	3/4	
	S-LOC 18R	A/B/C/D	400	3/4	
18R		A/B	500	1	
	Circling	С	600	1 1/2	
		D	700	2	

Table 2-8: ILS of LOC Approach Category, Decision Height, and Visibility Minimums

¹ Mean Sea Level (MSL), Feet

² Statute Miles

2.7.9.2 GLOBAL POSITIONING SYSTEM (GPS) APPROACHES

The FAA is currently publishing Global Positioning System (GPS) approaches for airports across the country. GPS is a relatively new technology for both en route and terminal navigation procedures. It is a space-based radio positioning, navigation, and time-transfer system to provide highly accurate position and velocity information and precise time on a continuous global basis. The system will be unaffected by weather and will provide a worldwide common grid reference system.

NEW has GPS overlay approaches published for Runway 18R and Runway 36L. **Table 2-9** includes decision height and approach minimums for each RNAV (GPS) approach.



Runway	Approach	Aircraft Approa		ו Minimums	
	Category	Category	Decision Altitude ¹	Visibility Minimums ²	
	LPV DA	A/B/C/D	300	3/4	
	LNAV/VNAV DA	A/B/C/D	600	1 1/4	
		A/B	700	3/4	
100	LNAV MDA	С	700	1 1/4	
TON		D	700	1 1/2	
	Circling	A/B	700	1	
		С	700	1 3/4	
		D	700	Visibility $Minimums^2$ $3/4$ $11/4$ $3/4$ $11/4$ $11/4$ $11/4$ $11/4$ $11/4$ $11/2$ $11/2$ $11/2$ $11/2$ $11/2$ $13/4$ $13/8$ $11/8$ $13/4$ $13/4$ $13/4$	
	LPV DA	A/B/C/D	400	1 1/8	
	LNAV/VNAV DA	A/B/C/D	500	1 3/8	
		A/B	600	1	
36L		C/D	600	1 3/4	
		A/B	600	1	
	Circling	С	600	1 3/4	
		D	700	2	

Table 2-9: RNAV (GPS) Approach Category, Decision Height, and Visibility Minimums

¹Mean Sea Level (MSL), Feet

² Statute Miles

2.7.9.3 VERY HIGH FREQUENCY (VHF) OMNIDIRECTIONAL RANGE (VOR) APPROACH

The VHF Omnidirectional Range (VOR) is one of the most widely used non-precision approach types in the National Airspace System (NAS). VOR approaches use VOR facilities both on and off the airport to establish approaches and include the use of a wide variety of equipment, such as Distance Measuring Equipment (DME) and Tactical Air Navigation Systems (TACAN). Despite the various configurations, all VOR approaches are non-precision approaches, require the presence of properly operating VOR equipment, and can provide minimum descent altitudes (MDAs) as low as 250 feet above the runway. NEW has one VOR approach procedure to Runway 36L. **Table 2-10** includes decision height and approach minimums for Runway 36L VOR Approach.

Runway	Annroach	Aircraft	Approach Minimums	
	Category	Category	Decision Visibility Altitude ¹ Minimum	
36L		A/B	500	1
	S-36L	С	500	1 1/4
		D	500	1 1/2
		A/B	600	1
	Circling	С	600	1 1/2
		D	700	2

¹Mean Sea Level (MSL), Feet

² Statute Miles

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2.7.10 AIRFIELD ELECTRICAL SYSTEMS

The airfield electrical lighting vault was replaced in 2018 to update the outdated facility, which contained equipment that was in poor condition and not compliant with existing electrical codes. The new structure provides equipment that meets current electrical codes and addresses the chronic flooding problem that inundated the vault each time a significant storm event occurred. Such system failures hampered the ability of the Airport to fulfill its expected air and incidental transportation roles during emergencies.

The replacement airfield lighting vault was strategically located and constructed on a steel platform directly above the old lighting vault to allow ready accessibility to the existing power source (provided by Entergy) with minimal new power source cabling to lower installation costs. The vault now rests at an elevation above the currently established flood plain and is housed in a structure engineered to withstand expected storm events.

The replacement airfield lighting vault also included updated lighting equipment (regulators, electrical panels, controllers, etc.). The power source for the airfield electrical vault is supplemented by a new 100kW electrical power generator that will serve if the main power service provided by Entergy becomes unavailable. An Automatic Transfer Switch (ATS) provides power automatically if the primary service fails.

2.8 AIRFIELD PAVEMENT

There are two types of surfaces found on the NEW airfield. The first is bituminous pavement, commonly referred to as asphalt, with a binding ingredient in the mixture. The second type of surface on the airfield is Portland Cement Concrete (PCC). PCC is a higher cost pavement to install but typically has a longer life span and much lower maintenance cost.

Exhibit 2-3, Pavement Inventory Visual Observation Analysis, illustrates the location of these two types of pavement and their visual condition, as indicated by the colors shown in the legend.

Based on the Pavement Inventory accomplished in conjunction with this Master Plan Update, there are significant areas of pavement that are showing distress. This is attributed to the age and traffic loading experienced by these surfaces as well as general deterioration of the pavement, and some of these areas are experiencing excessive random cracking and spalling. The Airport has taken action to maintain these pavements by routing and sealing the cracked panels, but plans should be made to rehabilitate the areas so that they can remain in service.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC

SOURCE: PAVEMENT CONDITION INSPECTION, DIGITAL ENGINEERING & IMAGING, INC., MARCH 2019



EXHIBIT 2-3 PAVEMENT INVENTORY VISUAL OBSERVATION ANALYSIS





2.9 SUPPORT/ANCILLARY FACILITIES

This section documents the remaining on-airport facilities which include facilities currently operated by Airport tenants, the Authority, and the FAA. Other miscellaneous facilities that are either vacant or located off-Airport that have an operational dependency with other on-Airport facilities are also discussed. A tabular summary of NEW's building inventory can be found at the end of this chapter and includes:

- Airport Maintenance Facilities
- General Aviation (GA)/Fixed Base Operator Facilities
- Perimeter Fencing and Airfield Access Facilities
- Service Roads
- Terminal Building
- Fuel Storage Areas
- Aircraft Rescue and Fire Fighting (ARFF) Facility

2.9.1 AIRPORT MAINTENANCE FACILITIES

The Lakefront Management Authority stores most of its maintenance equipment and supplies within the Moffett Hangar, which is located west of Terminal Building. NEW maintenance trucks, paint, lumber, and tires are stowed under the Leon C Simon bridge on the southwestern portion of the airfield. The landscape maintenance crew that serves NEW also stores its mowing equipment under this bridge.

2.9.2 GENERAL AVIATION/FIXED BASE OPERATOR FACILITIES

A Fixed Based Operator (FBO) provides support services to General Aviation (GA) airports, such as fuel, hangars, aircraft maintenance and rental, aircraft tie-downs, and flight instruction. FBOs are usually located on airport property or, occasionally, adjacent to an airport. There are several General Aviation/Fixed Base Operator facilities at NEW, and several other tenants on the airfield.

The two FBOs operating at NEW are Flightline First and Signature Flight Support. Flightline First is located on the East Apron. It offers tie-down and hangar space, fuel, aircraft maintenance, a pilot lounge, rental cars, and catering.

Signature Flight Support has facilities on the South Apron, East Apron, and North GA Apron. It offers fuel, hangar space, ground handling, and aircraft maintenance.

Two flight schools also operate at NEW, New Orleans Aerial Tours (located on the South Apron) and Gulf Coast Aviation (located on the East Apron).



Three corporations offer charter flights out of the Lakefront Airport: Flightline First Charter, Gulf Coast Aviation Charter, and Jazz Aviation, LLC (all (located on the Terminal Apron.)

Please refer to **Exhibit 2-3, Existing Airfield Facilities**, for the general location of these facilities.

2.9.3 PERIMETER FENCING AND AIRFIELD ACCESS FACILITIES

The western, northern, and northeastern boundaries of the Airport are not fenced since these areas directly abut Lake Pontchartrain. These areas are enclosed with either a concrete floodwall, corrugated metal floodwall, or wood pilings with concrete rubble. The perimeter surrounding the remainder of the airfield is enclosed with sections of 6-foot high chain link fence, 8-foot high chain link fence, or a combined concrete wall with chain link fence atop. All sections of the perimeter fencing include three strands of barbed wire on top (see **Exhibit 2-4: Perimeter Fencing and Airfield Access**). One section of fencing, located at the southern end of the South Apron, is in poor condition and needs repair or replacement.

There are 28 gates in the perimeter fence that provide access to the airfield. Fifteen are equipped with electronic gate controllers. One manual gate, in the southwestern corner of the East Apron, is damaged and in need of repair or replacement.

2.9.4 SERVICE ROADS

Service roads provide the ability to service navigation equipment, provide runway inspections, access different elements of the airfield in the event of an accident, and provide a variety of other uses. NEW has a system of service roads that aid in the ability to access airfield facilities, limiting the amount of time vehicles are on active runways and taxiways.

2.9.5 TERMINAL BUILDING

The Terminal Building, designed in the lavish Art Deco style by New Orleans architect Leon C. Weiss of the firm Weiss, Dreyfous, and Seiferth, was originally constructed in the mid-1930s and was considered an architectural masterpiece. The airport was a pet project of then-governor Huey P. Long. Orleans Levee Board president Abraham Shushan, a contemporary of the governor, was responsible for construction of the man-made peninsula that projects into Lake Pontchartrain, upon which the airfield would be built. In appreciation, Governor Long ensured that the facility would be named Shushan Airport after the Levee Board president.

At a price tag of \$4 million, a considerable amount at the time, the exterior included observation decks and loggias on the airside of the building so travelers could enjoy the view as planes arrived and departed. The lavish interior included stunning inlaid terrazzo flooring, intricate metal handrails, exquisite light fixtures, and artwork by artists Xavier Gonzalez and Enrique R. Alférez.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-22]



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC SOURCE: QUANTUM SPATIAL, PHOTOGRAMMETRIC/SURVEY MAPPING, OCTOBER 2018



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EXHIBIT 2-4 PERIMETER FENCING AND AIRFIELD ACCESS







New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-24]



Mexican-born sculptor Enrique Alférez was retained to create bas-relief friezes for the building's interior and exterior. In 1938, Spanish-born artist and art instructor Xavier Gonzalez painted eight murals on the interior walls, each depicting a different exotic scene of international air travel.

In the mid-1930s, Alférez also created the *Fountain of the Four Winds*, an elaborate water feature constructed between the Terminal Building and its access road. It included four nude figures in the center and multiple sculptures of eagles built into the low wall enclosing the fountain's basin. The nude sculptures were considered controversial at the time and many called for their removal. It is said that then-First Lady Eleanor Roosevelt intervened and demanded that the sculptures be kept per Alférez's design. The fountain and sculptures remain to this day, but the basin is dry and the entire structure needs repair.

In the Summer of 2020, the Lakefront Management Authority completed a full restoration to Alférez's *Fountain of the Four Winds*.

Paying homage to Shushan, every original fixture in the Terminal building, including windowsills, countertops, doorknobs, and plumbing fixtures, displayed his name or the letter 'S'. After the building was complete, Shushan was convicted of mail fraud. In 1940, the airport was renamed and Shushan's name and initials were eventually removed from the lavish fixtures.



New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-25]



In the 1960s, the Terminal underwent a series of renovations, during which much of its original grandeur was lost. In 1968, the exterior was clad in concrete panels to protect the structure, as it was designated as a bomb and nuclear fallout shelter during the Cuban Missile Crisis. Most of the windows were covered and the ornamental lobby was partially enclosed to create offices for the Airport's governing body, the Orleans Levee Board.

Gonzalez's exquisite murals, that were located on the second floor of the lobby, were covered with Japanese rice paper and drywall to protect them while the space was used for offices. And then they were forgotten.

In 2005, the Terminal Building suffered extensive damage during Hurricane Katrina. The structure was inundated with four feet of water as the storm pushed water inside from the adjacent Lake Pontchartrain. While Federal Emergency Management Agency (FEMA) officials were assessing the damage to the Terminal Building during the recovery, they discovered the forgotten Art Deco façade under the concrete panels.



Several years after that discovery, a team of local architects, led by Alton Oschner Davis and his colleagues from the firm Richard C. Lambert Consultants, LLC, began an effort to restore the Terminal Building to its original glory. They located the blueprints for the original design, dismantled the Levee Board offices in the lobby, and restored the original flooring, walls, light fixtures, signs, and elaborate ceiling. Also restored was a restaurant located inside the Terminal, The Walnut Room. The building restoration was completed in 2013, at a total cost of \$18 million.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 2: Inventory/Existing Conditions [2-26]



As part of the Hurricane Katrina recovery, a team of art restoration experts began the process to uncover the eight murals painted by Gonzalez in the mid-1930s, which had been covered in 1964 to protect them while the second-floor space was used for Orleans Levee Board offices. Led by art historian Elise Grenier, the team located seven of the eight murals.



The remaining mural was never found, but it is believed that it may have adhered to the protective materials placed over it and was destroyed when the drywall was removed. The team retouched areas of the seven found murals where they were damaged. The missing mural was recreated from photographs. The renovation of the murals was completed in 2017, restoring Gonzalez's work that had been covered by drywall for over fifty years.

The Terminal Building is currently used as an office administration building. Among its features are two restaurants (Messina's at the Terminal and The Walnut Room) a large conference room that is utilized on a regular basis by the Lakefront Management Authority for Airport and public meetings and events, and a large atrium that is frequently used for filming. It is located on the south side of the Airport.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-27]





2.9.6 FUEL STORAGE AREAS

Currently none of the airside tenants at NEW have fuel storage for Aviation fuels. All fueling facilities are owned and maintained by the Airport. Fuel available includes Avgas, Jet-A, and MO gas (high octane automotive) and is available for purchase through any of the Fixed Based Operators (FBO's) currently operating at the Airport. The Airport does not currently sell or provide fuel to the general public.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-28]



2.9.7 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY

In the Summer of 2020, the Aircraft Rescue and Fire Fighting Facility, which is owned and operated by the Lakefront Management Authority, was renovated. The renovation included newly installed air conditioning units, kitchen/appliance upgrades, and a new roof. Since the Lakefront Management Authority is an agency of the State of Louisiana, all NEW firefighters are state employees. The ARFF staff is supervised by the NEW Operations Manager.

2.10 UTILITIES

As facilities are improved and further developed, all utility improvements (e.g., sanitary sewer, natural gas, water, telecommunications, and electrical service) will be included in the development as required to accommodate the additional service demand. The utilities listed below identify the existing service providers and capacities.

2.10.1 SANITARY SEWER

Sewer service is provided by the New Orleans Sewage and Water Board and is available to most tenant locations.

2.10.2 NATURAL GAS

Natural gas is provided by Entergy New Orleans and is available along the primary roads that border the Airport.

2.10.3 WATER SERVICE

Water service is provided by the New Orleans Sewage & Water Board and is available to most tenants.

2.10.4 TELECOMMUNICATION SERVICE

Telecommunication service is offered primarily by Cox Communications. The respective companies must be contacted by prospective tenants/users to determine if service is provided to a particular area.

2.10.5 ELECTRICAL SERVICE

Electrical service at the Airport is provided by Entergy of New Orleans.

2.10.6 DRAINAGE

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Stormwater runoff on the airfield is drained through a gravity system of catch basins and underground pipes that outfall primarily into adjacent Lake Pontchartrain, with some portions of the southern part of the airfield discharging into the Orleans Parish drainage system. Since the system is not isolated from the lake, much of the airfield is vulnerable to storm surge and tidal activity, resulting in inundated aprons, taxiways, and runways during even minor storm events. As lake conditions fluctuate, including tides and wind direction, the flow of stormwater is occasionally reversed, with lake water flowing through the drainage pipes and onto the airfield.

Like most of south Louisiana, the airfield at NEW is relatively flat and the existing grading does not allow adequate storage for stormwater runoff to temporarily collect before discharge via the underground pipe system. Runoff collects on the surface of the airfield rendering the aprons, taxiways, and runways unusable at times. Sedimentation in the pipes adds to the reduced velocity and slow discharge times.

2.11 GROUND ACCESS

Ground access is an important part of the Airport environs, and it is critical that the operators of aircraft, employees, and the general public are provided easy access to and from the Airport. Stars and Stripes Boulevard is the main point of vehicular access to the Airport and it forms NEW's southern boundary. Lloyd Stearman Drive provides access to the facilities on the east side of the Airport (see **Exhibit 2-5, Ground Access**).

2.11.1 PARKING FACILITIES

Parking for visitors and tenants at the Airport is located within or adjacent to each leasehold. The FBOs and each tenant have adequate parking for their staff and customers. The Terminal Building has sufficient parking for its existing staff and visitors.

2.11.2 LANDSIDE PAVEMENT

Three types of pavement surfaces are present on the landside portion of the Airport. One is bituminous pavement, commonly referred to as asphalt, with a binding ingredient in the mixture. The second type is Portland Cement Concrete (PCC). PCC costs more to install but typically has a longer life span and much lower maintenance cost. The third type is aggregate, which has a low cost to install but typically has a shorter life span and moderate to high maintenance costs, depending on traffic. A full report on landside pavement conditions, including exhibits, as well as an inventory, can be found in the **Pavement Inventory Report**, a stand-alone document.

2.12 BUILDING INVENTORY

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 2: Inventory/Existing Conditions* [2-30]



To better understand the conditions of the facilities, the Master Plan Team completed a Building Condition Survey of all on-Airport facilities. A copy of the survey can be found in **Appendix B.** The survey is a breakdown of a visual observation of the condition and estimated useful life of each building at the New Orleans Lakefront Airport, both airside and landside. The condition of each of the buildings was estimated by a qualified project representative based on a visual inspection of the exterior and general interior condition when it could be readily seen. The purpose of the building inventory is to assess general useful life of the facilities. The building life expectancy was rated based on normal routine maintenance. **Table 2-11**, Building Condition Index, identifies the condition as of the date of the survey (December 2018).



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC







Building #	Tenant	Use/Name	Hangar Condition	Condition
1-A	Lakefront Management Authority	Airport Fueling Office	N/A	Fair
1-B	Lakefront Management Authority	Fuel Farm Infrastructure	N/A	Poor
1-C	Lakefront Management Authority	Fuel Tank (JetA)	N/A	Good
1-D	Lakefront Management Authority	Fuel Tank (JetA)	N/A	Good
1-E	Lakefront Management Authority	Fuel Tank (JetA)	N/A	Good
1-F	Lakefront Management Authority	Fuel Tank (Avgas)	N/A	Good
1-G	Lakefront Management Authority	SW Electrical Building	N/A	Fair
2	Lakefront Management Authority	Airport Storage (Under bridge)	N/A	Good
3	Signature Flight Support	Hangar	Good	Good
4	LMA/Signature Flight Support	Moffett Hangar	Poor	Poor
5	Various	Terminal Building	N/A	Good
6	Flightline First	Williams Hangar	Poor	Fair
7	Signature Flight Support	Bastian Mitchell Hangar	Good	Good
8	Lakefront Management Authority	Building 104	Vacant	Fair
9	Signature Flight Support	National Guard Hangar	Good	1st floor: Good; 2nd floor: Poor
10	City of New Orleans Mosquito Control	Hangar	Poor	Poor
11	Signature Flight Support	James Wedell Hanger	Good	Good
12	Stumm Girls	Corporate Hangar	Good	Good
13	Lakefront Management Authority	T-Hangar A	Good	Good
14	Lakefront Management Authority	T-Hangar B	Good	Good
15	Lakefront Management Authority	T-Hangar C	Good	Good
16	Lakefront Management Authority	T-Hangar D	Good	Good
17	Lakefront Management Authority	T-Hangar E	Good	Good
18	Air Cover 1	T-Hangar F	Good	Good
19	Flightline First	McDermott/Tidewater Hangar	Good	Good
20	Federal Aviation Administration	ATCT	N/A	Good
21	CAF – Big Easy Wing	Delgado Hangar	Fair	Fair
22	ARFF	ARFF Station	N/A	Fair
23	Federal Aviation Administration	Remote Transmitter/Receiver	N/A	Fair
24	Lakefront Management Authority	Vacant	N/A	Fair
25	Lakefront Management Authority	Vacant	N/A	Poor
26	Federal Aviation Administration	FAA	N/A	Fair
27	Lakefront Management Authority	Generator Building	N/A	Fair
28	Lakefront Management Authority	ATS	N/A	Good
29	Lakefront Management Authority	Airfield Electrical Vault	N/A	Good
30	Lakefront Management Authority	ARFF Electrical Vault	N/A	Fair
31	Lakefront Management Authority	Switch Gear – Electrical Feed	N/A	Fair
32A	Lakefront Management Authority	Runway Glide Slope Antenna	N/A	N/A
32B	Lakefront Management Authority	Glide Slope Antenna Support Bldg	N/A	Fair

Table 2-11: Building Condition Index

Source: Airport records and Survey by Digital Engineering

End of Table 2-11: Building Condition Index

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 2: Inventory/Existing Conditions [2-32]



New Orleans Lakefront Airport

Master Plan Update

Chapter Three Aviation Demand Forecasts



CHAPTER THREE Aviation Demand Forecasts

Projecting aviation demand is a critical element in the overall master planning process. Its use defines an airport's ability to accommodate existing and future aircraft and operations, thus determining the type, size, and timing of future airside and landside development. In this study, projections of aviation demand for the period of 2020-2039 were prepared for based aircraft, the based aircraft fleet mix, as well as General Aviation (GA) aircraft operations for the New Orleans Lakefront Airport (NEW).

The forecast is based on analysis that considers historical aviation trends at NEW and throughout the nation, local historical and socioeconomic data, Federal Aviation Administration (FAA) Terminal Area Forecast (TAF), and Airport records. The base year chosen for this forecast was 2019 because it represents the most current year for which a full year of detailed data is available. Additionally, projections of aviation activity for the Airport were prepared for short-term (2020-2024), mid-term (2025-2029), and long-term (2030-2039) timeframes.

These forecasts are intended to serve as a meaningful guide to the future development; however, short-term fluctuations in an airport's activity may be caused by a variety of factors and may be inconsistent with the overall forecast.

To accomplish the overall goals and objectives of the Master Plan and to effectively plan for future development, the 2019 FAA Terminal Area Forecast (TAF) was used as the primary forecast source to quantify future activity for the New Orleans Lakefront Airport. The 2020 TAF represents the official demand forecasts published by the FAA for NEW at the time of this analysis. It was prepared at the conclusion of the 2019 Federal fiscal year (FY19). Because the Federal Government operates on the fiscal calendar, which runs from October 1-September 30, the following data was calculated using this fiscal calendar.

3.1 ROLE OF THE AIRPORT

3.1.1 MARKET AREA AND AIRPORT DESCRIPTION

The New Orleans Lakefront Airport (NEW) is located in Orleans Parish, Louisiana, in the southeastern region of the state. NEW is situated approximately 8 miles northeast of the Central Business District of the City of New Orleans, as shown in **Exhibit 3-1**. New Orleans is a consolidated city-parish located along the Mississippi River. The Airport lies approximately 75 miles to the southeast of Baton Rouge, Louisiana, and about 20 miles southwest of Slidell, Louisiana.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE





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EXHIBIT 3-1 MARKET AREA



The New Orleans Metropolitan Statistical Area (MSA) is comprised of 8 parishes (Jefferson, Orleans, Plaquemines, St Bernard, St Charles, St James, St John the Baptist, and St Tammany). The MSA is spread over approximately 3,700 square miles and is centered around the City of New Orleans.

The New Orleans MSA has a strong and vibrant economy, which, due to its healthy tourism industry, historical unemployment rates, and economic forecasts, is projected to remain strong for the foreseeable future. There are approximately 1,275,000¹ residents living within the MSA, 391,000² of which reside in the City of New Orleans.

3.1.2 ECONOMIC ACTIVITY AND DEMOGRAPHICS

The New Orleans Lakefront Airport (NEW) is an integral part of the economic and commercial fiber of South Louisiana. In close proximity to the Louisiana Gulf Coast, the Airport is uniquely situated to serve as a transportation center for the tourism industry, as well as other industries such as petroleum, seafood, marine, retail, construction and medical businesses (see **Exhibit 1-2, Airport Vicinity Map**).

It is imperative that the Airport Sponsor, the Lakefront Management Authority (the Authority), continually strive to develop its facility to keep pace with the aviation demands of the surrounding community.

The Authority consists of 15 members. All members are appointed by various local organizations, including the City of New Orleans Council, the Mayor of the City of New Orleans, Louisiana State Representatives, and Louisiana State Senators. All members are subject to Louisiana State Senate confirmation. The term length for each member is four years.

The Authority manages, controls, regulates, operates, and maintains any non-flood protection facility or improvement asset or function within a levee district within the jurisdiction of a flood protection authority. This includes the New Orleans Lakefront Airport.

3.2 HISTORIC AVIATION ACTIVITY

In order to project airport-specific activity, it is useful to develop an understanding of the overall demand for aviation services. This is measured by analyzing indicators such as based aircraft and General Aviation operations. Based aircraft are those that are stored at an airport on a regular basis, and an operation is defined as one takeoff or one landing. A summary of historic aviation activity at NEW is shown in **Table 3-1**.



¹ July 2018 US Census Bureau Estimate

² July 2018 US Census Bureau Estimate

Year	Based Aircraft	Total Operations
2019	120	64,381
2018	119	63,995
2017	119	59,046
2016	125	53,569
2015	121	55,215
2014	158	56,114
2013	154	61,075
2012	112	59,434
2011	110	59,007
2010	116	49,455
2009	88	50,377

Table 3-1: Historic Aviation Activity

Source: FAA Aerospace Forecast, Fiscal Years 2019-2039, January 2020

Based Aircraft represent actual number obtained from New Orleans Lakefront Airport Records which are in conflict with FAA TAF.

3.2.1 GENERAL AVIATION ACTIVITY

The number of based aircraft, as depicted in the FAA Forecast, at the Airport has fluctuated between 88 and 158 since 2009. Prior to the release of the most current FAA TAF, the New Orleans Lakefront Airport has not kept historical data as it pertains to based aircraft. Therefore, the based aircraft forecast will be determined using inventories of aircraft housed at the Airport and documented from the 2019 Airport records and existing leases.

Table 3-2 shows total aircraft operations at NEW from 2007 to 2018 by type of operation.



Year	ltinerant AC/AT	Local Military	ltinerant Military	Total Military	Local GA	ltinerant GA	Total GA	TOTAL
2007	161	30	288	318	3,947	5,373	9,320	9,799
2008	1,743	679	1,682	2,361	24,288	33,066	57,354	61,458
2009	1,483	1,048	1,628	2,676	16,876	29,342	46,218	50,377
2010	2,067	786	2,043	2,829	13,360	31,199	44,559	49,455
2011	2,628	1,122	2,127	3,249	21,005	32,125	53,130	59,007
2012	3,439	1,143	2,025	3,168	20,884	31,943	52,827	59,434
2013	3,388	582	1,407	1,989	23,451	32,247	55,698	61,075
2014	3,224	1,163	1,793	2,956	18,261	31,673	49,934	56,114
2015	3,234	1,354	2,430	3,784	15,546	32,651	48,197	55,215
2016	3,199	1,128	2,224	3,352	16,140	30,878	47,018	53,569
2017	4,349	1,519	3,276	4,795	15,524	34,378	49,902	59,046
2018	4,821	1,197	3,556	4,753	17,680	36,701	54,381	63,955
2019	4,480	1,136	2,886	4,022	19,428	36,451	55,879	64,381

Table 3-2: Operations by Type

Source: New Orleans Lakefront Airport Records.

3.3 UNITED STATES AVIATION INDUSTRY TRENDS

In order to make informed decisions regarding the establishment of General Aviation objectives, it is important to have a general understanding of the aviation industry and the forces that influence its current operating environment.

According to the most recent FAA Aerospace Forecast for Fiscal Years 2019 – 2039, the long-term outlook for General Aviation is stable to optimistic, as growth at the high-end offsets continuing retirements at the traditional low end of the segment. The active General Aviation fleet is forecast to remain relatively level between 2019 and 2039. While steady growth in both GDP and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet – fixed wing piston aircraft – continues to shrink over the forecast. Against the stable fleet, the number of General Aviation hours flown is projected to increase an average of 0.8 percent per year through 2039, as growth in turbine, rotorcraft, and experimental hours more than offset a decline in fixed wing piston hours.

GA activity has historically exhibited cyclical trends during which activity has risen and declined with changing economic times. GA pilots and passengers are relatively price-sensitive since a large portion of GA traffic is dependent upon personal, disposable income. The effect of the COVID-19 global crisis has yet to be realized. As a result of public health authorities globally encouraging social distancing measures to reduce the virus spread, people are now avoiding

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exactly the types of activities that create the underlying demand for business aircraft travel in the first instance: face-to-face meetings, large-scale events, and leisure travel. Due to the nature of the COVID-19 pandemic, there is no certainty as to when economic conditions will improve, which threatens the survival and prospects of thousands of GA businesses. The threat of potential domestic travel restrictions and locally-imposed travel restrictions have the potential to cause even more significant harm to General Aviation as the crisis unfolds.

3.4 FORECAST OF FUTURE DEMAND

Based on the historical activity levels and industry conditions discussed in the previous sections, the following projections of future demand and activity have been developed. The future demand forecast includes projections of General Aviation operations and future aircraft fleet mix. The demand forecast presented in this section is portrayed in Low, Medium, and High scenarios. The Medium forecast scenario for demand is the FAA Terminal Area Forecast for NEW. The Low forecast scenario was prepared considering the implications of the COVID-19 pandemic utilizing industry projections available at the time of the forecast's preparation.

3.4.1 PROJECTIONS OF GENERAL AVIATION ACTIVITY

At the New Orleans Lakefront Airport, over 36,451 of the 64,381 operations flown in 2019 were attributed to General Aviation. GA activity is the single largest category of flight activity at the Airport. The Airport is home to 120 based aircraft, including 70 single-engine, 22 multi-engine, and 21 jet aircraft, as well as 7 helicopters. This section aims to provide forecasts of General Aviation based aircraft, fleet mix, and operations.

3.4.1.1 BASED AIRCRAFT PROJECTIONS

A key element for airport planning is a set of reliable estimates for based aircraft. It is the building block upon which many other assumptions and recommendations are made. There are a number of methods of estimating based aircraft. The FAA provides three methodologies – the Terminal Area Forecasts (TAF) and growth rate forecasting methods drawn from the overall fleet; aircraft hours flown; and aircraft fleet mix forecasts in *FAA Aerospace Forecasts, Fiscal Years 2019-2039*.

In addition, growth in based aircraft can be estimated by relating it to changes and growth in various socioeconomic factors. This chapter provides estimates of the number and mix of aircraft that may be expected at the Airport for the next 20 years.

The Terminal Area Forecast (TAF), is published for all U.S. airports that have an airport traffic control tower, commercial airline service, a minimum of 60,000 itinerant operations a total operations count of 100,000 total operations, and/or at least 10 based aircraft, while the Aerospace Forecast is an annual publication that considers the nation's air system as a whole.

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The relevant Aerospace Forecasts growth rates for this section are derived from the overall GA fleet forecasts and the GA hours flown forecasts. From each of these forecasts, a compound annual growth rate can be obtained and applied over future periods to develop based aircraft forecasts. **Table 3-3** and **Figure 3-1** show the projections of based aircraft for NEW in the High, Medium, and Low Forecast scenarios.

HISTORIC:	Based Aircraft				
2007	214				
2008		97			
2009		88			
2010		116			
2011		110			
2012		112			
2013	154				
2014	158				
2015	121				
2016	125				
2017		119			
2018		119			
2019	120				
FORECAST:	High	Medium	Low*		
2024	130	115	109		
2029	138	120	109		
2039	146	120	109		

Table 3-3: Based Aircraft Forecasts

Source: FAA Aerospace Forecast, Fiscal Years 2019-2039, January 2020. K&G Analysis, 2020.

Historical Data shown for 2007 – 2019 is based on actual data recorded with the FAA. *Denotes the FAA Forecast for Based Aircraft at NEW.



Figure 3-1: Based Aircraft Forecast Chart

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 3: Aviation Demand Forecasts



3.4.1.2 BASED AIRCRAFT FLEET MIX

According to the national GA fleet statistics presented in the FAA's Aerospace Forecasts 2019-2039, the majority of growth in aircraft over the next 10 years will be in the Jet and Rotorcraft classes. The number of single-engine and multi-engine piston aircraft is expected to decrease slightly. This decrease in multi-engine aircraft is attributed to advent of a relatively inexpensive twin-engine very light jet (VLJ). **Tables 3-4 and Table 3-5** show fleet mix projections through 2039 based on the FAA's projected fleet mix changes.

As previously stated, the FAA publishes nationwide forecasts for GA activity annually, with the most recent version – the *FAA Aerospace Forecasts Fiscal Years 2019-2039 being published in* January 2020. This publication provides an Annual Average Growth Rate (AAGR) by aircraft type. Those AAGR were applied to existing based aircraft levels at the Airport (by aircraft type) and extrapolated through 2039 to determine the based aircraft forecasts.

The based aircraft forecasts which follow were developed using the FAA General Aviation Active Fleet Forecasts. The FAA forecasts the total GA aircraft fleet to change from a total of 212,875 in 2018 to 211,575 aircraft nationwide in 2039, with the greatest growth forecast for jet and rotorcraft aircraft, and the greatest loss forecast for single- and multi-engine piston aircraft. This forecast expects the General Aviation fleet to decrease at an AAGR of 3.7%.

To gain a better understanding of the forecasted data, three separate AAGRs were utilized to forecast the based aircraft at the Airport. According to the *FAA General Aviation Active Fleet Forecasts*, based rotorcraft are expected to increase at an AAGR of 2%, while jet aircraft are forecasted to increase at 2.2%, and both single- and multi-engine piston aircraft are forecasted to decrease by 0.9%. These growth rates were applied to the fleet mix currently based at the Airport and are depicted in the following tables. **Table 3-4** illustrates the airport's anticipated fleet mix changes over the next 20 years.

	Year				
Aircraft Type	2019 (Actual)	2024	2029	2039	
Single Engine	54.8%	54.5%	54.0%	53.0%	
Multi-Engine	32.0%	31.0%	30.0%	30.0%	
Jet	10.0%	11.0%	12.0%	12.0%	
Heliconter	3.2%	3 5%	4 0%	5.0%	

Table 3-4: Fleet Mix

Source: FAA Aerospace Forecast 2019-2039, January 2020 New Orleans Lakefront Airport Records

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 3: Aviation Demand Forecasts



Year	High	Medium	Low*
2024	1.52%	-0.66%	0.19%
2029	1.20%	0.90%	0.00%
2039	0.28%	0.00%	0.00%
Overall	0.96%	0.06%	0.05%

Table 3-5: Forecast Scenarios Annual Average Growth Rates

Source: FAA Aerospace Forecast, Fiscal Years 2019-2039, January 2020 New Orleans Lakefront Airport Records *Denotes the FAA TAF Forecast for based aircraft at NEW

3.4.1.3 FORECAST OF AIRCRAFT OPERATIONS

Given the accuracy and factors used as a basis for the FAA's Terminal Area Forecast (TAF), it was included in this study. However, given prior Airport performance and the unknown aviation impacts due to the COVID-19 pandemic, two additional forecasts were prepared to show the range of possibilities which might develop at NEW over the lifetime of the Master Plan. The TAF contains historical and forecast data for enplanements, airport operations, instrument operations, and based aircraft. Data in the TAF is presented on a U.S. Government fiscal year basis (October through September).

According to the 2019 TAF, the FAA is forecasting the operations at NEW will increase by an average annual compound growth rate of 0.23% throughout the planning horizon. This forecast represents the Medium Forecast scenario. Based on historical performance levels, a more aggressive forecast was prepared which shows a growth rate of 1.33% largely due in part to the future demand foreseen over the planning horizon as it pertains to oil and gas exploration in the Gulf of Mexico and in the eastern portions of Texas. Due to the COVID-19 pandemic and the drastic impact it is estimated to have on aviation at least in the short term, a Low Forecast scenario was prepared. It shows an average annual compound growth rate of 0.22% while showing a near-term drop in operations with future recovery.

Table 3-6 and **Figure 3-2** depict the average annual compound growth rate as it is applied to the current aircraft operations at NEW.

Year	High Forecast	Medium Forecast	Low Forecast
2019		64,381	
FORECAST:			
2024	68,781	65,564	58,125
2029	73,482	66,158	64,290
2039	83,869	67,368	66,642

Table 3-6: Aircraft Operations Forecast

Source: FAA Terminal Area Forecast, Kutchins & Groh, LLC analysis

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 3: Aviation Demand Forecasts [3-9]





Figure 3-2: Aircraft Operations Forecast Chart

3.4.2 PROJECTIONS OF MILITARY ACTIVITY

Various factors enter into the analysis of military aviation activity, including national defense funding, troop activation, and training frequency. The military makes no data available regarding aviation activity, and the FAA offers no forecasting guidance for this parameter. Furthermore, federal funding for aviation projects is distributed without regard for military activity. Therefore, historic data is the only guidance for preparing forecasts of military activity and is inherently unreliable as a predictor of future activity. For these reasons, for the purposes of this document, military aviation at the New Orleans Lakefront Airport will be kept constant at its 2018 level of approximately 2,886 operations per year for the 2020-2039 forecasting period.

3.4.3 PROJECTIONS OF PEAK OPERATIONAL DEMAND

Peak period operations are important in the process of determining airport facility requirements. They assist in planning the size of aprons, pilot lounges, airfield infrastructure, and automobile parking lots. In this analysis, three specific peak periods were used to determine what size facilities will be needed to meet forecasted demand. They are peak month and average day, and peak hour operations. Definitions for these are as follows:

• Peak Month Operations – The month during which the most aircraft operations occur. Standard forecasting practice assumes a 20 percent increase over the other months during the year.

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- Average Day Operations Aircraft activity that can be expected on a typical day. Dividing the peak month operations by 30 derives average day operations.
- Peak Hour Operations The hour during which most activity that occurs within the average day. The total peak hour operations generally equate to 20 percent of the average day total operations.

With the determination of the peak operational demands, a capacity analysis is conducted, and facility requirements are analyzed to determine the ability of airport facilities to accommodate existing and projected aircraft operations. The capacity of the existing airfield and access facilities is then reviewed with respect to the ability of each to accommodate current and forecasted demand. This aids in the identification of possible deficiencies in the present and/or future airport layout. The results of this analysis will be included in Chapter 4, Demand Capacity Analysis and Facility Requirements.

Table 3-7 shows the peak period operations for NEW during the planning period.



Year	Annual	Peak Month	Average Day	Peak Hour
2010	49,455	5,985	200	40
2011	59,007	5,956	199	40
2012	59,434	6,241	208	42
2013	61,075	6,610	220	44
2014	56,114	5,390	180	36
2015	55,215	5,659	189	38
2016	53,569	6,431	214	43
2017	59,046	5,520	184	37
2018	63,955	6,472	216	43
2019	64,381	6,947	232	46
FORECAST:				
High				
2024	68,781	7,266	242	48
2029	73,482	7,762	259	52
2039	83,869	8,860	295	59
Medium				
2024	65,564	6,926	231	46
2029	66,158	6,989	233	47
2039	67,368	7,117	237	47
Low				
2024	58,125	6,140	205	41
2029	64,290	6,791	226	45
2039	66,642	7,040	235	47

Table 3-7: Peak Period Operational Demand Forecasts

Source: FAA Aerospace Forecast, Fiscal Years 2019-2039, January 2020 Kutchins & Groh, LLC analysis, 2020

3.5 Summary and Recommendations

For reference, **Table 3-8** depicts the recommended aviation forecasts for the planning horizon. The forecasts discussed and depicted in this chapter play a vital role in planning for future demand at the Airport and are used in the following chapters of the Master Plan to assess the capacity of existing facilities and to determine facility expansions and/or improvements that may be needed to satisfy future activity levels.



Table 3-8: Summary of Aviation Forecasts Aircraft Operations Forecast

Year	High Forecast	Medium Forecast	Low Forecast	
2019	64,381			
FORECAST:				
2024	68,781	65,564	58,125	
2029	73,482	66,158	64,290	
2039	83,869	67,368	66,642	

Aircraft Operations Forecast – Annual Average Growth Rate

Year	High Forecast	Medium Forecast	Low Forecast
2024	1.33%	0.37%	-1.90%
2029	1.33%	0.18%	2.04%
2039	1.33%	0.18%	0.36%
Total	1.33%	0.23%	0.22%

Based Aircraft Forecasts

Year	High	Medium	Low*
2024	130	115	109
2029	138	120	109
2039	146	120	109

Source: K&G Analysis, 2020

*Denotes the FAA Forecast for Based Aircraft at NEW





Peak Period Operational	Demand	Forecasts
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Year	Annual	Peak Month	Average Day	Peak Hour
2010	49,455	5,985	200	40
2011	59,007	5,956	199	40
2012	59,434	6,241	208	42
2013	61,075	6,610	220	44
2014	56,114	5,390	180	36
2015	55,215	5,659	189	38
2016	53,569	6,431	214	43
2017	59,046	5,520	184	37
2018	63,955	6,472	216	43
2019	64,381	6,947	232	46
FORECAST:				
High				
2024	68,781	7,266	242	48
2029	73,482	7,762	259	52
2039	83,869	8,860	295	59
Medium				
2024	65,564	6,926	231	46
2029	66,158	6,989	233	47
2039	67,368	7,117	237	47
Low				
2024	58,125	6,140	205	41
2029	64,290	6,791	226	45
2039	66,642	7,040	235	47



New Orleans Lakefront Airport

Master Plan Update

Chapter Four Demand Capacity Analysis and Facility Requirements



CHAPTER FOUR Demand Capacity Analysis and Facility Requirements

This chapter contains the 20-year airfield demand/capacity analysis and facility requirements for the New Orleans Lakefront Airport (NEW) and assesses the adequacy of facilities based on future demand, as projected in *Chapter Three, Aviation Demand Forecasts* (the Forecast). The findings presented in this chapter provide the basis for the definition and evaluation of airfield and facility alternatives. The shortfall in facilities, as determined from the Forecast and the demand capacity analysis, dictates the timing and degree to which facility expansion and improvements are needed in the 20-year planning horizon.

Facility requirements were calculated for the Base Year of 2019 and the forecast years of 2024, 2029, and 2039. Facility requirements for the major land uses at NEW are presented in this chapter and are as follows:

- Airfield Facilities Runway and taxiway system and the ability of the airfield system to serve projected demand levels in terms of runway capacity and design standards
- Support/Ancillary Facilities Cargo facilities, aircraft/airport maintenance facilities, GA/FBO facilities, and other support facilities
- Ground Access Facilities Access roadways and vehicle parking areas

4.1 AIRFIELD FACILITIES

4.1.1 AIRFIELD CAPACITY

Airfield capacity is typically defined as the number of hourly or annual aircraft operations the airfield can accommodate. Airfield capacity is a function of runway configuration, aircraft fleet mix, and other factors unique to an airport. When airport demand approaches capacity, high levels of delay may occur. An acceptable level of delay for long-term planning purposes is defined as an average of four to six minutes per aircraft¹.

4.1.1.1 Methodology

Airfield capacity is determined by a number of factors, including meteorology, airfield layout, runway use, aircraft fleet mix, runway instrumentation, arrival and departure percentages, and exit taxiway locations. The calculation of airfield capacity and delay is essential in evaluating the



¹ Source: Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, Airport Master Plans.

ability of the airfield to effectively serve future activity levels. The basis for the capacity of the existing runway system was analyzed using FAA AC 150/5060-5, Airport Capacity and Delay.

4.1.1.2 Existing and Forecast Demand

The Forecast approved for this study indicates sustained growth at NEW over the 20-year planning horizon. **Table 4-1** summarizes the findings from the Forecast used to determine these facility requirements.

Annual Operations				
Forecast Scenario	2019 Actual	2024	2029	2039
High		64,781	73,482	83,869
Medium	64,381	65,564	66,158	67,368
Low		58,125	64,290	66,642

Table 4-1: Base Year Forecast of Aviation Activity Summary

Average annual growth rate is 1.33% in High Forecast Scenario, 0.23% in Medium Forecast Scenario, and 0.22% in Low Forecast Scenario.

The aircraft fleet mix is an important factor in determining an airfield's operational capacity. To determine the capacity, aircraft are separated into categories by their approach speed and size. As the range within the aircraft size and approach speed increases, operational capacity decreases. This is due to the separation requirements for sequential aircraft approaching or departing an airport. The greater the variation in size and approach speed between two aircraft arriving or departing, the greater the amount of separation required.

The existing and forecasted aircraft fleet mix was grouped into two categories as shown in **Table 4-2**. The Base Year indicates that 97% of aircraft utilizing NEW were considered fixed wing and 3% were rotary aircraft.

Table 4-2: Fleet Mix by Category

Category	2019	2024	2029	2039
Single Engine	54.8%	54.5%	54.0%	53.0%
Multi-Engine	32.0%	31.0%	30.0%	30.0%
Jet	10.0%	11.0%	12.0%	12.0%
Helicopter	3.2%	3.5%	4.0%	5.0%

Source: NEW Airport Records for 2019. K&G Analysis 2020.

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4.1.1.3 Weather Conditions

Wind and weather conditions play a significant role in dictating runway orientation, navigational aid (NAVAID) requirements, and operating configurations. The key weather characteristics affecting airfield facility requirements are wind (speed and direction), cloud cover, precipitation, and visibility. Historical weather data was analyzed to assess the nature, frequency, and duration of weather conditions that influence runway use and operating procedures at NEW.

As discussed in *Chapter Two, Inventory and Existing Conditions*, ceiling, and visibility minima are grouped into two categories: Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC). VMC exists when the cloud ceiling is greater than or equal to 1,000 feet and visibility is greater than or equal to three miles. IMC conditions prevail when the visibility or cloud ceiling falls below the VMC minima. The annual occurrence of VFR (Visual Flight Rules) and Instrument Flight Rules (IFR) weather conditions for NEW is shown in **Table 4-3**.

Category	Ceiling	Visibility	Annual Occurrence
VFR	> 1,000'	> 3 miles	35%
IFR	< 1,000'	< 3 miles	65%

Table 4-3: Annual Occurrences	of Weather Conditions
-------------------------------	-----------------------

Source: NOAA National Climatic Data Center (NCDC), National Weather Service Hourly surface observations, 10-year averaged data (2009 - 2020, Station #72231553917).

4.1.1.4 Runway Configuration

The Airport has three active runways. As the nomenclature used for these runways is defined by compass headings, they are referred to as: 18R-36L, 18L-36R, and 9-27 (see **Exhibit 4-1: Existing Airfield Facilities**).

Runway 18R-36L is considered the primary runway due to prevailing winds, its length, its pavement strength, and because it is equipped with a full Instrument Landing System (ILS). It is oriented in a north-south alignment. Runway 18R-36L is 6,867 feet in length and 150 feet wide.

The secondary runway, 18L-36R, is parallel to 18R-36L and, therefore, is also oriented in a north-south alignment. It is 3,697 feet in length and 50 feet wide.

Runway 9-27 is the crosswind runway and is oriented in an east-west alignment. It is 3,113 feet in length and 75 feet wide.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE



PREPARED BY: KUTCHINS & GROH, LLC



EXHIBIT 4-1 EXISTING AIRFIELD FACILITIES



2000

4.1.1.5 Runway Exits and Taxiways

Runway exits and taxiways affect how long aircraft remain on the runway and, therefore, are important components of capacity. When calculating the capacity of an airfield, it is assumed that there are sufficient full-length parallel taxiways for each runway, sufficient runway entrances and exits, and no taxiway/runway crossing problems. The capacity may be lower without these elements in place.

4.1.1.6 Airfield Demand/Capacity Analysis

There are a number of different methodologies that can be used to assess runway capacity and the need for runway expansion. These may include detailed computer simulation, an analysis of hourly runway demand capacity, Annual Service Volumes (ASV), or aircraft delay. Given the operational nature of NEW and its role in both the state's as well as the National Airport System, the Airport's ASV is an appropriate measure for determining airfield capacity. These calculations are used to project future requirements of existing airfield facilities (runways, taxiways, and instrumentation).

ASV is used by the FAA as a gross measure of an airport's operating capacity and is defined as the maximum level of annual aircraft operations that can take place at an airport and does not consider levels of delay. As actual annual operations approach the ASV of the airport, aircraft delays begin to occur. As the number of operations get closer to the ASV, the length of average delay increases to the point that capacity enhancements (e.g., additional runway exits and/or additional runways) are warranted. As a general rule, when demand at an airport reaches 60% of its capacity, as defined by the ASV, delays may be noticeable during the day and new airfield facilities (i.e., runways) should be planned. When airport activity reaches 80% of operational capacity, new airfield facilities should be constructed.

Based on FAA Advisory Circular 150/5060-5, Airport Capacity and Delay, the Annual Service Volume is estimated to be 230,000 operations. The annual operations at NEW for 2019 were 64,381. According to the Base Year demand calculation for NEW, the Airport was operating at 28% capacity. In 2039 the annual demand for NEW is projected in the High Forecast scenario to reach 51%. Therefore, no runway capacity enhancement projects are foreseen over the planning horizon.

According to the 2019 Terminal Area Forecast (TAF)², the FAA is forecasting that operations at NEW will increase by an average annual compound growth rate of 0.23% throughout the planning horizon. For the purposes of the Forecast, an average annual compound growth rate of 1.33% was utilized for the High Forecast scenario, 0.23% for the Medium Forecast scenario (the FAA's TAF) and 0.22% for the Low Forecast scenario. These three scenarios were included based on



² FAA Aerospace Forecast Fiscal Years 2019-2039, January 2020.
the uncertainty related to the effects of the COVID-19 global crisis and the effect it will have on general aviation.

4.1.2 RUNWAY LENGTH REQUIREMENTS

The purpose of this runway length analysis is to evaluate the lengths of the current runways for adequacy and to determine the lengths required for any future runways. Guidance on determining runway length is provided by airport planning manuals from the aircraft manufacturers. Runway length requirements are determined by and calculated based on the most demanding aircraft operating at the airport on a regular basis. A regular basis is generally defined as a minimum of 500 annual operations. Runway length requirements were calculated using the Maximum Mean Daily Temperature conditions, consisting of temperatures in the mid to high 80s. At high temperatures, the density of the air decreases, causing a decrease in aircraft performance and increase in required runway length.

4.1.2.1 Existing Runway Lengths

NEW is equipped with a total of three runways, one of which is the primary runway. A second is a parallel runway, with the third being a support/crosswind runway. Runway 18L has been designed to accommodate Class B-II aircraft, Runway 18R has been designed to accommodate Class C-II aircraft, and Runway 9-27 has been designed to accommodate Class A-I aircraft.

- Runway 18R-36L, the primary runway, is 6,879 feet in length and 150 feet wide.
- Runway 18L-36R, the parallel runway, is 3,697 feet in length and 75 feet wide.
- Runway 9-27, the crosswind runway, is 3,114 feet in length and 75 feet wide.

4.1.2.2 Summary

Based upon the current fleet mix, current annual operations, and projected operational demand discussed earlier in this document, the existing runway lengths are adequate for the planning horizon. The future ALP depicts a proposed runway extension for operational continuity. Good planning practices dictate that this development remain on the ALP in order to allow the FAA to continue to protect the airspace for the future extension.

4.1.3 TAXIWAY REQUIREMENTS

A taxiway is defined as an aircraft movement path on the airfield which connects runways with ramps, hangars, and other facilities. This section evaluates the existing taxiway system at NEW. The taxiways have been divided into primary and secondary taxiways. The primary taxiway at NEW Taxiway B. The remaining taxiways, considered to be secondary or connectors, aid in aircraft movement on the airfield.



4.1.3.1 Primary Taxiways

The primary taxiway is B, which is a full-length taxiway serving the primary runway, 18R-36L, and Runway 18L-36R. It also serves the specific purpose of facilitating the safe and efficient flow of aircraft in and around the airfield. Taxiway B is located between Runways 18R-36L and 18L-36R, is 75-feet wide, constructed of bituminous asphalt, and is equipped with Medium-Intensity Taxiway Lighting (MITL) to provide visual guidance during night operations at the Airport.

According to FAA AC/5300-13, Airport Design, the recommended runway to parallel taxiway/taxilane separation for Runway 18R-36L, which has a Runway Design Code (RDC) of C-II, is 300 feet. Since Runway 18R-36L can accommodate aircraft with higher approach speeds, as compared to Runway 18L-36R, the runway to parallel taxiway/taxilane separation is greater than that of Runway 18L-36R. Based on the recommendations and guidelines outlined in AC 150/5300-13A, the Runway Design Code (RDC) for Runway 18L-36R is set at a B-II, thus resulting in a 240-foot separation from the runway to the parallel taxiway/taxilane. The existing runway to taxiway separations for Runway 18R-36L and Runway 18L-36R both meet the runway/taxiway separation standards.

4.1.3.2 Secondary Taxiways

Most of the airfield's taxiway system is made up of secondary taxiways that aid in the flow of aircraft to and from the runway system. These are identified as Taxiways C, E and F. All are constructed of bituminous asphalt.

Taxiway C is a full-length parallel taxiway serving Runway 18L-36R. It is 40 feet wide and outfitted with MITL. Taxiway E runs parallel to and serves the North GA Apron. It is 40-feet wide and is outfitted with MITL. Taxiway F serves Runway 9-27 and the Terminal Apron. It lies immediately adjacent to the Terminal Apron, is 40 feet wide, and is outfitted with MITL. Taxiway F provides access to the Terminal Building and the Fixed Base Operators (FBOs).

4.1.3.3 Connector Taxiways

The remaining taxiways (D, E, G, H, J, K, L, M, N, P, and Q) serve the primary and secondary taxiways and are considered connectors that provide additional access in and around the airfield. All are constructed of bituminous asphalt.

Taxiways L, P and Q are 75 feet wide. Taxiways G, J, K, and M are 50 feet wide. Taxiways D, E, H, and N are 40 feet wide.

Taxiways A is currently closed for aircraft movement due the condition of its surface. Taxiway A is available for overflow parking of aircraft when they are under tow with authorization from NEW management.



4.1.3.4 Summary

The taxiway analysis identifies the following taxiway needs:

- Closure and removal of Taxiway G from Taxiway B to Taxiway F to meet current FAA design standards (to mitigate Hot Spot Three)
- Closure and removal of Taxiway G from Taxiway A to Runway 36L to meet current FAA design standards (to eliminate direct connect from apron to runway)
- Closure and removal of Taxiway P to meet current FAA design standards (to eliminate direct connect from apron to runway)
- Runway pavement between Taxiway A and Runway 36L to meet current FAA design standards (to eliminate direct connect from apron to runway)
- Closure and removal of Taxiway D west of Taxiway E to meet current FAA design standards (to mitigate Hot Spot One, remove excess pavement and remove a complex intersection)
- Relocation of existing Taxiway H to western portion of Taxiway E (to provide a right-angle intersection to approach end of Runway 36R)
- Relocation of existing Taxiway C approximately 20 feet to the east (to meet current FAA design standards for runway to taxiway separation for Runway 18L-36R, to mitigate Hot Spot One and provide right angle intersection to Terminal Apron)

4.1.4 INSTRUMENTATION AND LIGHTING

Instrumentation, lighting, and other navigational aids assist pilots in maneuvering their aircraft safely and efficiently under various weather conditions. This section evaluates the existing instrumentation and lighting systems at NEW.

4.1.4.1 Instrumentation

A variety of Navigational Aids (NAVAIDS) are currently in place in and around NEW, including: Approach Lighting system (ALS), Precision Approach Path Indicator 4 (PAPI 4), Very High Frequency Omni-Directional Radar (VOR)/Distance Measuring Equipment (DME), Glide Slope (GS), Localizer, Runway End Indicator Lights (REILS) and Medium Intensity Approach Lighting System (MALSR). NAVAIDS used for arriving aircraft provide course guidance and, in some instances, vertical guidance to the runway threshold. This allows aircraft to land at NEW. NEW operates under IFR 65%³ of the time. Aircraft also use the instrument approaches during VFR for additional guidance. The type of instrumentation available for a runway determines the minimum ceiling and visibility, or "lowest minimums," during which landings can occur while under IFR. At NEW, instrument approach systems are provided in **Table 4-4**. Currently, Runway 18R-36L is the

³ NOAA National Climatic Data Center (NCDC), National Weather Service Hourly Surface Observations, 10-year averaged data (2009 - 2020, Station #72231553917).



primary runway for NEW operations. Runway 18R-36L can accommodate aircraft landings during inclement weather conditions due to its classification code (1-E) ILS system. Runways 18L-36R and 9-27 have GPS (Global Positioning System), LPV (Localizer Performance with Vertical Guidance) precision approaches, which are more restrictive. Given that the Airport's main runway is equipped with precision approaches in one direction, instrument capabilities are adequate. To preserve the airfield's capabilities under all conditions, any future runway(s) should be equipped with state-of-the-art instrumentation capability on both runway ends.

	Instrument Approach Type	Approach Category	Aircraft	Approach Minimums		
Runway			Category	Decision Altitude ¹	Visibility Minimums ²	
		S-ILS 18R	A/B/C/D	300	3/4	
		S-LOC 18R	A/B/C/D	400	3/4	
100	шслор	Circling	A/B	500	1	
TON	ILS/VOR		С	600	1 1/2	
			D	700	2	
		LPV DA	A/B/C/D	300	3/4	
		LNAV/VNAV DA	A/B/C/D	600	1 1/4	
			A/B	700	3/4	
	RNAV (GPS)	LNAV MDA	С	700	1 1/4	
18R			D	700	1 1/2	
			A/B	700	1	
		Circling	С	700	1 3/4	
			D	700	2	
	RNAV (GPS)	LPV DA	A/B/C/D	400	1 1/8	
		LNAV/VNAV DA	A/B/C/D	500	1 3/8	
		LNAV MDA	A/B	600	1	
36L			C/D	600	1 3/4	
		Circling	A/B	600	1	
			С	600	1 3/4	
			D	700	2	
26	VOR/DME	S-36L	A/B	500	1	
			С	500	1 1/4	
			D	500	1 1/2	
JOL		Circling	A/B	600	1	
			С	600	1 1/2	
			D	700	2	

Table 4-4: Instrument Approach Procedures & Best Available Minimums

¹ Mean Sea Level (MSL), Feet

² Statute Miles

Source: FAA Terminal Approach Procedures, effective 02/27/2020 through 03/26/2020.

The minimums presented herein are the best available for each identified approach. For a complete list of all available procedures, please consult the FAA's Terminal Procedure Publication.

New Orleans Lakefront Airport (NEW)



4.1.4.2 Approach Lighting Systems (ALS)

The Airport Lighting System aids in the transition from the instrument approach to touch-down, the most critical point of landing. The Airport Lighting System aids for all runways at NEW are shown in **Table 4-5**.

Runway	Approach Procedure
18R	MALSR, PAPI-P4L
36L	REILS, PAPI-P4L
18L	REILS
36R	REILS, PAPI-P4L
9	REILS, PAPI-P4L
27	PAPI-P4R

Table 4.5:	Airport	Lighting	Systems	(ALS)
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The current ALS aids are adequate for the Airport's approach capabilities. Any improvements to the airfield will require all design standards to be met for the ALS.

4.1.5 FAA RUNWAY DESIGN STANDARDS

The FAA provides airport geometric design standards and recommendations regarding the safety, efficiency, economy, and longevity of airports. Safety design standards were analyzed specifically for the design group aircraft that utilize the Airport. The Airport Reference Codes (ARC) for NEW are Class B-II for Runway 18L, Class C-II for Runway 18R and Class A-I for Runway 9-27.

Based on this design group, the key safety design standards examined for each runway were the Runway Safety Area (RSA), Object Free Area (OFA), Runway Protection Zones (RPZ), and Precision Obstacle Free Zones (POFZ).

4.1.5.1 Runway Safety Area (RSA)

The Runway Safety Area (RSA) is defined as the surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The dimensions of the RSA for each runway are determined by the type and size of the design aircraft, or the ARC.

At NEW, the ARC is Class B-II for Runway 18L, Class C-II for Runway 18R and Class A-I for Runway 9-27; therefore, the FAA requires a 150-foot-wide RSA, centered on the runway centerline, that has an area measuring 300 feet beyond the departure end and 300 feet prior to the threshold for Runway 18L. For Runway 18R, a 500-foot wide RSA, centered on the runway centerline, that has



Source: FAA Airport Facility Directory (AFD), effective 01/30/2020 through 03/26/2020.

an area measuring 1,000 feet beyond the departure end and 600 feet prior to the threshold is required; and for Runway 9-27, a 120-foot wide RSA, centered on the runway centerline, that has an area measuring 240 feet beyond the departure end and 240 feet prior to the threshold is required.

The RSA for Runway 18R does not meet current FAA requirements due to the presence of the floodwall. All other RSAs at NEW meet FAA requirements.

4.1.5.2 Runway Object Free Area (OFA)

The Runway Object Free Area (OFA) is defined as the area on the ground centered over the runway centerline provided to enhance the safety of aircraft operations by having the area free of objects. Like the RSA, the dimensions of the OFA for each runway are determined by the type and size of the design aircraft.

For Runway 18L-36R (ARC B-II), the FAA requires that the OFA encompass an area 300 feet beyond the runway end, 300 feet prior to the threshold and have a width of 500 feet. For Runway 18R-36L (ARC C-II), the FAA requires that the OFA encompass an area 1,000 feet beyond the runway end, 600 feet prior to the threshold and have a width of 800 feet. For Runway 9-27 (ARC A-I), the FAA requires that the OFA encompass an area 240 feet beyond the runway end, 240 feet prior to the threshold and have a width of 250 feet.

The OFAs for the existing runways at NEW meet FAA requirements.

4.1.5.3 Runway Protection Zone (RPZ)

The Runway Protection Zone (RPZ) is defined as an area off the runway end to enhance the protection of people and property on the ground. The RPZ begins 200 feet from the end of the runway and is trapezoidal in shape. The RPZ should be kept clear of all incompatible objects, activities, and land uses. **Figure 4-1** depicts the shape of an RPZ and **Table 4-6** provides standard dimensions for RPZs.

The RPZs for both parallel runways meet current FAA requirements; however, the Runway 9-27 RPZ contains areas that are classified as incompatible land use and must be removed or mitigated. These areas, located within the Runway 27 RPZ, include buildings and/or structures and transportation facilities (public roads).





Figure 4-1: Runway Protection Zone

Table 4-6: Runway Protection Zone	(RPZ) Dimensions
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	Facilities Expected to Serve	Dimensions (Feet)			
Approach Visibility Minimums ^{/1}		Length (L)	lnner Width (W1)	Outer Width (W2)	RPZ Acres
Visual and Not Lower Than 1-Mile	Small Aircraft Exclusively	1,000	250	450	8,035
Visual and Not Lower Than 1-Mile	Aircraft Approach Categories A & B	1,000	500	700	13,770
Visual and Not Lower Than 1-Mile	Aircraft Approach Categories A & B	1,700	500	1,010	29,465
Not Lower Than ¾ Mile	All Aircraft	1,700	1,000	1,510	48,978
Lower Than ¾ Mile	Lower Than ¾ Mile All Aircraft		1,000	1,750	78,914

^{1/} The RPZ dimensional standards are the runway end with the specified approach visibility minimums. The departure RPZ dimensional standards are equal to or less than the approach RPZ dimensional standards. When an RPZ begins other than 200 feet beyond the runway end, separate approach and departure RPZs should be provided.

Source: FAA Advisory Circular 150/5300-13, Airport Design.



4.1.5.4 Precision Obstacle Free Zone (POFZ)

The Precision Obstacle Free Zone (POFZ) is defined as the volume of airspace above an area beginning at the runway threshold and centered on the extended runway centerline. Its shape is dependent on the approach minimums for the runway end and the aircraft on approach. The purpose of the POFZ is to provide additional safety measures by keeping obstacles free and clear from the runway environment and is only in effect when all the following operational conditions:

- The approach includes vertical guidance;
- Reported ceiling below 250 feet or visibility is less than three-fourths statute mile (or Runway Visual Range [RVR] is below 4,000 feet); and
- An aircraft is on final approach within two miles of the runway threshold.

Based on these conditions, the Airport does not have a POFZ in effect, nor is it required to have one.

4.1.6 SUMMARY OF AIRFIELD REQUIREMENTS

In order to preserve the existing investment in the airfield facilities, certain improvements to the existing taxiway system will be necessary throughout the planning horizon. These include:

- Decommissioning of Runway 9-27 and relocation of Taxiway F to the northern edge of existing Runway 9-27 (to mitigate Hot Spots One and Two, to mitigate non-compatible land use in the Runway 27 RPZ, and to eliminate the obstructions to the Runway 9 approach)
- Expansion of the Terminal Apron to the north (for additional aircraft parking)
- 1,300-foot extension of Runway 18L-36R to the north (for operational continuity)
- Runway 18R-36L Runway Safety Area improvements (to alleviate the design standard issue)

4.2 SUPPORT/ANCILLARY FACILITY REQUIREMENTS

Support facilities are vital to the overall operability and maintenance of the New Orleans Lakefront Airport. It is important to identify needs for these facilities to maintain flexibility with other airfield improvements as the airport expands in the future.

[4-13]

Support facilities that warrant consideration include the following:

- West General Aviation Development
- North General Aviation Development: Phases I-IV



- Wildlife Mitigation/Lake Infill
- Airport Stormwater Pumping Station
- Aircraft Rescue and Firefighting (ARFF) Relocation
- Future Corporate Hangar Development
- Future T-Hangar Development
- Terminal Apron Expansion
- Future Landside/Hotel Development
- East General Aviation Development: Phases I-III

4.2.1 AIRPORT TRAFFIC CONTROL TOWER (ATCT)

The New Orleans Lakefront Airport has an Airport Traffic Control Tower on the airfield, located near the northern end of Taxiway E. This is a Federal Aviation Administration (FAA) tower with radar service. The control tower is open seven (7) days a week from 7:00 am until 9:00 pm. Frequencies and operations are coordinated with the New Orleans Terminal Radar Approach/Departure Control (TRACON). When unable to contact the assigned Flight Service Station (FAA) on the assigned radio frequency, clearance delivery is coordinated with the Houston Air Route Traffic Control Center (ARTCC), via phone.

4.2.2 AIRPORT MAINTENANCE

Airport Maintenance facilities provide a sheltered environment for repair and storage of Airport service vehicles and equipment. These facilities help protect valuable Airport property from moisture, debris, and other environmental contaminants.

The Lakefront Management Authority stores most of its maintenance equipment and supplies within the Moffett Hangar, which is located west of Terminal Building. NEW maintenance trucks, paint, lumber, and tires are stowed under the Leon C Simon bridge on the southwestern portion of the airfield. The landscape maintenance crew that serves NEW also stores its mowing equipment under this bridge.

Although no detailed analysis has been completed regarding Airport Maintenance facilities, any future improvements would require additional maintenance equipment, and thus additional facilities. Therefore, for planning purposes it is recommended that the Airport preserve space for Airport Maintenance facilities based on the projected average annual growth in aircraft operations over the planning period.

4.2.3 GENERAL AVIATION/FIXED BASE OPERATORS

A Fixed Based Operator (FBO) provides support services to General Aviation (GA) airports, such as fueling, hangars, aircraft maintenance and rental, aircraft tie-downs, and flight instruction.



FBOs are generally located on airport property. There are a number of General Aviation/Fixed Base Operator facilities at NEW, and several firms occupy corporate hangars.

The two FBOs operating at NEW are Flightline First and Signature Flight Support. Flightline First is located to the east of the Terminal Building on the East Apron, which is adjacent to Taxiway F. It offers tie-down and hangar space, fuel, aircraft maintenance, a pilot lounge, rental cars, and catering. Signature Flight Support is located to the west of the Terminal Building on the South and West Aprons. Similar to Flightline First, Signature Flight Support is a full service FBO, which offers fuel, hangar space, ground handling, a pilot lounge, rental cars, catering and aircraft maintenance.

Two flight schools also operate at NEW, New Orleans Aerial Tours & Flight Training and Gulf Coast Aviation. Three corporations offer charter flights out of the Lakefront Airport: Flightline First Charter, Gulf Coast Aviation Charter, and Jazz Aviation, LLC. Two additional service and repair shops are available at NEW: Innovative-Turbine Aircraft Solutions, LLC, and R.F.B. Flying Services.

It is the intention of this Master Plan Study to incorporate flexibility to allow the Airport to respond to projected growth in operations and based aircraft. Every effort will be made to accommodate these FBOs and GA tenants effectively and efficiently throughout the planning horizon. **Table 4-7** shows the projected based aircraft at NEW for the future planning years.

	# of Based Aircraft			Avera	age Annual % (Change
Year	High	Medium	Low	High	Medium	Low
Base Year 2019		120			-	
2024	130	115	109	1.52%	0.19%	-0.66%
2029	138	120	109	1.20%	0.00%	0.90%
2039	146	120	109	0.28%	0.00%	0.00%

Table 4-7: General Aviation Based Aircraft

Source: NEW Airport Records, K&G Analysis 2020.

4.2.4 FUEL STORAGE REQUIREMENTS

Currently none of the airside tenants at NEW have fuel storage for Aviation fuels. All fueling facilities are owned and maintained by the Airport. Fuel available includes Avgas, Jet-A, and MO gas (high octane automotive) and is available for purchase through any of the Fixed Based Operators (FBO's) currently operating at the Airport. The Airport does not currently sell or provide fuel to the general public.



4.2.5 UTILITIES

It is important to program future development to include the utilization/expansion of existing utilities. In order to respond to future needs, this infrastructure must be able to accommodate the current demand of the Airport facilities as well as the programmed development. Through discussions with the Airport operator, it appears that there is adequate capacity to respond to current and anticipated demand on most existing infrastructure systems. As new facilities are developed, utilities may have to be added to accommodate the new demand. The facility requirements for utilities are more appropriately defined by the specific nature and timing of the improvements and should be determined during the respective planning and design phases of that development.

As facilities are improved and further developed, all utility improvements (e.g., sanitary sewer, natural gas, water, telecommunications, and electrical service) will be included in the development as required to accommodate the additional service demand. The utilities listed below identify the existing service providers and capacities.

4.2.6 DRAINAGE

Stormwater runoff on the airfield is drained through a gravity system of catch basins and underground pipes that outfall primarily into adjacent Lake Pontchartrain, with some portions of the southern part of the airfield discharging into the Orleans Parish drainage system. Since the system is not isolated from the lake, much of the airfield is vulnerable to storm surge and tidal activity, resulting in inundated aprons, taxiways, and runways during even minor storm events. As lake conditions fluctuate, including tides and wind direction, the flow of stormwater is occasionally reversed, with lake water flowing through the drainage pipes and onto the airfield. Sedimentation in the pipes adds to the reduced velocity and slow discharge times.

A Master Stormwater Plan that was prepared for NEW in the fall of 2019 recommends several projects to improve drainage on the airfield. These include grading to increase storage capacity on the airfield (by lowering catch basins and reducing overland flow from one structure to another), raising the elevations of certain sections of existing taxiways and runways, modification of the system to reroute some of the pipes and to increase the sizes of some, and the introduction of a pump station so that drainage is not reliant on a gravity system.

4.3 GROUND ACCESS FACILITY REQUIREMENTS

This section describes requirements for roadways and vehicle parking areas in support of the future development program.



4.3.1 ROADWAYS

Airport roadway facilities typically are designed for the peak-hour traffic on the design day, allowing for the splitting and recirculation of traffic within the various areas of the Airport property. For the purposes of the Master Plan, roadway planning is typically conceptual and follows basic demand/capacity calculations comparing the peak hour demand of a roadway segment with the per-lane capacity, which is based on general guidelines for airport roadway networks. Detailed roadway requirements and concepts are developed following the completion of detailed analyses and modeling efforts.

As the concept development and evaluation process commences, the focus of roadway development will be one of identifying access requirements that support facility development in areas where access does not yet exist. The evaluation of the roadways within any of the concepts considered the following:

- Cost effectiveness from a construction, operation, and maintenance perspective;
- Magnitude of impacts to adjacent communities including, but not limited to, right-of-way impacts, construction impacts, and access/circulation impacts; and
- Provision of future expansion of the roadway system by state and local transportation agencies to accommodate roadways proposed in the region's long-range transportation plans.

4.3.2 PARKING

Parking for visitors and other tenants at the Airport is located within or adjacent to each leasehold at the Airport. Each FBO, and each tenant have adequate parking for their staff and customers. The Terminal Building has sufficient parking for its existing staff and visitors.

4.4 SUMMARY OF FACILITY REQUIREMENTS

Tables 4-8 through **4-10** summarize the recommended future facility requirements for short-term, mid-term, and long-term development at NEW.



Facilities	Facility Requirements
AIRFIELD:	
Runways	None required.
Runway Length Requirements	None required.
Taxiways	Relocation of Taxiway F.
	Reconstruction of Taxiway E.
	Mitigation of Hot Spot #3 (pavement removal).
Navigational Aids	None Required.
Approach Lighting	None Required.
Runway Design Standards	Any improvements will require compliance with design standards.
SUPPORT/ANCILLARY:	
Airport Traffic Control Tower	None required.
ARFF	ARFF Relocation.
Utilities	Drainage Repairs.
Roadways	None required.

Table 4-8: Summary of Facility Requirements through 2025

Table 4-9: Summary of Facility Requirements from 2026 through 2030

Facilities	Facility Requirements
AIRFIELD:	
Runways	Runway 18L-36R extension.
Runway Length Requirements	None Required.
Taxiways	Removal of Taxiway D.
	Realignment of Taxiway H.
	Removal of Taxiway M.
Navigational Aids	None Required.
Approach Lighting	None Required.
Runway Design Standards	Any improvements will require compliance with design standards.
SUPPORT/ANCILLARY:	
Airport Traffic Control Tower	None required.
Utilities	None required.
Roadways	None required.



Facilities	Facility Requirements		
AIRFIELD:			
Runways	None required.		
Runway Length Requirements	None required.		
Taxiways	Relocation of Taxiway C.		
Navigational Aids	None Required.		
Approach Lighting	None Required.		
Runway Design Standards	Any improvements will require compliance with design standards.		
SUPPORT/ANCILLARY:			
Airport Traffic Control Tower	None required.		
Utilities	Wildlife Mitigation/Lake Infill.		
Roadways	None required.		

Table 4-10: Summary of Facility Requirements from 2031 through 2041



New Orleans Lakefront Airport

Master Plan Update

Chapter Five Development Alternatives



CHAPTER FIVE Development Alternatives

This chapter describes the alternatives analysis conducted to accommodate the Airport's projected requirements for future airfield, landside, and support facilities. The assessment of alternatives began with a range of airfield options and subsequent selection of a preferred airfield layout capable of meeting the forecasted activity demands at the New Orleans Lakefront Airport (NEW). This analysis resulted in the identification of the preferred airfield, landside, and ancillary development concepts as addressed in *Chapter Six, Preferred Development Plan.*

As part of the process to develop alternatives, several planning charrettes were held to discuss short and long-term goals for NEW. These charrettes, attended by Airport staff and the team of planning consultants, began in December of 2018, and continued through July of 2019. During this time period, a total of two (2) concepts were developed. In July of 2019, these were pared down and refined to a total of two (2) potential versions for the final recommendation to the Airport. In May of 2020 Airport staff and the Master Plan public advisory committees approved the Recommended Development Plan (RDP), clearing the path to move forward with the development of the Airport Layout Plan (ALP) and Capital Improvement Program (CIP).

5.1 AIRFIELD ALTERNATIVES ANALYSIS

The primary components making up the airfield are the runways, taxiways, and aprons, commonly referred to as the Airport Operations Area. These facilities are the focal point of the airfield alternatives analysis and are typically the most land intensive elements of an airport. The characteristics and configurations of various airfield development concepts directly impact the placement of other components that make up an airport community. The primary goal of the analysis of the airfield concepts is to identify the runway and taxiway configuration that best meets the airfield capacity requirements through the planning horizon.

The previous Airport Master Plan Update (prepared in 2013) included a Recommended Development Plan with the goal of incorporating needed improvements for existing Airport users, recovery from Hurricane Katrina, and continuing expansion of the Airport. This plan evaluated airfield, landside, and support facilities. It concluded that no changes to the following facilities were recommended:

- Existing runway configuration
- Aircraft storage facilities (hangars and tie-downs)
- Fuel storage

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The following projects were recommended in the 2013 Recommended Development Plan:

- Runway 18R landing threshold displacement (additional 297 feet)
- Full-length parallel taxiway on north side of Runway 9-27
- High-Intensity Runway Lights (HIRL) on Runway 18R-36L
- Rehabilitation of West Apron (west of Taxiway A)
- ARFF Upgrade if Part 139 Certificate is pursued
- Rehabilitation of all on-Airport roads

5.1.1 INITIAL AIRFIELD CONCEPTS

The analysis of airfield facility requirements in *Chapter Four, Demand Capacity Analysis and Facility Requirements,* documents that current runway lengths are adequate, and no capacity enhancements are envisioned during the planning horizon.

A total of two (2) airfield concepts have been identified. Both of the concepts were qualitatively evaluated based upon the vision and mission of the Airport and the goals and objectives of the Master Plan.

In order to enhance operational safety and efficiency, certain improvements to the existing runway and taxiway system will be necessary throughout the planning horizon. These include:

- Runway 18L/36R Extension (1,300-feet to the north)
- Relocation of Taxiway F/Decommissioning of Runway 9-27
- Runway 18R/36L Runway Safety Area (RSA) Improvements
- Taxilane E Reconstruction
- Relocation of Taxiway C (20-feet to the east)
- Removal of existing Taxiway D (Airport Hot Spot 1 Mitigation)
- Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)
- Closure and removal of Taxiway G from Taxiway B to Taxiway F
- Closure and removal of Taxiway G from Taxiway A to Runway 36L
- Removal of existing Runway 18R-36L Connector Taxiway (Taxiway P)
- Runway 9-27 Pavement Removal (West of Taxiway B)
- Realignment of Taxiway H
- Removal of existing Taxiway M

These improvements are needed to: meet current FAA design standards for runway to taxiway separation; provide right-angle intersections from taxiways to aprons; eliminate direct connect from apron to runway; remove excess pavement; remove complex intersections on the airfield; mitigate several Hot Spots on the airfield; and eliminate wildlife attractants.



Some proposed improvements are illustrated on both conceptual plans, including:

- Relocation of Taxiway F
- Airport Hot Spot 1 Mitigation
- Airport Hot Spot 2 Mitigation
- Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)
- Runway 18R/36L Runway Safety Area (RSA) Improvements
- Wildlife Mitigation/Lake Infill (northeast portion of the airfield)
- East General Aviation Development
- North General Aviation Development
- Corporate/T-Hangar Development
- Future Landside/Hotel Development
- Wildlife Mitigation/Lake Infill (northeast portion of the airfield)

The descriptions of the airfield concepts follow and are depicted in **Exhibits 5.1** and **5.2**.

5.1.1.1 Airfield Concept One

Concept One includes the following features:

- West General Aviation Development
- Relocation of Taxiway F/Decommissioning of Runway 9-27
- Runway 18R/36L Runway Safety Area (RSA) Improvements
 Relocation of the Runway 18R Threshold
- Relocation/Realignment of Taxiway C (20-feet to the east)
- Realignment Taxiway D and Taxiway F Intersection
- Closure and removal of Taxiway G from Taxiway B to Taxiway F
- Closure and removal of Taxiway G from Taxiway A to Runway 36L
- Terminal Apron Expansion
- East General Aviation Development
- North General Aviation Development
- Addition of airside development to the east of Piper Mall and north of Stars and Stripes Boulevard
- Addition of roadway in southeast corner of the airfield, with access to Stars and Stripes Boulevard and Sikorsky Drive
- Wildlife Mitigation/Lake Infill (northeast portion of the airfield)

Exhibit 5.1 illustrates these airfield improvements. The advantages and disadvantages of Airfield Concept One are:



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EXHIBIT 5-1 AIRFIELD CONCEPT ONE

LAKEFRONT AIRPORT

5.1.1.2 Advantages and Disadvantages of Concept One

Advantages of Concept One:

- Mitigates Hot Spots One, Two and Three
- Direct connections from aprons to runways will be eliminated
- Decommissioning of Runway 9-27 would mitigate incompatible land use in the Runway 27 Runway Protection Zone (RPZ)
- Decommissioning of Runway 9-27 would eliminate the existing obstructions (seawall) to the Runway 9 Approach Surface
- Relocation of the Runway 18R threshold will mitigate the existing non-standard Runway Safety Area (RSA)
- Relocation of Taxiway C will address the existing non-standard taxiway to runway separation requirement, per current FAA design standards
- Expansion of Terminal Apron will provide additional aircraft parking
- Provision of additional GA development
- Vehicular circulation in southeastern portion of the airport property will be improved and will provide access to new GA facilities
- Wildlife mitigation would address an area of the airfield that was identified as a Primary Hazard in the Wildlife Hazard Assessment

Disadvantages of Concept One:

- Relocation of Runway 18R threshold will reduce the landing distance available, thus putting greater restrictions on the type of aircraft using the Airport, including those utilizing the airfield during times of a natural disaster
- Decommissioning of Runway 9-27 would reduce the number of active runways from three to two and would result in the Airport not having a crosswind runway
- If/when the instance that Runway 18R/36L is closed/out of service, no runway extension has been identified to ensure operational continuity

5.1.1.3 Airfield Concept Two

Concept Two includes the following features:

- West General Aviation Development
- Closure and removal of Taxiway A from Runway 36L to the West Apron
- Runway 18R/36L Runway Safety Area (RSA) Improvements
 - Relocation of the existing seawall at the approach end of Runway 18R
 - Lake infill to meet current FAA Design Standards
- Runway 18L/36R Extension (1,300-feet to the north)

New Orleans Lakefront Airport (NEW)



- North General Aviation Development
- Relocation/Realignment of Taxiway C (20-feet to the east)
- East General Aviation Development
- Relocation of Runway 9/27
- Runway 9/27 parallel taxiway (Relocation of Taxiway F)
- Closure and removal of Taxiway G from Taxiway B to Taxiway F
- Wildlife Mitigation (northeast portion of the airfield)
- Rehabilitation of Taxiway E
- Rehabilitation of Taxiway A

Exhibit 5.2 illustrates these airfield improvements.

5.1.1.4 Advantages and Disadvantages of Concept Two

Advantages of Concept Two:

- 1,300-foot extension of Runway 18L/36R will improve operational continuity when/if the main runway is closed/out of service
- Mitigates Hot Spots One, Two and Three
- Excess airfield pavement will be eliminated
- Provision of additional GA development
- Relocation of Taxiway F will provide additional aircraft parking
- Relocation of Taxiway C will address the existing non-standard taxiway to runway separation requirement, per current FAA design standards
- Relocation of the seawall at the approach end of Runway 18R will mitigate the existing non-standard Runway Safety Area (RSA), while not negatively effecting the current runway declared distances
- Provision of additional GA development
- Wildlife mitigation would address an area of the airfield that was identified as a Primary Hazard in the Wildlife Hazard Assessment



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE







EXHIBIT 5-2 AIRFIELD CONCEPT TWO

LAKEFRONT AIRP

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Disadvantages of Concept Two:

- 1,300-foot extension of Runway 18L/36R will involve costly construction measures and a lengthy timeframe to complete
- The relocation of Runway 9/27 will involve costly construction measures and will require existing navigational aids to be relocated and new approaches to be designed
- To access the newly relocated Runway 9/27, a new full-length parallel taxiway will need to be constructed
- The relocation of Runway 9/27 does not mitigate the existing non-compatible land use within the Runway 27 Runway Protection Zone
- The relocation of Runway 9/27 does not mitigate the existing obstructions to the Runway 9 approach
- While the relocation of Taxiway F provides for additional aircraft parking, it does not provide the apron capacity/parking needed for overflow parking and to meet the needs of the FBOs
- Does not accommodate new GA facilities in the southeastern portion of the airfield

5.1.2 PREFERRED AIRFIELD CONCEPT

Based on the evaluation of the alternatives, a version that is a combination of the two concepts was chosen as the Preferred Development Plan as it achieves the planning objectives more readily than either of the preliminary alternatives (see **Exhibit 5.3**). The analysis determined that this provides more flexibility and operational efficiency for the future development of NEW. Overall cost, environmental considerations, long-term land use, and regional planning priorities were the primary factors considered against the Master Plan objectives.

5.1.2.1 Operational Efficiency

The Preferred Airfield Concept provides multiple improvements to the safety and efficiency of the airfield by: correcting runway to taxiway separation; removing taxiway to apron intersections that do not meet at right angles; eliminating direct connections from aprons to runways; removing excess pavement that is costly to repair and maintain; removing complex intersections that cause confusion on the airfield; and mitigating several dangerous Hot Spots on the airfield. The combination of these characteristics makes the Preferred Airfield Concept an effective design in terms of operational efficiency.

5.1.2.2 Financial Planning/Cost

The Preferred Airfield Concept illustrates that not all of the construction contemplated within the 20-year planning horizon can be entirely positioned within the existing Airport boundary.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE







EXHIBIT 5-3 RECOMMENDED DEVELOPMENT PLAN



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- 30 TAXIWAY 'B' REHABILITATION*
- * PROJECT NOT DEPICTED ON RDP/FUTURE ALD



A lake infill project will be required to accommodate the extension of Runway 18L/36R to the north and future GA development on the northeast side of the airfield. Though not an inexpensive alternative, these improvements are deemed necessary to allow for the continued growth at NEW.

5.1.2.3 Environmental Planning Considerations

With any proposed aviation development, environmental analysis and planning is required. The FAA dictates what level of environmental document must be prepared (e.g., documented Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).

Since some development associated with the Preferred Airfield Concept lies outside the existing airport boundary, some environmental impacts are anticipated. The level of environmental planning will be determined in concert with the FAA when these projects are poised for development.

5.1.2.4 Land Use

Since the Airport lies on a man-made peninsula and is surrounded by water on three sides and a public street on the fourth side, the development of land adjacent to the existing Airport boundary for other collateral and/or commercial needs is not an issue at NEW.

5.1.2.5 Regional Priorities

The Preferred Development Concept does not interfere with any regional development priorities as the physical infrastructure for the proposed development remains within the existing Airport boundary with the exception of the lake infill project.

5.1.2.6 Master Plan Objectives

The proposed airfield development is expected to bring long-term economic growth to NEW. In addition to the many benefits that the Recommended Development Plan will create, it is also expected to foster opportunities for airport-related development and enhance economic development in the surrounding region.

5.2 SUPPORT/ANCILLARY FACILITY ALTERNATIVE ANALYSIS

The primary objective for developing Support/Ancillary Facility Concepts is to accommodate future growth as projected in *Aviation Demand Forecasts and the Demand Capacity Analysis/Facility Requirements, Chapters Three and Four.*

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 5: Development Alternatives* [5-10]



5.2.1 SUPPORT/ANCILLARY FACILITY DEVELOPMENT CONCEPTS

Upon the selection of the preferred airfield concept, Support/Ancillary Facilities should be placed throughout the Airport to accommodate projected growth and future development plans, and to enhance operational efficiencies. This section of the report discusses those Support/Ancillary Facilities and includes:

- Airport Stormwater Pumping Station
- Aircraft Rescue and Firefighting (ARFF) Relocation
- Future Corporate Hangar Development
- Future T-Hangar Development
- Terminal Apron Expansion
- Future Landside/Hotel Development

5.2.1.1 Airport Traffic Control Tower

Chapter Four, Demand Capacity Analysis/Facility Requirements indicated that the Airport Traffic Control Tower (ATCT) is adequate throughout the planning horizon, and the increase in operations throughout the planning horizon is not expected to result in the facility being outgrown. Initial analysis indicates that the Preferred Development Concept does not pose any line-of-sight issues for the ATCT. Therefore, the current siting of the ATCT should be adequate to accommodate future airfield operations.

5.2.1.2 Airport Maintenance

NEW's Airport Maintenance Facilities are currently located in an enclosed workshop in the southwest corner of the Airport under an elevated portion of Leon C. Simon Drive, with all heavy and large maintenance equipment being housed by the Orleans Levee District in a location approximately 1.5 miles west of the Airport at the corner of Franklin Avenue and Lakeshore Drive. Although no detailed analysis has been completed regarding Airport Maintenance facilities, it would be advantageous to house all equipment on Airport property in the future. Any improvements to the airfield, such as the addition of apron space or a runway extension, will create the need for additional maintenance equipment and thus, additional facilities. Therefore, for planning purposes, the Preferred Development Concept preserves space for Airport Maintenance Facilities in the southeast corner of the airfield.

5.2.1.3 General Aviation (GA)/Fixed Based Operators (FBO)

The Forecast of Aviation Activity indicates that General Aviation and Based Aircraft operations will grow throughout the planning horizon. The Authority has expressed a desire to allow for expansion of facilities for existing tenants, while also providing space for future GA development. The Preferred Development Concept accomplishes both of these objectives.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 5: Development Alternatives



5.2.1.4 Aircraft Rescue and Firefighting (ARFF) Facilities

The Forecast of Aviation Activity and Building Inventory indicate that replacement of the current ARFF will be warranted within the planning horizon. Therefore, for planning purposes, the Preferred Development Concept preserves space for the relocated ARFF Facilities northeast of the exiting ATCT Facilities at the intersection of Taxiway J and Taxiway C.

5.2.1.5 Other Facilities

As interest and demand increase for both aviation and non-aviation related development near the Airport (such as an Airport Stormwater Pumping Station, future Corporate Aviation, development, future T-Hangar development, and a future landside hotel development), planning will be initiated to accommodate these facilities. Initial space reservation for these facilities has been identified on the Preferred Development Concept.



New Orleans Lakefront Airport

Master Plan Update

Chapter Six Recommended Development Plan



CHAPTER SIX Recommended Development Plan

The culmination of the Airport Master Planning Process is the Recommended Development Plan. This chapter presents the New Orleans Lakefront Airport's vision for the future and recommendations for its development.

6.1 **KEY RECOMMENDATIONS**

The major goals and key recommendations identified during the Master Planning Process include the following:

- Addressing the needed improvements for existing Airport users
- Identifying the runway and taxiway configuration that best meets the airfield capacity requirements through the planning horizon
- Continuing expansion of the Airport to accommodate growth

The Recommended Development Plan for the New Orleans Lakefront Airport is depicted on **Exhibit 6-1, Recommended Development Plan**. Specific projects included in the preferred development concept and suggested phasing for implementation are discussed in the following sections.

6.2 **RECOMMENDED PROJECTS**

The following projects are recommended for implementation over the planning horizon to meet the requirements presented in Chapter Five. These projects are intended to meet the near-, midand long-term demand.

6.2.1 RECOMMENDED AIRFIELD IMPROVEMENTS

In order to obtain maximum operational efficiency and continue to provide safe and efficient flow of aircraft in and around the airfield, several improvement projects were identified during the planning process. These improvements will also allow the Airport to meet the immediate needs of its tenants and customers in a fashion that allows for future growth and expansion as demand dictates.



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE





PREPARED BY: KUTCHINS & GROH, LLC, FEBRUARY 2020



EXHIBIT 6-1 RECOMMENDED DEVELOPMENT PLAN



AKEEDON

- * PROJECT NOT DEPICTED ON RDP/FUTURE ALD

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- 30 TAXIWAY 'B' REHABILITATION*

The Airfield Improvement components of the recommended plan include:

- Taxiway 'F' Relocation
- Airport Drainage Repairs Phase II
- Taxiway 'B' Rehabilitation Phase II Construction
- Future T-Hangar Development
- Taxilane 'E' Reconstruction: Phase I Design
- Airport Drainage Repairs Phase III
- Taxilane 'E' Reconstruction: Phase II Construction
- Airport Drainage Repairs Phase IV
- Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)
- Runway 18R/36L Connector Taxiway Removal
- Runway 9/27 Pavement Removal (West of Taxiway 'B')
- Airport Drainage Repairs Phase V
- Runway 18L/36R Extension: Phase I Environmental
- Runway 18L/36R Extension: Phase II BCA
- Runway 18L/36R Extension: Phase III Design
- Runway 18L/36R Extension: Phase IV Construction
- Taxiway 'H' Re-alignment
- Taxiway 'M' Removal
- Taxiway 'D' Removal
- Taxiway 'C' Relocation: Phase I Design
- Taxiway 'C' Relocation: Phase II Construction
- Wildlife Mitigation/Lake Infill: Phase I Benefit Cost Analysis
- Wildlife Mitigation/Lake Infill: Phase II Environmental
- Wildlife Mitigation/Lake Infill: Phase III Design
- Wildlife Mitigation/Lake Infill: Phase IV Construction
- Taxiway 'A' & West Apron Reconstruction: Phase I Design
- Taxiway 'A' & West Apron Reconstruction: Phase II Construction
- Runway 18R/36L Runway Safety Area (RSA) Improvements: Phase I Environmental

6.2.2 RECOMMENDED AIRSIDE DEVELOPMENT

The Recommended Development Plan represents projects that were presented in the selected alternative described in Chapter Five. The Airside Development components of the recommended plan include:

- Aircraft Rescue and Firefighting (ARFF) Relocation: Phase I Design
- Aircraft Rescue and Firefighting (ARFF) Relocation: Phase II Construction
- Terminal Apron Expansion: Phase I Design

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- Terminal Apron Expansion: Phase II Construction
- East General Aviation Development: Corporate Hangars Design
- East General Aviation Development: Corporate Hangars Construction
- Future Corporate Hangar Development: Phase I Design
- Future Corporate Hangar Development: Phase II Construction
- East General Aviation Development: T-Hangars Design
- East General Aviation Development: T-Hangars Construction
- West General Aviation Development: Phase I Design
- West General Aviation Development: Phase II Construction
- North General Aviation Development: Area I Design
- North General Aviation Development: Area I Construction
- East General Aviation Development: Corporate Hangars Design
- North General Aviation Development: Area II Design
- East General Aviation Development: Corporate Hangars Construction
- North General Aviation Development: Area II Construction
- North General Aviation Development: Area III Design
- North General Aviation Development: Area III Construction

6.2.3 RECOMMENDED LANDSIDE DEVELOPMENT

The landside portion of the Recommended Development Plan represents those projects that were presented in the selected development alternative described in Chapter Five. A graphical representation of these proposed developments is depicted on **Exhibit 6-1**. This category includes projects that will improve the Airport's ability to remain financially self-sustaining through non-aviation commercial opportunities. In accordance with the FAA grant assurances, it is incumbent on all Airport operators to take steps to be as self-sustaining as possible. In the case of the New Orleans Lakefront Airport, there are areas that lend themselves to future non-aviation commercial development opportunities. The Landside Development components of the recommended plan include:

- Future Landside Hotel Development
- Other Future Landside Development

6.3 RECOMMENDED PHASING

The recommended phasing for the Master Plan generally identifies projects to be accomplished in timeframes identified as the near-term (years 1-5), the mid-term (years 6-10), and the longterm (years 11-20). The projects identified in the Recommended Development Plan have been grouped into their expected planning periods. It should be noted that as demands change at the Airport, so too can the order and priority of the proposed development elements.



Near-Term (2021 through 2025):

- Aircraft Rescue and Firefighting (ARFF) Relocation: Design
- Taxiway 'F' Relocation
- Airport Drainage Repairs Phase II
- Taxiway 'B' Rehabilitation Phase II Construction
- Aircraft Rescue and Firefighting (ARFF) Relocation: Construction
- Future T-Hangar Development
- Taxilane 'E' Reconstruction: Phase I Design
- Airport Drainage Repairs Phase III
- Future Landside/Hotel Development
- Taxilane 'E' Reconstruction: Phase II Construction
- Airport Drainage Repairs Phase IV
- Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)
- Runway 18R/36L Connector Taxiway Removal
- Runway 9/27 Pavement Removal (West of Taxiway 'B')
- Airport Drainage Repairs Phase V
- Runway 18L/36R Extension: Phase I: Environmental
- Terminal Apron Expansion: Design

Mid-Term (2026 through 2030):

- Runway 18L/36R Extension: Phase II BCA
- Runway 18L/36R Extension: Phase III Design
- Runway 18L/36R Extension: Phase IV Construction
- Taxiway 'H' Re-alignment
- Taxiway 'M' Removal
- Taxiway 'D' Removal
- Terminal Apron Expansion: Phase II Construction
- East General Aviation Development: Corporate Hangars Design
- East General Aviation Development: Corporate Hangars Construction
- Future Corporate Hangar Development: Phase I Design
- Future Corporate Hangar Development: Phase II Construction

Long-Term (2031 through 2041):

- East General Aviation Development: T-Hangars Design
- East General Aviation Development: T-Hangars Construction
- West General Aviation Development: Phase I Design
- West General Aviation Development: Phase II Construction
- North General Aviation Development: Area I Design

New Orleans Lakefront Airport (NEW)

Airport Master Plan Update Chapter 6: RDP



- North General Aviation Development: Area I Construction
- East General Aviation Development: Corporate Hangars Design
- North General Aviation Development: Area II Design
- East General Aviation Development: Corporate Hangars Construction
- North General Aviation Development: Area II Construction
- North General Aviation Development: Area III Design
- North General Aviation Development: Area III Construction
- Taxiway 'C' Relocation: Phase I Design
- Taxiway 'C' Relocation: Phase II Construction
- Wildlife Mitigation/Lake Infill: Phase I Benefit Cost Analysis
- Wildlife Mitigation/Lake Infill: Phase II Environmental
- Wildlife Mitigation/Lake Infill: Phase III Design
- Wildlife Mitigation/Lake Infill: Phase IV Construction
- Taxiway 'A' & West Apron Reconstruction: Phase I Design
- Taxiway 'A' & West Apron Reconstruction: Phase II Construction
- Runway 18R/36L Runway Safety Area (RSA) Improvements: Phase I Environmental

Please see **Exhibit 6-2** for a graphic illustration of the Phasing Plan.

6.4 AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP) has been updated to reflect the proposed projects identified by the Recommended Development Plan. The ALP can be found in **Appendix E.**

6.5 SUMMARY

The Recommended Development Plan is the result of coordination and input from the following entities:

- Airport staff
- Technical Advisory Committee
- Community Advisory Committee
- Aviation Division of the Louisiana Department of Transportation & Development (DOTD)
- Federal Aviation Administration (FAA)
- The general public

Numerous meetings and discussions were conducted among these parties at varying stages of the planning process to allow for stakeholder and public input. Feedback was gathered on the background data, forecasts, airfield and landside development alternatives, and the Recommended Development and Phasing Plans prior to completion of this document.

New Orleans Lakefront Airport (NEW)



NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE







EXHIBIT 6-2 RECOMMENDED DEVELOPMENT PLAN: PHASING

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WEST GENERAL AVIATION DEVELOPMENT

FUTURE PROJECTS



Master Plan Update

Chapter Seven Environmental Overview


CHAPTER SEVEN Environmental Overview

One of the major products of this planning process will be the Capital Development Plan. The potential environmental effects of the improvements proposed by this plan will be reviewed in accordance with FAA Order 5050.4B, *Airport Environmental Handbook*. The following sections present a preliminary overview of these effects, which will be considered with respect to the environmental impact categories identified in the *Handbook*. This review comprises an integral part of the recommended development plan.

This chapter is not intended to be an Environmental Assessment (EA) or Environmental Impact Statement (EIS) of the Master Plan projects. However, *Chapter Seven, Environmental Overview* is intended to provide information on environmental concerns.

The information from this chapter will serve as a factor when evaluating alternatives and identifying National Environmental Policy Act (NEPA) requirements for Master Plan projects. Further documentation and analysis (e.g., Documented Categorical Exclusions, Environmental Assessments, and/or Environmental Impact Statements) must be accomplished for all proposed projects prior to implementation.

7.1 AGENCY COORDINATION

At the beginning of this study, an initial review of available environmental documentation from previous studies was conducted in order to determine potential issues with respect to individual natural resources. This resulted in the development of a list of Federal and State agencies with potential concerns. A letter describing the purpose of the Master Plan was sent to solicit input on environmental concerns from each of the respective agencies. Input was requested and received from each of the agencies contacted, which included:

- Corps of Engineers New Orleans District;
- United States Fish and Wildlife Service;
- Louisiana Department of Culture, Recreation and Tourism, State Historic Preservation Officer;
- Louisiana Department of Environmental Quality; and
- Louisiana Department of Natural Resources, Coastal Management Division.

Copies of the relevant correspondence and the agency responses are included as **Appendix C**, **Environmental Coordination Documentation**.



7.2 AREAS OF INTEREST

7.2.1 NOISE AND COMPATIBLE LAND USE

One of the most common impact categories to consider with all Master Planning efforts is the combination of noise and compatible land use. This is the first issue that people living and working in and near an airport notice and speak about passionately.

No separate noise analysis has been prepared with this Master Plan Update since no projects are anticipated that would materially modify the existing noise generated by the Airport. The Noise Analysis prepared in the 2013 Master Plan Update utilized a forecast of 90,578 total operations for 2028. The low forecast scenario anticipates 66,642 annual operations for 2039. The medium forecast scenario anticipates 67,368 total operations for 2039. The high forecast scenario anticipates 83,869 total operations for 2039. All of these scenarios represent fewer annual operations than the 2028 noise contour prepared for the 2013 Master Plan Update. Therefore, the actual noise exposure experienced in the areas surrounding NEW will be less than those previously forecasted.

For any recommended project which results in an increase of noise over a sensitive receptor, such as a residence, church, school, or similar place of public assembly, it will be necessary to prepare a noise analysis in accordance with FAA requirements to document potential impacts and identify required mitigation. Typical projects that could cause such an increase include new runways, runway extensions, runway upgrades, etc.

It is expected that the proposed development from this planning effort will not materially change the existing noise patterns in the Airport's environs. Any project proposed by this planning effort will result in a separate environmental clearance and approval process, which will further document any potential noise impacts and set forth mitigation efforts that will require FAA approval prior to the development's implementation.

7.2.2 SOCIAL IMPACTS

Potential social impacts for the Master Plan development projects include:

- Relocation or disruption of communities;
- Alteration of surface transportation patterns;
- Disruption of established communities;
- Interference with orderly and planned development; and
- Creation of appreciable changes in employment.



Any proposed project in the development plan must be examined to determine if it impacts any of the above-mentioned issues. All of the planned improvements documented by this plan are expected to occur within the existing Airport boundaries. If any projects require the acquisition of an ownership interest (either in fee title or via easement purchase), such land acquisition will be carried out in accordance with the Federal requirements for Land Acquisition and Relocation (49 CFR Part 24). Furthermore, land acquisition will be thoroughly examined and vetted via a separate environmental analysis process (e.g., an environmental assessment or an environmental impact statement).

7.2.3 HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

The Louisiana Department of Culture, Recreation, and Tourism, State Historic Preservation Officer, is the agency responsible for the oversight of Historical and Cultural resources within the State of Louisiana. This planning effort consulted with and received comments from this agency, which responded that, due to the historic nature of the Terminal Building, "the entire site may be eligible for listing as an historic district." As of April 2020, the Airport has not been listed on the National Register Database for Louisiana and its status in the nomination process is unknown.

As with any construction effort, emergency discovery procedures will apply to any project implemented at the Airport. If any archeological remains — such as concentrations of shell, ceramics, worked stone, or bone — were to be observed during construction, it would be necessary to immediately stop work and notify the State Historic Preservation Officer of the Louisiana Department of Culture, Recreation and Tourism, so that the archaeological remains could be documented and dealt with accordingly.

7.2.4 DEPARTMENT OF TRANSPORTATION ACT, § 4(f)

Section 4(f) of the *Department of Transportation Act* provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned park or other protected resource, unless there is no feasible and prudent alternative to the use of such land, and that such a program or project include all possible planning to minimize any adverse effects resulting from the use of the land. Section 4(f) lands include public parks; recreation areas; wildlife and waterfowl refuges; and lands of national, state, or local significance as determined by the officials having jurisdiction. If there is no physical taking of such public land, but there is a possibility of adverse impacts, such as increased noise or air pollution, the FAA will determine whether any increase in activity associated with the project is compatible with the normal activity associated with the land.

It is not expected that the Master Plan development projects will affect Section 4(f) land. But if any such land would be affected, the Airport would act in accordance with Section 4(f) to determine its proper course of action.

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7.2.5 AIR QUALITY

According to an SOV response form the Department of Environmental Quality (DEQ) on 1-11-9, Orleans Parish is classified attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations. The primary source of ozone in the region is surface transportation, rather than the Airport itself. This classification typically dictates that any federally-funded airport improvement project may be subject to the State's general conformity regulations as promulgated under LAC 33:111.14.A, *Determining Conformity of General Federal Actions to State or Federal Implementation Plans.* However, as a result of the Environmental Protection Agency's implementation of the Eight-hour designations (69 FR 23951) on June 15, 2004, the one-hour standard has been revoked. This means that after June 15, 2005, environmental documentation for any proposed airport improvements does not need to include any discussion or analysis relative to general conformity.

7.2.6 WATER QUALITY

The *Federal Water Pollution Control Act* (the Clean Water Act) requires that airport operators establish water quality standards and control discharges into surface and sub-surface waters. Particular concerns include the preservation of existing drainage; the protection of aquifers from fuel spills, aircraft washing, and deicing runoff; and the control of sedimentation and erosion during construction.

Industrial plant operations, including airports, are required to obtain stormwater permits under the 1987 amendments to the Clean Water Act. A National Pollutant Discharge Elimination System (NPDES) permit requires (1) submission of information regarding existing programs to control pollutants, and (2) field monitoring of major outfalls to detect improper discharges. All stormwater runoff discharge must be identified and characterized, including those containing deicing fluids, liquid fuels, and chemicals used for maintenance. Any discharge to waters of Louisiana may also require a Louisiana Pollutant Discharge Elimination System (LPDES) permit in addition to the NPDES permit.

Potential impacts to water quality and the water supply that could result from the development plan projects relate to runoff from new paved surfaces or structures. Pollutants that could possibly affect surface waters as a result of the development plan include oils and greases that build up on the Airport's roadways, parking surfaces, aircraft parking aprons, taxiways, and runways. The impact of the development plan on groundwater may include potential sedimentation and erosion during construction, as well as leakage or seepage of fuels and lubricants during airfield operations.

On-site drainage within the Airport boundary reflects the land use, cover and soil characteristics, consisting primarily of impervious pavements, structures, grassed open space and some wooded areas near the edges of the property. Overland slopes, pipe slopes and channel slopes are

[7-4]

New Orleans Lakefront Airport (NEW) Airport Master Plan Update



relatively flat (a typical characteristic of airports), and the existing storm sewer systems and ditches divide the Airport into discrete drainage basins that drain offsite at several locations.

The Airport has a Stormwater Pollution Prevention Plan (SWPPP) in place (prepared in March of 2015). All engineering performed for the Airport is completed in accordance with the SWPPP and with the Airport's standard operating procedures utilizing best management practices during design and construction. Any additional pavement/impervious surfaces will be accommodated by the Airport's drainage infrastructure with improvements implemented on a per project basis in order to comply with regulatory and environmental requirements.

7.2.7 WETLANDS

Wetlands are defined in Executive Order 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." A combination of this Executive Order and DOT Order 5660.1A, *Preservation of the Nation's Wetlands,* implements wetlands protection for the nation. The Executive Order requires federal agencies to avoid, to the extent possible, the adverse effects associated with the destruction or modification of wetlands wherever there is a practical alternative.

If deposition or redistribution of dredged or fill material occurs in a wetland, then a permit under Section 404 of the Clean Water Act must be obtained from the Department of the Army Corps of Engineers.

In a 2-14-19 response to a solicitation of views letter, the New Orleans District, Corps of Engineers responded that aerial photographs and soil surveys "are indicative of the occurrence of Waters of the U.S., including wetlands." It was further stated that a jurisdictional determination will be required to determine the extent of Water of the U.S.

7.2.8 FLOODPLAINS

Executive Order 11988, *Floodplain Management*, defines floodplains as "the lowlands and relatively flat areas adjoining inland and coastal waters, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year." This is the equivalent of a 100-year flood standard. DOT Order 5650.2 contains DOT's policies in regard to floodplains. These two orders, taken together, establish a policy that activities taken in a 100-year floodplain should be avoided, wherever practicable.

According to the FEMA Flood mapping website, all Airport property lies within the 100-year floodplain, with 1% chance of flood hazard. Coordination with the New Orleans Floodplain Management Office will be required before construction begins for any new projects.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update *Chapter 7: Environmental Overview*



7.2.9 COASTAL ZONE MANAGEMENT AND COASTAL ISLANDS

The Louisiana Department of Natural Resources, Coastal Management Division has jurisdiction over any encroachments in, on, or over the beds of the bays, ocean, rivers, streams, or creeks that are the property of the State of Louisiana. In its response to the Solicitation of Views, the Coastal Management Office responded that the property lies within the Louisiana Coastal Zone, and, therefore, a Coastal Use Permit will be required.

7.2.10 WILD AND SCENIC RIVERS

No rivers have been identified that are classified as wild and scenic within the vicinity.

7.2.11 BIOTIC COMMUNITIES AND ENDANGERED AND THREATENED SPECIES OF FLORA AND FAUNA

Under federal law, impacts to wildlife habitat or endangered or threatened species must be coordinated with the proper authorities. Because the majority of the Master Plan projects would be in areas that have been in the Airport's use for many years, no adverse effects upon biotic communities are expected. The United States Fish & Wildlife Service determined that the project will have no effect on Federal trust resources.

7.2.12 FARMLAND

There are open, undeveloped areas adjacent to the Airport. However, they generally do not have the potential to be used for agricultural purposes as the Airport is surrounded by Lake Pontchartrain and industrial uses. Development of these properties is not anticipated as a result of this planning effort.

7.2.13 ENERGY SUPPLY AND NATURAL RESOURCES

The effects of airport development on energy and natural resources are generally related to the amount of energy required for aircraft, ground support vehicles, airport lighting, and terminal and other facilities. While it is too early to definitively state that implementation of the recommended development plan will not materially increase demands on the energy supply of the region, at this time, no material increases are expected. Additionally, it is anticipated that the construction of any recommended projects would consume conventional building materials that are not scarce and therefore would not be problematic.

7.2.14 LIGHT EMISSIONS

In accordance with the Environmental Handbook, FAA Order 5050.4A, light emissions should be considered if they create an annoyance among people in the vicinity of the installation.

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Chapter 7: Environmental Overview



Relocation of or establishment of new runway lighting could cause a change in lighting patterns, but these potential changes would not be expected to create any significant impact on the surrounding community.

7.2.15 SOLID WASTE IMPACT

Solid waste impacts are monitored for projects that significantly increase solid waste production, such as significant terminal expansions, large manufacturing facilities, etc. Any proposed projects that create a significant amount of solid waste will need to be analyzed for impacts in this category; however, no significant impacts are anticipated at this time.

7.2.16 HAZARDOUS WASTE

Hazardous waste impacts at airport facilities can be found in numerous situations ranging from sanitary landfills to abandoned underground storage tanks (UST). USTs are probably the most commonly found source of hazardous waste impacts at airports. No known issues associated with hazardous waste have been documented to date, and no significant impacts are expected at this time.

7.2.17 CONSTRUCTION IMPACTS

Implementation of the recommended development plan will potentially result in constructionrelated impacts, but they are not expected to be significant so long as all activities are carried out in accordance with best management practices. Construction impacts are not generally considered to be significant because they: (1) result solely from construction operations; and, (2) are limited to specific construction periods. Their impacts would primarily result from the associated noise, dust, and construction vehicle exhaust emissions.

7.3 AIRPORT RECYCLING PROGRAM

An airport has many opportunities to reduce its environmental footprint in the community that it serves, and among the easiest and least expensive is recycling. Airport personnel and guests generate tons of materials and waste every day, much of which can be recycled.

In order to reduce waste disposal costs and conserve natural resources, all NEW staff, tenants, and on-site contractors are encouraged to dispose of recyclable in an appropriate manner. In addition to recycling, Airport staff, tenants, and on-site contractors are encouraged to reuse materials when possible to further reduce disposal costs, purchasing costs, and conserve natural resources





Master Plan Update

Chapter Eight Implementation and Financial Plan



CHAPTER EIGHT Implementation and Financial Plan

This Chapter presents a financial plan for the Recommended Development Plan. An analysis of available capacity to finance projects was accomplished as a component of this planning process. This information was utilized as a guide in determining the scope and level of proposed development projects for the New Orleans Lakefront Airport (NEW).

8.1 ASSUMPTIONS

The analysis indicates that the funding available for Capital Improvement Projects over the 20year lifetime of the Master Plan comes from multiple sources: \$2,550,000 from Airport Improvement Program (AIP) Non-Primary Entitlement funding; \$44,569,500 from AIP Discretionary funding; \$5,968,000 from the State of Louisiana Department of Transportation and Development (DOTD); and \$6,228000 from the Lakefront Management Authority (the Authority). The Airport's annual operating funding is derived from General Aviation and Corporate tenants and generated from fuel sales, ground leases, and other non-aviation revenue producing activities.

8.2 HISTORICAL FUNDING

A review of historical funding receipts for NEW indicates that it has been garnered from multiple sources. This includes AIP funding, State of Louisiana Aviation Trust funding, and local funding from the Lakefront Management Authority. During the past 14 years (2006–2019) of the AIP, the Airport has received \$22,460,777 in grants.

Other funding sources include traditional revenue from General Aviation and Corporate tenants, fuel sales, ground leases and other non-aviation revenue producing activities, State DOTD funding, and contributions from the Parish Government. These resources, including FAA AIP and the State DOTD funds, are all available for capital improvements.

8.3 PREFERRED DEVELOPMENT PLAN DESCRIPTION

8.3.1 RECOMMENDED AIRFIELD IMPROVEMENTS

In order to obtain maximum operational efficiency and continue to provide safe and efficient flow of aircraft in and around the airfield, several improvement projects were identified during the planning process. These improvements will also allow the Airport to meet the immediate needs of its tenants and customers in a fashion that allows for future growth and expansion as demand dictates. The components of this element of the recommended plan include:



- Taxiway 'F' Relocation
- Airport Drainage Repairs Phase II
- Taxiway 'B' Rehabilitation Phase II Construction
- Future T-Hangar Development
- Taxilane 'E' Reconstruction: Phase I Design
- Airport Drainage Repairs Phase III
- Taxilane 'E' Reconstruction: Phase II Construction
- Airport Drainage Repairs Phase IV
- Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)
- Runway 18R/36L Connector Taxiway Removal
- Runway 9/27 Pavement Removal (West of Taxiway 'B')
- Airport Drainage Repairs Phase V
- Runway 18L/36R Extension: Phase I Environmental
- Runway 18L/36R Extension: Phase II BCA
- Runway 18L/36R Extension: Phase III Design
- Runway 18L/36R Extension: Phase IV Construction
- Taxiway 'H' Re-alignment
- Taxiway 'M' Removal
- Taxiway 'D' Removal
- Taxiway 'C' Relocation: Phase I Design
- Taxiway 'C' Relocation: Phase II Construction
- Wildlife Mitigation/Lake Infill: Phase I Benefit Cost Analysis
- Wildlife Mitigation/Lake Infill: Phase II Environmental
- Wildlife Mitigation/Lake Infill: Phase III Design
- Wildlife Mitigation/Lake Infill: Phase IV Construction
- Taxiway 'A' & West Apron Reconstruction: Phase I Design
- Taxiway 'A' & West Apron Reconstruction: Phase II Construction
- Runway 18R/36L Runway Safety Area (RSA) Improvements: Phase I Environmental

8.3.2 RECOMMENDED AIRSIDE DEVELOPMENT

The projects recommend for airside development intended to meet both near- and long-term demand include:

- Aircraft Rescue and Firefighting (ARFF) Relocation: Phase I Design
- Aircraft Rescue and Firefighting (ARFF) Relocation: Phase II Construction
- Terminal Apron Expansion: Phase I Design
- Terminal Apron Expansion: Phase II Construction
- East General Aviation Development: Corporate Hangars Design
- East General Aviation Development: Corporate Hangars Construction

New Orleans Lakefront Airport (NEW)



- Future Corporate Hangar Development: Phase I Design
- Future Corporate Hangar Development: Phase II Construction
- East General Aviation Development: T-Hangars Design
- East General Aviation Development: T-Hangars Construction
- West General Aviation Development: Phase I Design
- West General Aviation Development: Phase II Construction
- North General Aviation Development: Area I Design
- North General Aviation Development: Area I Construction
- East General Aviation Development: Corporate Hangars Design
- North General Aviation Development: Area II Design
- East General Aviation Development: Corporate Hangars Construction
- North General Aviation Development: Area II Construction
- North General Aviation Development: Area III Design
- North General Aviation Development: Area III Construction

8.3.3 RECOMMENDED LANDSIDE DEVELOPMENT

The recommended landside development projects include those that will improve the Airport's ability to remain financially self-sustaining through commercial opportunities both on and off airport property. These include:

• Future Landside/Hotel Development

8.4 CAPITAL DEVELOPMENT SOURCES OF FUNDS

A review of all available funding sources indicates that the Airport is currently reliant on annual supplement from the Authority in order to meet its operating budget and all capital development is grant funded. As the Airport's traffic and operations continue to grow, it is assumed that available resources will increase. The expansion of existing General Aviation aprons and infrastructure, with the potential for additional industrial, commercial, and cargo development bring the possibility of additional revenue from tenant leases, as well as fuel flowage and ground leases. This, coupled with other revenue-generating opportunities, positions the Airport to move toward financial self-sufficiency and reduction of its reliance on the Authority to supplement the Airport Operating Budget on an annual basis. Based on these factors, it appears that sufficient grant opportunities, tied with the potential for additional revenue, exists throughout the planning period to fund the proposed capital program. Each of the grant funding sources has eligibility and timing requirements to be considered when applying for and using the funds. It is anticipated that additional resources from third party developers and tenants will be made available to support other development outlined in the Capital Improvement Program as demand presents itself.



8.4.1 Airport Improvement Program Grants

The Airport Improvement Program (AIP) is the FAA grant-in-aid program for civil airports included in the National Plan of Integrated Airport System (NPIAS) that represents a major source of funding for airport development and planning. Originally established in 1982 with the passage of the Airport and Airway Improvement Act, the Office of the Law Revision Counsel re-codified the AIP in 1994 as Chapter 471 of Title 49 of the United States Code (USC). Several amendments have occurred since this time to address annual authorizations and other program changes. AIP funds originate from the Airport and Airway Trust fund, which draws support from user fees, fuel taxes and other revenue sources.

The FAA refers to recipients of AIP grants as "Sponsors." A Sponsor's eligibility to receive funds under the AIP varies per the type of airport and the type of proposed project. In general, a sponsor may be a public agency, a private owner, or a State entity that is associated with a publicuse airport. Sponsors must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

Since NEW does not provide scheduled air carrier service, it is classified as a General Aviation Facility and is eligible for Non-Primary Entitlement funds. Non-Primary Entitlement funds are part of the AIP and are specifically reserved for General Aviation airports listed in the latest published National Plan of Integrated Airports (NPIAS) and that have airfield development needs. Non-Primary Entitlement is available to use in the fiscal year it becomes available and the following three fiscal years. Sponsors may choose to delay using their entitlement the first, second or third year and use all of the money in the final year in order to fund a larger project. Unused funds expire after four years unless the sponsor obligates the funds under a grant or transfers the funds to another NPIAS airport.

As a General Aviation airport, NEW is eligible to receive additional grants funded by the annual state apportionment under the AIP. The amount and availability of this funding is determined annually by the FAA in accordance with statutory formula. These resources are dedicated to General Aviation Airport development and are distributed based on national priority requirements.

Above and beyond this element of the AIP is discretionary funding, which is awarded based on project justification and demand. Generally, these funds can be used for airside, terminal, and related infrastructure development. This includes airfield pavement construction and rehabilitation; terminal construction; roadway and access projects; safety and security projects; land acquisition; planning, environmental, and noise mitigation programs. There are exceptions to these eligibility categories, but this list captures the majority of eligible items.

The analysis contained in this report assumes that the current funding methodology will remain in place.



8.4.2 Department of Transportation and Development Aviation Trust Fund

The Louisiana Department of Transportation and Development (DOTD) administer a trust fund for airports in the State. It is financed through aviation fuel sales tax revenues. Grants from this fund are issued by the DOTD, based on eligibility criteria set out by the department. Additionally, the trust fund provides the local match for AIP grants for all airports in the state requesting this assistance. NEW typically requests and receives this funding support.

Current regulations allow General Aviation airports to apply for funding from the State Trust fund at an amount up to \$1,000,000 per year. There are multiple funding mechanisms under the State's program including match money for Federal AIP Grants, 50/50 split grants between the Airport and the State, and 100% state funding grants. The \$100,000,000 maximum level is related to only State funding.

8.4.3 Other Sources

There are many other sources that airports utilize in funding capital improvements and development. Among these are Airport Revenue Bonds, fees from General Aviation and Corporate tenants, fuel sales, ground leases, and other financing methods.

Table 8-1, **Projected Financial Demand**, considers each of these funding sources and depicts the anticipated financial need of \$56,147,000 in airport revenue and grants over a 20-year planning horizon. It is anticipated that additional resources in the amount of \$81,437,000 from third party developers and tenants will be made available to support other development outlined in the Capital Improvement Program (CIP) as demand presents itself. A total of all projects over a 20-year planning horizon would be \$137,564,000.

In support of these third-party developments, there are several demand-driven projects identified in the Capital program that will require significant Federal, State, and Local resources. The demand for these elements will provide independent utility and consequently, provide the required justification for the higher grant funding needed to implement the program.



Airport Master Plan Update

Capital Improvement Plan

Table 8-1

Projected Financial Capacity

Federal	F/	A Airport Impre	ove	ment Program	AIP Local LADOTD				Spo	Total		
Fiscal Year		Entitlement		Discretionary		Match		(State Only)		Other	Third Party	Total
2021	\$	150,000	\$	2,946,000	\$	344,000	\$	1,153,000	\$	488,000	\$ -	\$ 5,081,000
2022	\$	150,000	\$	3,688,500	\$	426,500	\$	160,000	\$	5,740,000	\$ 1,336,000	\$ 11,501,000
2023	\$	150,000	\$	7,716,900	\$	874,100	\$	-	\$	-	\$ 13,627,000	\$ 22,368,000
2024	\$	150,000	\$	4,291,500	\$	493,500	\$	542,000	\$	-	\$ -	\$ 5,477,000
2025	\$	150,000	\$	1,076,700	\$	136,300	\$	284,000	\$	-	\$ -	\$ 1,647,000
Short-Term	\$	750,000	\$	19,719,600	\$	2,274,400	\$	2,139,000	\$	6,228,000	\$ 14,963,000	\$ 46,074,000
2026	\$	150,000	\$	2,856,000	\$	334,000	\$	557,000	\$	-	\$ -	\$ 3,897,000
2027	\$	-	\$	-	\$	-	\$	409,000	\$	-	\$ 379,000	\$ 788,000
2028	\$	300,000	\$	4,026,300	\$	480,700	\$	-	\$	-	\$ 4,449,000	\$ 9,256,000
2029	\$	150,000	\$	1,216,200	\$	151,800	\$	441,000	\$	-	\$ 345,000	\$ 2,304,000
2030	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 4,051,000	\$ 4,051,000
Mid-Term	\$	600,000	\$	8,098,500	\$	966,500	\$	1,407,000	\$	-	\$ 9,224,000	\$ 20,296,000
2031	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 721,000	\$ 721,000
2032	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 8,477,000	\$ 8,477,000
2033	\$	-	\$	-	\$	-	\$	916,000	\$	-	\$ 643,000	\$ 1,559,000
2034	\$	300,000	\$	9,384,000	\$	1,076,000	\$	-	\$	-	\$ 8,263,000	\$ 19,023,000
2035	\$	-	\$	-	\$	-	\$	372,000	\$	-	\$ 9,185,000	\$ 9,557,000
2036	\$	300,000	\$	726,900	\$	114,100	\$	-	\$	-	\$ 10,772,000	\$ 11,913,000
2037	\$	-	\$	-	\$	-	\$	636,000	\$	-	\$ 9,832,000	\$ 10,468,000
2038	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -
2039	\$	-	\$	-	\$	-	\$	498,000	\$	-	\$ -	\$ 498,000
2040	\$	450,000	\$	4,814,100	\$	584,900	\$	-	\$	-	\$ 3,129,000	\$ 8,978,000
2041	\$	150,000	\$	1,826,400	\$	219,600	\$	-	\$	-	\$ 36,764,000	\$ 38,960,000
Long-Term	\$	1,200,000	\$	16,751,400	\$	1,994,600	\$	2,422,000	\$	-	\$ 87,786,000	\$ 110,154,000
Total CIP	\$	2,550,000	\$	44,569,500	\$	5,235,500	\$	5,968,000	\$	6,228,000	\$ 111,973,000	\$ 176,524,000

8.5 SUMMARY OF CAPITAL IMPROVEMENT PROGRAM

The financing capacity described earlier in this chapter serves as the guide for the Recommended Development Plan. Utilizing this information allows the Airport to phase projects so that available financial resources are coupled with the appropriate projects and result in an achievable capital development program. Cost estimates for the proposed projects were prepared as a part of the Master Planning Process and can be found in **Appendix D, Recommended Development Plan Cost Estimates**.

The following tables summarize the proposed Capital Improvement Program for the Airport over the 20-year planning horizon. **Table 8-2** shows the Near-Term Planning Horizon projects planned through 2025; **Table 8-3** shows the Intermediate-Term Planning Horizon projects planned for 2026 – 2030; and **Table 8-4** shows the Long-Term Planning Horizon projects planned for 2041. This planning level correlates with the approved forecast and shows that the program can be financially implemented



Airport Master Plan Update

Capital Improvement Plan

Table 8-2

Short-Term Capital Improvement Program (2021 - 2025)

Federal Project		Project Description		al Funding Juirement	FAA Airport lı Prog	lmpro gram	ovement	AIP Local		LADOTD		Sponsor				Total	
Fiscal Year	Identification		Ir	nflation	Entitlement	Dis	scretionary	Match		State Only)	Other		Т	hird Party			
	11A	Aircraft Rescue and Firefighting (ARFF) Relocation: Phase I - Design	\$	488,000	\$ -	\$	-	\$ -	\$	-	\$	488,000	\$	-	\$	488,000	
	17	Taxiway 'F' Relocation	\$	153,000	\$ -	\$	-	\$ -	\$	153,000	\$	-	\$	-	\$	153,000	
2021	26	Airport Drainage Repairs - Phase II	\$	3,440,000	\$ 150,000	\$	2,946,000	\$ 344,000	\$	-	\$	-	\$	-	\$	3,440,000	
	30B	Taxiway 'B' Rehabilitation - Phase II - Construction	\$	1,000,000	\$ -	\$	-	\$ -	\$	1,000,000	\$	-	\$	-	\$	1,000,000	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
		2021 - Subtotal	\$	5,081,000	\$ 150,000	\$	2,946,000	\$ 344,000	\$	1,153,000	\$	488,000	\$	-	\$	5,081,000	
	11B	Aircraft Rescue and Firefighting (ARFF) Relocation: Phase II - Construction	\$	5,740,000	\$ -	\$	-	\$ -	\$	-	\$	5,740,000	\$	-	\$	5,740,000	
	13	Future T-Hangar Development	\$	1,336,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	1,336,000	\$	1,336,000	
2022	23A	Taxilane 'E' Reconstruction: Phase I - Design	\$	160,000	\$ -	\$	-	\$ -	\$	160,000	\$	-	\$	-	\$	160,000	
	27	Airport Drainage Repairs - Phase III	\$	4,265,000	\$ 150,000	\$	3,688,500	\$ 426,500	\$	-	\$	-	\$	-	\$	4,265,000	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
		2022 - Subtotal	\$	11,501,000	\$ 150,000	\$	3,688,500	\$ 426,500	\$	160,000	\$	5,740,000	\$	1,336,000	\$	11,501,000	
	19	Future Landside/Hotel Development	\$	13,627,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	13,627,000	\$	13,627,000	
	23B	Taxilane 'E' Reconstruction: Phase II - Construction	\$	1,876,000	\$ -	\$	1,688,400	\$ 187,600	\$	-	\$	-	\$	-	\$	1,876,000	
2023	28	Airport Drainage Repairs - Phase IV	\$	6,865,000	\$ 150,000	\$	6,028,500	\$ 686,500	\$	-	\$	-	\$	-	\$	6,865,000	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
	1	2023 - Subtotal	\$	22,368,000	\$ 150,000	\$	7,716,900	\$ 874,100	\$	-	\$	-	\$	13,627,000	\$	22,368,000	
	2	Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)	\$	259,000	\$ -	\$	-	\$ -	\$	259,000	\$	-	\$	-	\$	259,000	
	3	Runway 18R/36L Connector Taxiway Removal	\$	141,000	\$ -	\$	-	\$ -	\$	141,000	\$	-	\$		\$	141,000	
2024	4	Runway 9/27 Pavement Removal (West of Taxiway 'B')	\$	142,000	\$ -	\$	-	\$ -	\$	142,000	\$	-	\$	-	\$	142,000	
	29	Airport Drainage Repairs - Phase V	\$	4,935,000	\$ 150,000	\$	4,291,500	\$ 493,500	\$	-	\$	-	\$	-	\$	4,935,000	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
	T	2024 - Subtotal	\$	5,477,000	\$ 150,000	\$	4,291,500	\$ 493,500	\$	542,000	\$	-	\$	-	\$	5,477,000	
	6A	Runway 18L/36R Extension: Phase I - Environmental	\$	1,363,000	\$ 150,000	\$	1,076,700	\$ 136,300	\$	-	\$		\$		\$	1,363,000	
	18A	Terminal Apron Expansion: Phase I - Design	\$	284,000	\$ -	\$	-	\$ -	\$	284,000	\$		\$		\$	284,000	
2025			\$	-	\$ 	\$	-	\$ -	\$	-	\$		\$	-	\$	-	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-	
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$		
		2025 - Subtotal	\$	1,647,000	\$ 150,000	\$	1,076,700	\$ 136,300	\$	284,000	\$	-	\$	-	\$	1,647,000	
		Short-Term (2021 - 2025) - Subtotal	\$	46,074,000	\$ 750,000	\$	19,719,600	\$ 2,274,400	\$	2,139,000	\$	6,228,000	\$	14,963,000	\$	46,074,000	

Airport Master Plan Update

Capital Improvement Plan

Table 8-3

Mid-Term Capital Improvement Program (2026 - 2030)

Federal	Project	Project Description		nual Funding equirement	FAA Airport In Prog	mpr gram	rovement า	AIP Local			Sponsor				Total	
FISCAI Year	Identification			Inflation	Entitlement	C	Discretionary	Match		(State Only)		Other Third P		Third Party		
	6B	Runway 18L/36R Extension: Phase II - BCA	\$	557,000	\$ -	\$	-	\$ -	\$	557,000	\$	-	\$	-	\$	557,000
	18B	Terminal Apron Expansion: Phase II - Construction	\$	3,340,000	\$ 150,000	\$	2,856,000	\$ 334,000	\$	-	\$	-	\$	-	\$	3,340,000
2026			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
	1	2026 - Subtotal	\$	3,897,000	\$ 150,000	\$	2,856,000	\$ 334,000	\$	557,000	\$	-	\$	-	\$	3,897,000
	6C	Runway 18L/36R Extension: Phase III - Design	\$	409,000	\$ -	\$	-	\$ -	\$	409,000	\$	-	\$	-	\$	409,000
	20A	East General Aviation Development: Corporate Hangars - Design	\$	379,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	379,000	\$	379,000
2027			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
	1	2027 - Subtotal	\$	788,000	\$ -	\$	-	\$ -	\$	409,000	\$	-	\$	379,000	\$	788,000
	6D	Runway 18L/36R Extension: Phase IV - Construction	\$	4,807,000	\$ 300,000	\$	4,026,300	\$ 480,700	\$	-	\$	-	\$	-	\$	4,807,000
	20B	East General Aviation Development: Corporate Hangars - Construction	\$	4,449,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	4,449,000	\$	4,449,000
2028			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
	1	2028 - Subtotal	\$	9,256,000	\$ 300,000	\$	4,026,300	\$ 480,700	\$	-	\$	-	\$	4,449,000	\$	9,256,000
	12A	Future Corporate Hangar Development: Phase I - Design	\$	345,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	345,000	\$	345,000
	14	Taxiway 'H' Re-alignment	\$	1,518,000	\$ 150,000	\$	1,216,200	\$ 151,800	\$		\$	-	\$	-	\$	1,518,000
2029	15	Taxiway 'M' Removal	\$	122,000	\$ -	\$	-	\$ -	\$	122,000	\$	-	\$	-	\$	122,000
	16	Taxiway 'D' Removal	\$	319,000	\$ -	\$	-	\$ -	\$	319,000	\$	-	\$	-	\$	319,000
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
		2029 - Subtotal	\$	2,304,000	\$ 150,000	\$	1,216,200	\$ 151,800	\$	441,000	\$	-	\$	345,000	\$	2,304,000
	12B	Future Corporate Hangar Development: Phase II - Construction	\$	4,051,000	\$ -	\$	-	\$ -	\$	-	\$		\$	4,051,000	\$	4,051,000
			\$	-	\$ -	\$	-	\$ 	\$		\$	-	\$	-	\$	-
2030			\$	-	\$ -	\$	-	\$ 	\$		\$		\$		\$	
			\$	-	\$ -	\$	-	\$ 	\$		\$	-	\$	-	\$	-
			\$	-	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-	\$	-
		2030 - Subtotal	\$	4,051,000	\$ -	\$	-	\$ -	\$	-	\$	-	\$	4,051,000	\$	4,051,000
		Mid-Term (2026 - 2030) - Subtotal	\$	20,296,000	\$ 600,000	\$	8,098,500	\$ 966,500	\$	1,407,000	\$	-	\$	9,224,000	\$	20,296,000

Notes:

Project 6C (Runway 18L/36R Extension) - Runway extension costs do not include the costs associated with the Lake Pontchartrain infill

Airport Master Plan Update

Capital Improvement Plan

Table 8-4

Long-Term Capital Improvement Program (2031 - 2041)

Federal	Project	Project Description	Ann Re	ual Funding equirement	FAA Airport I Prog	lmpr gram	rovement n	AIP Local	(0)		Spo	onsor		Total
FISCAI Year	Identification			Inflation	Entitlement	D	Discretionary	Watch	()	state Only)	Other	-	Third Party	
2031	21A	East General Aviation Development: T-Hangars - Design	\$	721,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	721,000	\$ 721,000
		2031 - Subtota	I \$	721,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	721,000	\$ 721,000
2032	21B	East General Aviation Development: T-Hangars - Construction	\$	8,477,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	8,477,000	\$ 8,477,000
		2032 - Subtota	I \$	8,477,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	8,477,000	\$ 8,477,000
2023	1A	West General Aviation Development: Phase I - Design	\$	643,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	643,000	\$ 643,000
2033	8A	Taxiway 'C' Relocation: Phase I - Design	\$	916,000	\$ -	\$	-	\$ -	\$	916,000	\$ -	\$	-	\$ 916,000
		2033 - Subtota	I \$	1,559,000	\$ -	\$	-	\$ -	\$	916,000	\$ -	\$	643,000	\$ 1,559,000
	1B	West General Aviation Development: Phase II - Construction	\$	7,553,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	7,553,000	\$ 7,553,000
2034	7-1A	North General Aviation Development: Area I - Design	\$	710,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	710,000	\$ 710,000
	8B	Taxiway 'C' Relocation: Phase II - Construction	\$	10,760,000	\$ 300,000	\$	9,384,000	\$ 1,076,000	\$	-	\$ -	\$	-	\$ 10,760,000
		2034 - Subtota	I \$	19,023,000	\$ 300,000	\$	9,384,000	\$ 1,076,000	\$	-	\$ -	\$	8,263,000	\$ 19,023,000
	7-1B	North General Aviation Development: Area I - Construction	\$	8,340,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	8,340,000	\$ 8,340,000
2035	9A	Wildlife Mitigation/Lake Infill: Phase I - BCA	\$	372,000	\$ -	\$	-	\$ -	\$	372,000	\$ -	\$	-	\$ 372,000
	22A	East General Aviation Development: Corporate Hangars - Design	\$	845,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	845,000	\$ 845,000
		2035 - Subtota	I \$	9,557,000	\$ -	\$	-	\$ -	\$	372,000	\$ -	\$	9,185,000	\$ 9,557,000
	7-2A	North General Aviation Development: Area II - Design	\$	837,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	837,000	\$ 837,000
2036	9B	Wildlife Mitigation/Lake Infill: Phase II - Environmental	\$	1,141,000	\$ 300,000	\$	726,900	\$ 114,100	\$	-	\$ -	\$	-	\$ 1,141,000
	22B	East General Aviation Development: Corporate Hangars - Construction	\$	9,935,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	9,935,000	\$ 9,935,000
		2036 - Subtota	I \$	11,913,000	\$ 300,000	\$	726,900	\$ 114,100	\$	-	\$ -	\$	10,772,000	\$ 11,913,000
2037	7-2B	North General Aviation Development: Area II - Construction	\$	9,832,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	9,832,000	\$ 9,832,000
2037	9C	Wildlife Mitigation/Lake Infill: Phase III - Design	\$	636,000	\$ -	\$	-	\$ -	\$	636,000	\$ -	\$	-	\$ 636,000
		2037 - Subtota	I \$	10,468,000	\$ -	\$	-	\$ -	\$	636,000	\$ -	\$	9,832,000	\$ 10,468,000
2038	9D	Wildlife Mitigation/Lake Infill: Phase IV - Construction	\$	-	\$ -	\$	-	\$ -	\$	-	\$ -	\$	-	\$-
		2038 - Subtota	I \$	-	\$ -	\$	-	\$ -	\$	-	\$ -	\$	-	\$-
2039	24A	Taxiway 'A' & West Apron Reconstruction: Phase I - Design	\$	498,000	\$ -	\$	-	\$ -	\$	498,000	\$ -	\$	-	\$ 498,000
		2039 - Subtota	I \$	498,000	\$ -	\$	-	\$ -	\$	498,000	\$ -	\$	-	\$ 498,000
2040	7-3A	North General Aviation Development: Area III - Design	\$	3,129,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	3,129,000	\$ 3,129,000
2040	24B	Taxiway 'A' & West Apron Reconstruction: Phase II - Construction	\$	5,849,000	\$ 450,000	\$	4,814,100	\$ 584,900	\$	-	\$ -	\$	-	\$ 5,849,000
		2040 - Subtota	I \$	8,978,000	\$ 450,000	\$	4,814,100	\$ 584,900	\$	-	\$ -	\$	3,129,000	\$ 8,978,000
2044	5A	Runway 18R/36L Runway Safety Area (RSA) Improvements: Phase I - Environmental	\$	2,196,000	\$ 150,000	\$	1,826,400	\$ 219,600	\$	-	\$ -	\$	-	\$ 2,196,000
2041	7-3B	North General Aviation Development: Area III - Construction	\$	36,764,000	\$ -	\$	-	\$ -	\$	-	\$ -	\$	36,764,000	\$ 36,764,000
		2041 - Subtota	I \$	38,960,000	\$ 150,000	\$	1,826,400	\$ 219,600	\$	-	\$ -	\$	36,764,000	\$ 38,960,000
		Long-Term (2031 - 2041) - Subtota	I \$	110,154,000	\$ 1,200,000	\$	16,751,400	\$ 1,994,600	\$	2,422,000	\$ -	\$	87,786,000	\$ 110,154,000

Notes:

Due to the complexity of the Wildlife Mitigation/Lake Infill, construction costs have not been estimated or included in overall program cost estimates.

8.6 SUMMARY

As the Airport's traffic and operations continue to grow, it is logical to assume that available resources will increase. The expansion of existing General Aviation aprons and infrastructure, with the potential for additional industrial, commercial, and cargo development bring the possibility of additional revenue from tenant leases, as well as fuel flowage and ground leases. This coupled with other revenue generation opportunities position the Airport to move toward financial self-sufficiency and reduce its reliance on the Authority supplementing the airport operating budget on an annual basis. Based on these factors, it appears that sufficient grant opportunities tied with the potential for additional revenue exists throughout the planning period to fund the proposed capital program. It is anticipated that additional resources from third party developers and tenants will be made available to support other development outlined in the Capital Improvement Program as demand presents itself.

In support of proposed third-party developments, there are several demand-driven projects identified in the Capital program that will require significant Federal, State, and Local resources. The demand for these elements will provide independent utility and consequently, provide the required justification for the higher grant funding needed to implement the program.





Master Plan Update

Chapter Nine Airport Layout Plan



CHAPTER NINE *Airport Layout Plan*

The Airport Layout Plan (ALP) package is a series of drawings that reflects existing conditions as well as the preferred future development for a given airport. Using plan and profile views of the facility, the ALP provides a graphic portrayal of the written content found in an airport Master Plan.

The ALP package of drawings for the New Orleans Lakefront Airport (NEW) was created in accordance with the criteria set forth in the Federal Aviation Administration (FAA) Advisory Circulars (ACs) 150/5300-13 Airport Design and 150/5300-18 General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards. The content of individual sheets was determined using the guidelines found in AC 150/5070-6b, Airport Master Plans, **Appendix E**, Airport Layout Plan Drawing Set, and requirements contained in the FAA's ALP checklist.

As a part of this planning process, the Future Airport Layout Drawing (ALD) of the package is reviewed by the FAA from a regulatory and safety perspective. Following the receipt of FAA-approval, the Future ALD serves as the initial step in securing access to federal funding through the FAA for existing and future airport studies and construction projects.

The ALP package for NEW consists of the following drawings and can be found as **Appendix E**. The sections following the list of drawings describe each individual sheet in more detail:

- Title Sheet
- Data Sheet;
- Existing Airport Layout Drawing
- Future Airport Layout Drawing
- Terminal Area Drawing
- Airport Airspace Drawing
- Inner Portion of Approach Surfaces and Departure Surfaces
- Future Inner Portion of Approach Surfaces and Departure Surfaces
- Land Use Drawing
- Airport Property Map



9.1 COVER SHEET

The cover sheet contains approval blocks, airport location maps and other pertinent information as required by local FAA District Offices and State aviation agencies.

9.2 DATA SHEET

The data sheet contains basic airport and runway data tables and includes:

- Wind Rose Information Wind roses and corresponding wind data are provided for all weather conditions, Visual Flight Rules (VFR) conditions, and Instrument Flight Rules (IFR) conditions for each runway.
- Runway Protection Zone (RPZ) Data The FAA defines this zone as an area off the runway end to enhance the protection of people and property on the ground. The data table outlines RPZ dimensions for existing and future runways.
- Airport Data Table Geographical, operational, meteorological, and classification data are shown in this table for both existing and future airfield layouts.
- Runway Data Table Physical, geometrical, and operational data for each runway are listed in this table. Data includes runway dimensions, runway classifications, wind coverage for each runway, maximum runway elevation, pavement types and loading strengths, runway gradients, approach and obstruction clearance slopes, runway approach categories, runway safety area dimensions, runway lighting and marking data, navigational aids data, approach visibility minima, and declared distances information.
- Runway End Data Provides a detailed listing of existing and future runway end coordinates and runway Touchdown Zone Elevations (TDZ). The runway TDZ is defined as the highest point within the first 3,000 feet of a given runway end.
- Other Data Notes that apply to the entire ALP package (e.g., North Arrow or other pertinent data such as FAA Airspace Approval Cases).

9.3 EXISTING AIRPORT LAYOUT DRAWING

The Existing Airport Layout Drawing (ALD) provides a general layout of the environment in and surrounding a given airport. It depicts existing facilities as well as nearby surroundings and is shown with a scale 1:400 feet. This drawing shows required facility identifications, labels, imaginary surfaces, RPZs, and Runway Safety Areas (RSAs).

Elements of the Existing ALD include airfield infrastructure such as runways, taxiways, aprons, and holding areas. The Existing ALD also includes passenger terminals, and access to these facilities, as well as existing General Aviation areas and aviation-related items.



Other features illustrated on the Existing ALD are: airfield navigational aids; maintenance facilities; and support infrastructure, such as buildings, roads, and fencing. The Existing ALD also includes the Airport property boundary, which depicts the geographical limits of the property owned by the Airport.

9.4 FUTURE AIRPORT LAYOUT DRAWING

The Future ALD illustrates the proposed airport configuration and recommended development of Airport facilities. It graphically depicts all of the elements of the Existing ALD and also includes proposed future development.

The Future ALD depicts proposed infrastructure requirements such as airfield pavement, safety surfaces, and critical areas. Other future elements shown on the drawing include terminal development, support facilities, building identification, access facilities, easements, and property boundary lines.

9.5 AIRPORT AIRSPACE DRAWINGS

The airport airspace drawings provide a depiction of the relationship between objects and navigable airspace. These drawings are developed for each runway on the airport, and they are divided into four separate elements – the Airport Airspace Drawing, the Outer Approach Plans, the Inner Approach Plans, and the Departure Surface Plans. Each element focuses on a different part of navigable airspace with the intent of capturing and assessing all pertinent areas surrounding an airport runway configuration to help evaluate and ultimately enhance safety from an airspace utilization standpoint.

An aerial photo was taken in January of 2019 to document the Airport and its surrounding environment. This aerial photo serves as a background source of information for the Inner Approach Sheets.

The electronic data was analyzed from a navigable airspace regulatory perspective, namely the FAA's 14 CFR Part 77 – Objects Affecting Navigable Airspace. Any object that constituted a penetration to a navigable airspace surface has been identified and described in the airspace drawings with an ultimate plan of action for the object.

9.5.1 AIRPORT AIRSPACE DRAWINGS

This drawing depicts obstacle identification surfaces for the full extent of the proposed Airport development. It depicts airspace obstructions that are not shown in the Outer Approach Plans, Inner Approach Plans, or Departure Surface Plans. The Airport Airspace Drawing is shown at a scale of 1:2000 in plan view and depicts, through line work, the imaginary FAA Part 77 surfaces that are a part of the Airport Environs – Primary, Approach, Transition, Horizontal, and Conical



Surfaces. These drawn surfaces are based on the existing runways as well as planned extensions thereto.

9.5.2 INNER APPROACH PLANS

These drawings contain the plan and profile views of the inner portion of the approach surface to the runway along with a tabular listing of pertinent objects (e.g., penetrations). The drawing also depicts the Threshold Siting Surface (TSS), which is located at the beginning of the full strength runway pavement or runway surface. The primary purpose of the TSS is to set criteria for determining the location and siting of a proposed runway or runway extension. That is, given an existing set of obstacles (terrain, vegetation, and man-made objects), the criteria may be used to determine the allowable location of a runway end. Currently, there are no obstructions to the TSS at NEW.

The extent of the approach surface and the number of airspace obstructions shown have, in some cases, restricted sheets to only one runway end or approach. Typically, the Inner Approach is limited to the Runway Protection Zone area. FAA guidelines require the labeling of the distance of a given approach slope until it reaches 100 feet above the threshold elevation. Depending on the approach slope applied, (e.g., 20:1, 34:1, 50:1 etc.), this application leads to a plan and profile distance ranging from approximately 2,000 feet to 5,000 feet from the runway threshold. Although not required, any objects outside of the approach slope that are within the adjacent 7:1 transitional slope stemming from the approach slope have also been identified.

For the profile views, a 1:300 foot horizontal scale and a 1:30 foot vertical scale is utilized pursuant to FAA requirements. Inner Approach Plans also depict the ground contours on centerline plus any significant natural or non-natural objects on its extended centerline and provide a top elevation for these objects. This plan set depicts such objects as buildings, roads, ditches, and natural features such as trees, lakes, and water bodies.

9.5.3 OUTER APPROACH PLANS

Generally, outer approach plans are profile views of approaches to runway ends that cover areas beyond the inner approach plans and terminate at the outermost distance of the approach. This outermost distance may range anywhere from 5,000 feet to 10,000 feet and ultimately up to 50,000 feet when considering a precision approach.

Similar to Inner Approach Plans, the approach surface is shown to lead all the way to the runway threshold or to a 200 foot offset from the runway threshold in a profile view. A tabular listing of pertinent objects and penetrations is presented. Objects that are near the approach slope but do not penetrate may also be listed. There is no plan view available for Outer Approach Plans.



Outer Approach Plans also depict the ground contour along the extended runway centerline plus any significant natural or non-natural objects located along the extended centerline and provide a top elevation for these objects. Objects illustrated on the NEW Outer Approach Plans include buildings, roads, ditches, and natural features such as trees, lakes, and bodies of water.

9.5.4 DEPARTURE SURFACE PLANS

These drawings contain the plan and profile views of the 40:1 departure surface portion of the runway along with a tabular listing of all pertinent objects/penetrations. The extent of the departure surface and the number of airspace obstructions have, in some cases, restricted sheets to only one runway end or approach.

For the profile views, a 1:300 foot horizontal scale and a 1:30 foot vertical scale is used pursuant to FAA requirements. Departure Surface Plans also depict the ground contour along the extended runway centerline plus any significant natural or non-natural objects located along the extended runway centerline and provide a top elevation for these objects. Commonly shown objects include buildings, roads, railroads, ditches, and natural features such as mountains, trees, lakes, and rivers.

9.6 TERMINAL AREA PLAN

This plan is represented by a large-scale depiction of areas with significant terminal facility development. This drawing is an enlarged area of the passenger terminal area portion of the Future ALD. The scale for this drawing is 1:100 feet. A keyed legend identifies the prominent development in the terminal area and known building heights.

9.7 LAND USE PLANS

The Land Use Drawing depicts land uses within the property boundary and land uses and zoning in the area around an airport.

9.8 AIRPORT PROPERTY MAP

This drawing depicts the Airport property boundary, tracts of land acquired by the Airport, and the method of acquisition. It is utilized by the Airport and the FAA in planning development on the Airport and protecting the property for Airport use.

9.9 RECOMMENDED DEVELOPMENT PLAN

The culmination of the Airport Master Planning process is the Recommended Development Plan, which depicts the most favorable development option for the Airport. It is not included in the official Airport Layout Plan, but the projects shown on the Recommended Development Plan are



depicted on the Future Airport Layout Drawing as stated in Section 9.4. The Recommended Development Plan includes improvements to the runway and taxiway system, expansion of other airside facilities, and preservation of the existing infrastructure. The proposed improvements, including the addition of General Aviation/Industrial Aviation hangars and apron, as well as recovery/relocation of the Runway 18R threshold, will allow the Airport to meet future demand requirements, while complying with current FAA design standards. Preferred support/ancillary facilities will assist with the operational efficiency of the Airport.

In an effort to provide for future expansion of the non-aviation revenue, the Airport has reserved space for future commercial development to the south of the airfield and east of the Airport Terminal. It is prudent to plan for additional compatible revenue sources on property that cannot be used for Airport operations.



Master Plan Update

Volume II Master Plan Report



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Airport Layout Plan	Appendix E
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Analysis of Rwy 9-27 Decommissioning	Appendix G

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Master Plan Update

Appendix A List of Current Tenants



APPENDIX A – CURRENT TENANT LIST

Building #	Tenant	Use/Name
1-A	Lakefront Management Authority	Fuel Farm
1-B	Lakefront Management Authority	Fuel Farm Infrastructure
1-C	Lakefront Management Authority	Fuel Tank
1-D	Lakefront Management Authority	Fuel Tank
1-E	Lakefront Management Authority	Fuel Tank
1-F	Lakefront Management Authority	Fuel Tank
1-G	Lakefront Management Authority	SW Electrical Building
2	Lakefront Management Authority	Storage (under bridge)
3	Signature Flight Support	Hangar
4	Signature Flight Support	Moffett Hangar
5	Various	Terminal Building
6	Flightline First	Williams Hangar
7	Signature Flight Support	Bastian Mitchell Hangar
8	Lakefront Management Authority	Building 104
9	Signature Flight Support	National Guard Hangar
10	City Mosquito Control	Hangar
11	Signature Flight Support	James Wedell Hanger
12	Stumm Girls	Corporate Hangar
13	Lakefront Management Authority	T-Hangar A
14	Lakefront Management Authority	T-Hangar B
15	Lakefront Management Authority	T-Hangar C
16	Lakefront Management Authority	T-Hangar D
17	Lakefront Management Authority	T-Hangar E
18	Air Cover 1	T-Hangar F
19	Flightline First	McDermott/Tidewater Hangar
20	Federal Aviation Administration	ATCT
21	Vacant	Delgado Hangar
22	ARFF	ARFF Station
23	Federal Aviation Administration	Remote Transmitter/Receiver
24	F&M Aviation	Old Mosquito Ctrl Building
25	F&M Aviation	Old Mosquito Ctrl Building
26	Federal Aviation Administration	FAA

Source: Airport records and Survey by Digital Engineering

New Orleans Lakefront Airport (NEW) Airport Master Plan Update Appendix A – Current Tenant List





Master Plan Update

Appendix B Building Inventory



Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
1-A	A2	Airport Fueling Office	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
N/A		N/A	N/A	N/A
		Building Description and Condition		
Square Footage (ft ²)	Hangar	N/A	Building Locat	ion
Square rootage (it)	Storage/Office	2,328	Building Locat	
Height (AGI)	Hangar/Building	21.05		I Let
Height (AGL)	Antenna	N/A		I was in the set
Puilding Material	Structural	Steel bar joists, CMU on concrete slab		
Building Material	Roofing	Asphalt shingle	W.	
INVAC	Hangar	N/A	-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
HVAC	Storage/Office	Central split system	1	in the second se
Fire Destantion	Hangar	N/A		The states of th
Fire Protection	Storage/Office	Fire alarms/fire extinguishers	0 5	
	Study Number		A com	-
Airspace Study	Determined			
Duilding Condition	Hangar	N/A		
Building Condition	Storage/Office	Fair		
Useful Life	Useful Life (Estimated)	10 Years	Data of Imagene 01	/00/2010
Userul Life	Age of Construction	30 Years (1989)	Date oj imagery: 01,	/08/2019
		Notes		
Structural	All structure in good condition			
Interior	Stained and missing VCT floor	and ACT ceiling. Evidence of prior water damage. Some cracks in CMU	walls at corners.	
Exterior	Roof substrate is soft/questior	able. Rust on HM doors/frames. Window protection needs replacement	nt. Soffit has water damage.	
Ground	Some settlement cracks likely	due to different support piles vs. soil bearing. Need sealant.		
Slab	Concrete slab is raised approxi	mately 30" AFG and appears to be in good condition.		
General	Square footage is based on based	e floor/building footprint.		
		Images		

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership						
Number	Location (Grid)	Name		Owner	Tenant			
1-B	A-2	Fuel Farm Infrastructure		LMA	LMA			
		Lease Information						
Lease Type		Lease Terms		Rental Rate	Annual Rent			
N/A		N/A		N/A	N/A			
		Building Description and Condition						
Savara Footago (ft2)	Hangar	N/A		Puilding Looot	ion			
Square Footage (ft ⁻)	Storage/Office	11,000 (Overall site)	Building Location					
Height (ACI)	Hangar/Building	15.57		B				
Height (AGL)	Antenna	N/A		Stat.	il . i			
Ruilding Material	Structural	Steel supports with concrete foundations	1	I ut	AFT			
bullding wateria	Roofing	N/A	I har I					
HIVAC	Hangar	N/A	- iteres					
HVAC	Storage/Office	N/A						
Fire Protection	Hangar	N/A		and the line				
Fire Protection	Storage/Office	Dry chemical fire extinguishers, Emergency shut-off	P . S. Mar					
Aircrack Study	Study Number			Lat and the				
Anspace Study	Determined		n 2	1 P				
Building Condition	Hangar	N/A	11		R.			
	Storage/Office	Poor			1 1 -			
l Isoful Lifo	Useful Life (Estimated)	Wiring: 0 Years; Other: 9 Years		Date of Imagery: 01	/08/2010			
	Age of Construction	30 Years (1989)		Dute of magery. 01	00/2013			
		Notes						
Structural	Concrete foundations.							
Interior	Inspection overdue.							
Exterior	Entire wiring needs to be repla	ced (none post Katrina). It is causing corrosion and seal offs are c	orroding out.					
Ground	Good condition with sealant ne	eeded in paving joints.						
Slab	Some joints need sealant.							
General	Square footage is based on bas	e floor/building footprint.						
		Images						







Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
1-C	A2	Fuel Tank (JetA)	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
N/A		N/A	N/A	N/A
		Building Description and Condition		
Courses Factores (ft/2)	Hangar	N/A	Duilding Loose	
Square Footage (Tt ⁻)	Storage/Office	N/A	Building Locat	10N
Height (ACI)	Hangar/Building	37.79	B-R I DE TO	
Height (AGL)	Antenna	N/A	1-5 1-	E.
Puilding Matorial	Structural	Concrete foundation	1-C 1-D	The second second
building wateria	Roofing	N/A	- Wheet -	
INVAC	Hangar	N/A		
HVAC	Storage/Office	N/A		
Fire Protection	Hangar	N/A		
File Protection	Storage/Office	Foam - via line system/ARFF pump		N- H
Aircraco Study	Study Number		Sol Bolle out	
Airspace Study	Determined		1	I a mail
Building Condition	Hangar	N/A	- the the	The search and the
Building Condition	Storage/Office	Good		
	Useful Life (Estimated)	10+ Years	Data of Imagory 01	/09/2010
Userur Lite	Age of Construction	30 Years (1989)	Date of imagery. Of	/08/2019
		Notes		
Structural	On concrete foundation.			
Interior	Needs cleaning and API 653 ins	spection (overdue).		
Exterior	Needs gauges automated and	have overfill and low level protection restored.		
Ground	Good condition with sealant ne	eeded in paving joints.		
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
		Images		
	JET A TIOI			

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
1-D	A2	Fuel Tank (JetA)	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
N/A		N/A	N/A	N/A
		Building Description and Condition		
Sauara Egotago (ft²)	Hangar	N/A	Building Locat	ion
Square rootage (it)	Storage/Office	N/A		101
Height (AGL)	Hangar/Building	37.84	Barris and and	all all and
	Antenna	N/A	1-E 1-	E.
Building Material	Structural	Concrete foundation	1-C. 1-D	THE REAL PROPERTY
Dullung materia.	Roofing	N/A	- H but to	
нуас	Hangar	N/A	P b	
	Storage/Office	N/A		
Fire Protection	Hangar	N/A		THE LAN
The Hotection	Storage/Office	Foam - via line system/ARFF pump		N- N
Airspace Study	Study Number		En En en	
Anspace study	Determined		7	I
Building Condition	Hangar	N/A	-	THE KORE ! ! .
building condition	Storage/Office	Good	and the second s	
Useful Life	Useful Life (Estimated)	10+ Years	Date of Imagery: 01	100/2010
	Age of Construction	30 Years (1989)		
		Notes		
Structural	On concrete foundation.			
Interior	Needs cleaning and API 653 ins	pection (overdue).		
Exterior	Needs gauges automated and	have overfill and low level protection restored.		
Ground	Good condition with sealant ne	eeded in paving joints.		
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
		Images		
	JET A TIO2			

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
1-E	A2	Fuel Tank (JetA)	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
N/A		N/A	N/A	N/A
		Building Description and Condition		
Courses Frankran (6+2)	Hangar	N/A	Duilding Loost	
Square Footage (Tt ⁻)	Storage/Office	N/A	Building Locat	10N
Height (ACI)	Hangar/Building	37.84	A Real Providence	
Height (AGL)	Antenna	N/A	1-F 1-	E.
Building Matorial	Structural	Concrete foundation	1-C 1-D	The second second
Building Waterial	Roofing	N/A	N.M. have the	
HIVAC	Hangar	N/A		
HVAC	Storage/Office	N/A		
Fire Protection	Hangar	N/A		
File Protection	Storage/Office	Foam - via line system/ARFF pump		N- H
Aircraco Study	Study Number		- Balling	
Airspace Study	Determined		1 the second	I a mail
Building Condition	Hangar	N/A	- tot	The search and the
Building Condition	Storage/Office	Good	The second secon	
Ucoful Life	Useful Life (Estimated)	10+ Years	Data of Imagany: 01	/09/2010
Userur Lite	Age of Construction	30 Years (1989)	Dute of intugery. 01,	/08/2019
		Notes		
Structural	On concrete foundation.			
Interior	Needs cleaning and API 653 ins	spection (overdue).		
Exterior	Needs gauges automated and	have overfill and low level protection restored.		
Ground	Good condition with sealant ne	eeded in paving joints .		
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
		Images		
	JET A TIO3			
Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant
1-F	A2	Fuel Tank (AvGas)	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
N/A		N/A	N/A	N/A
		Building Description and Condition		
Courses Frankrass (642)	Hangar N/A		Duilding Loost	:
Square Footage (Tt ⁻)	Storage/Office	N/A	Building Locat	ion
Height (ACI)	Hangar/Building	39.74	- All - All	
Height (AGL)	Antenna	N/A	1.5 1-	E.
Duilding Material	Structural	Concrete foundation	1-C. 1-D	THE PARTY AND
building waterial	Roofing	N/A	- Hout -	
INVAC	Hangar	N/A		
HVAC	Storage/Office	N/A		
Fire Destantion	Hangar	N/A		
Fire Protection	Storage/Office	Foam - via line system/ARFF pump		AL H
	Study Number		E BALLETY	
Airspace Study	Determined		1 total	I . ANT
Building Condition	Hangar	N/A	- total	The I to
Bunding Condition	Storage/Office	Good	The second secon	
	Useful Life (Estimated)	10+ Years	Data of Imagory 01	/08/2010
Userul Life	Age of Construction	30 Years (1989)	Date of imagery: 01,	/08/2019
		Notes		
Structural	On concrete foundation.			
Interior	Needs cleaning and API 653 ins	spection (overdue).		
Exterior	Needs gauges automated and	have overfill and low level protection restored.		
Ground	Good condition with sealant ne	eeded in paving joints .		
Slab	Good condition.			
General	Square footage is based on bas	se floor/building footprint.		
		Images		
S S S S S S S S S S S S S S S S S S S	AVGAS 100LL T201			

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
1-G	A2	Southwest Electrical Building	LMA	LMA	
Lease Information					
Lease Type		Lease Terms	Rental Rate	Annual Rent	
N/A		N/A	N/A	N/A	
		Building Description and Condition			
Saucro Footogo (ft2)	Hangar	N/A	Puilding Locat	ion	
Square Footage (ft ⁻)	Storage/Office	319	Building Locat	ion	
Height (AGL)	Hangar/Building	16.10		-	
Height (AGL)	Antenna	N/A			
Building Material	Structural	Concrete slab, filled CMU walls, concrete roof	1-G		
building wateriar	Roofing	Membrane		EA H	
HVAC	Hangar	N/A			
HVAC	Storage/Office	Louvered door			
Fire Protection	Hangar	N/A		FT-9	
File Protection	Storage/Office	Fire extinguisher		in the	
Aircpaco Study	Study Number				
Anspace Study	Determined				
Building Condition	Hangar	N/A			
Building condition	Storage/Office	Fair			
Licoful Life	Useful Life (Estimated)	10+ Years	Data of Imagany: 01	/08/2010	
Userui Lite	Age of Construction	20+ Years	Date of imagery. 01,	/08/2019	
		Notes			
Structural	Minor damage on concrete ste	ps.			
Interior	Unknown.				
Exterior	Gutters and downspouts need	replacement. Rusted HM doors and frames, handrails and electrical breaker	panels.		
Ground	Grass against foundation.				
Slab	Good, except step damage on	one spot.			
General	Square footage is based on bas	se floor/building footprint.			
		Images			

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
2	A2	Airport Storage	LMA	LMA	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
N/A		N/A	N/A	N/A	
		Building Description and Condition			
	Hangar	N/A		_	
Square Footage (ft ²)	Storage/Office	24,455	Building Location		
	Hangar/Building	22.55		and the second s	
Height (AGL)	Antenna	N/A	S E London A	Located under	
	Structural	Concrete slab/posts/beams, concrete double t-roof	1 2 1 1 1	overpass	
Building Waterial	Roofing	Liquid applied membrane	-t morely		
	Hangar	N/A		-	
HVAC	Storage/Office	Heating	and an arman	Bit	
5°	Hangar	N/A			
Fire Protection	Storage/Office	Fire extinguisher	14	antit)	
	Study Number	2009-ASW-NRA-317	T		
Airspace Study	Determined	03/25/2009	The states and	1 A BOT	
	Hangar	N/A		abilities and a second	
Building Condition	Storage/Office	Good	market the		
11.56 11.56	Useful Life (Estimated)	10+ Years	Date of Imagery: 01/08/2019		
Oserui Lire	Age of Construction	10+ Years			
		Notes			
Structural	Concrete slab, wall base, walls,	, column, beams and roof.			
Interior	Bare concrete.				
Exterior	Bare concrete. Most repairs ne	eded will be on garage door (operated well at the time of inspection).			
Ground	Some cracks.				
Slab	Some water on slab.				
General	Square footage is based on bas	se floor/building footprint.			
	Images				

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

Location and Ownership					
Number	Location (Grid)	Name		Owner	Tenant
3	B-4	Signature Offices/Hangar		LMA	Signature Flight Support
Lease Information					
Lease Type		Lease Terms		Rental Rate	Annual Rent
		Building Description and Condition			
	Hangar	21,797			
Square Footage (ft ²)	Storage/Office	10,155		Building Locati	ion
	Hangar/Building	43.20	1		
Height (AGL)	Antenna	N/A	10		
	Structural	Pre-engineered steel columns, beams, girts and purlins	1.1	1	·
Building Material	Roofing	Metal panels		1	
	Hangar	None	1	11	1 A.
HVAC	Storage/Office	Multiple split systems	1. 2		A ANT AN
	Hangar	Fire extinguishers and foam	~	35	A A
Fire Protection	Storage/Office	Fire extinguishers/fire alarms	Ca.	1 1 1	P.
	Study Number	2009-ASW-NRA-317	1 0	and refut	0
Airspace Study	Determined	03/25/2009	3. 5	to the gas a de	**
	Hangar	Good		No ?	2
Building Condition	Storage/Office	Good	-		
	Useful Life (Estimated)	30+ Years		.	(22, (22, 12)
Useful Life	Age of Construction	9 Years (c. 2010)		Date of Imagery: 01/08/2019	
		Notes			
Structural	All of stated structure is in exc	ellent condition.			
Interior	Minor water damage to finishe	es in the lobby at the exterior wall and at windows. Few minor stai	ins in corridor o	on ACT.	
Exterior	Water may be infiltrating from	the curved cut coping on the parapet above the main lobby.			
Ground	Good condition.				
Slab	Good condition.				
General	Square footage is based on ba	se floor/building footprint.			
		Images			

Airport Master Plan Update

		Location and Ownership			
Number	Location (Grid)	Name		Owner	Tenant
4	B4	Moffett Hangar		LMA	Signature Flight Support
	l	Lease Information			
Lease Type		Lease Terms		Rental Rate	Annual Rent
	Primary Term 3	.5 years (7/1/01-12/31/04) with three 5 year renewal options			
		Building Description and Condition			
	Hangar	20,447			
Square Footage (ft ²)	Storage/Office	7,761	**	Building Locat	ion
	Hangar/Building	46.91			
Height (AGL)	Antenna	N/A		11 / 1	
	Structural	Brick bearing walls; Hangar: Steel truss and truss girders.	2.00		
Building Material	Roofing	Mod bit membrane			
	Hangar	None			
HVAC	Storage/Office	Split systems			Mark 1001
	Hangar	Fire extinguishers/sprinkler	. ~		
Fire Protection	Storage/Office	Fire extinguishers/sprinkler			
	Study Number		**		
Airspace Study	Determined			Mere,	A Part
	Hangar	Poor		# 1	A DE A
Building Condition	Storage/Office	Poor			
	Useful Life (Estimated)	Hangar: Less than 5 Years; Storage/Office: Less than 2 Years	-		100 100 10
Useful Life	Age of Construction	20+ Years		Date of Imagery: 01,	/08/2019
		Notes			
Structural	Peeling paint, but likely to out	ast all else.			
Interior	Significant water damage to ce	iling and floor on south non-hangar area. East side in mid-state o	of demolition. I	lazardous storage is unfit.	
Exterior	Hangar roof has damage/unsa	fe. Lower roofs in need of replacement. Minor cracks in plaster w	alls. Rusted do	ors/frames.	
Ground	Worn alligatored asphalt.				
Slab	Water ponding on hangar slab	Drain in area of pond appears to have been forcibly extracted.			
General	Square footage is based on ba	se floor/building footprint.			
		Images			

Airport Master Plan Update

	Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant	
5	B4	Airport Terminal	LMA	Various	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Various			
		Building Description and Condition			
Square Ecotage (ft ²)	Hangar	N/A	Building Locat	ion	
Square Poolage (it)	Storage/Office	21,592	Building Locat		
Height (AGL)	Hangar/Building	84.00	上士 士小	-	
Height (AGL)	Antenna	N/A	¥ 1 ×	And the second second	
Building Matorial	Structural	Steel post and beam			
building wateria	Roofing	Modified bitumen			
INVAC	Hangar	N/A	-the -		
HVAC	Storage/Office	Chilled water			
Fire Destantion	Hangar	N/A		A PARA	
Fire Protection	Storage/Office	Sprinklered	1.1.1		
	Study Number		1		
Airspace Study	Determined			G= 12 h	
	Hangar	N/A		2 12	
Building Condition	Storage/Office	Good	The contraction of		
Useful Life	Useful Life (Estimated)	Greater than 20 Years	Data of Imagene 01	/00/2010	
Oserui Lite	Age of Construction	85 Years (1934); Renovated Post Katrina	Date of imagery. 01,	/08/2019	
		Notes			
Structural	Good condition.				
Interior	Terrazzo reconditioning. Efflore	escence on plaster. Upper fire barriers to be completed. Water intrusio	n at some upper windows.		
Exterior	Caulking to be maintained. Infr	ared analysis suggested for leak. Rusted hollow metal doors/frames at	roof.		
Ground	Joint sealant needed.				
Slab	Good condition.				
General	Square footage is based on bas	e floor/building footprint.			
		Images			

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
6	B4	Williams Hangar	LMA	Flightline First	
Lease Information					
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Various			
		Building Description and Condition			
	Hangar	22,866			
Square Footage (ft ²)	Storage/Office	5,715	Building Locat	ion	
	Hangar/Building	42.36	m file y	1-	
Height (AGL)	Antenna	N/A	14 5	11	
Duilding Material	Structural	Steel post and beam with steel joists		1	
Building Waterial	Roofing	Modified Bitumen with PVC section at lower level	83 4		
19/40	Hangar	None			
HVAC	Storage/Office	Roof top units	1		
5°	Hangar	Sprinklered			
Fire Protection	Storage/Office	Sprinklered		1 +X	
A	Study Number				
Airspace Study	Determined	1. A.			
Duilding Condition	Hangar	Poor			
Building Condition	Storage/Office	Fair			
Useful Life	Useful Life (Estimated)	Hangar: Under 10 Years; Storage: 10 Years	Data of Imagene 01	/00/2010	
Useful Lite	Age of Construction	Approximately 40 Years (c. 1979)	Date of Imagery: 01,	/08/2019	
		Notes			
Structural	Hangar is steel truss and steel	peam.			
Interior	Hangar roof concrete is spalling	g, dangerous, and unacceptable. Paint peeling. Significant water intrusion at	windows of hangar.		
Exterior	Roof has been patched and ne	eds replacement. Standing water. Windows to be re-detailed. Minor cracks in	n plaster.		
Ground	Good condition.				
Slab	Good condition.				
General	Square footage is based on bas	e floor/building footprint.			
		Images			
<image/>					

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
7	B5	Bastian Mitchell Hangar	LMA	Signature Flight Support
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
	Primary T	erm 1 year (1/1/14-12/31/14) with three 5 year options		
		Building Description and Condition		
	Hangar	29,608		
Square Footage (ft ²)	Storage/Office	8,692	Building Locat	ion
	Hangar/Building	42.63		CALCULATION FOR
Height (AGL)	Antenna	N/A	Lt al.	in the second
	Structural	Longspan steel truss with steel post and beam		1
Building Material	Roofing	Metal and modified bitumen		- +
111/4.0	Hangar	Packaged rooftop units		11 of
HVAC	Storage/Office	Packaged rooftop units	1 ÷ ;	
Fire Protection	Hangar	Sprinkler		and the second
Fire Protection	Storage/Office	Sprinkler	Ry 10	10.5
Aircrack Study	Study Number	2011-ASW-4682-NRA	X	
Anspace Study	Determined	12/28/2011		1
Building Condition	Hangar	Good		
Building Condition	Storage/Office	Good		
l Isoful Lifo	Useful Life (Estimated)	40+ Years	Date of Imagery: 01	/08/2010
Oserui Lite	Age of Construction	Approximately 7 Years	Dute of imagery. or,	00/2015
		Notes		
Structural	Good condition.			
Interior	Except for minor stained ACT a	nd some water damage mostly seen at roof hatch, all in good cond	dition.	
Exterior	Minior water intrusion, mostly	by roof hatch.		
Ground	Good condition.			
Slab	Good condition.			
General	Square footage is based on bas	se floor/building footprint.		
		Images		

Airport Master Plan Update

Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant
8	B5	Building 104	LMA	
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
		Building Description and Condition		
	Hangar	5,390		_
Square Footage (ft ²)	Storage/Office	Within hangar	Building Locat	ion
	Hangar/Building	28.93	The second secon	
Height (AGL)	Antenna	N/A	all is the way have	THE T
	Structural	Steel truss with steel post and beam	REAL OF MAN	and the second
Building Material	Roofing	Corrugated steel	ALL MAD	
19/40	Hangar	N/A	THE	Eller in C
HVAC	Storage/Office	N/A	11	
	Hangar	N/A	le a a	1
Fire Protection	Storage/Office	Fire extinguishers	the second	
	Study Number		A BERT	
Airspace Study	Determined			Part Part
Duilding Condition	Hangar	1		1800
Building Condition	Storage/Office	Fair	A State of the sta	10 1000
11.56 11.56	Useful Life (Estimated)	7 Years	D. (100 10010
Useful Life	Age of Construction	Approximately 70 Years (c. 1950)	Date of Imagery: 01/08/2019	
		Notes		
Structural	Fair condition.			
Interior	Poor Condition. Appears that e	lectrical meter has been removed.		
Exterior	Plywood used to infill where ga	arage doors removed. Plywood is cracking.		
Ground	Cracks need sealant.			
Slab	Fair condition.			
General	Square footage is based on bas	e floor/building footprint.		
		Images		

Airport Master Plan Update

Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant
9	BC-6	National Guard Hangar	LMA	Signature Flight Support
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
		Building Description and Condition		
C	Hangar	29,202	n this to a	
Square Footage (ft ⁻)	Storage/Office	21,052	Building Locati	ion
	Hangar/Building	47.80	The Real Provession	
Height (AGL)	Antenna	N/A		
Duildin e Meterial	Structural	Steel columns with girders and truss girders		A TO A TO A
Building Wateria	Roofing	Metal panels		
INVAC	Hangar	Infrared unit heaters		
HVAC	Storage/Office	Chillers		A DECEMBER OF
	Hangar	Sprinklers, foam, fire extinguishers	B. M.	and the second
Fire Protection	Storage/Office	Sprinklers, fire extinguishers		in it
	Study Number		I III	
Airspace Study	Determined			
Duilding Condition	Hangar	Good		
Building Condition	Storage/Office	1st Floor: Good; 2nd Floor: Poor		
11	Useful Life (Estimated)	Over 20 Years	Data of Imagene 01	(00/2010
Useful Life	Age of Construction	Approximately 40 Years(c. 1980)	Date of imagery: 01/	08/2019
	_	Notes		
Structural	Wood beam at office structure			
Interior	Some water damage at window	vs. Most of 2nd floor is undeveloped.		
Exterior	Roof damage at southeast corr	ner. Glass broken in hangar door. Rusted steel windows. Needs clear	ning. Soffit damage at entry.	
Ground	Sealant to be maintained. Fair	Condition.		
Slab	Good condition.			
General	Square footage is based on bas	se floor/building footprint.		
		Images		

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
10	C6	Mosquito Control Hangar	LMA	City of NO/Mosquito Control
	·	Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
	1	Building Description and Condition		1
	Hangar	7,305		
Square Footage (ft*)	Storage/Office	Within Hangar	Building Locat	ion
	Hangar/Building	31.68		
Height (AGL)	Antenna	N/A		Market /
	Structural	Pre-engineered steel columns, beams, purlins		
Building Material	Roofing	Steel		
	Hangar	N/A		
HVAC	Storage/Office	N/A	17, 11,	8 /
51	Hangar	N/A	11 11	
Fire Protection	Storage/Office	N/A	A STATISTICS	1 Martins
	Study Number		and the second	ALCEN A
Airspace Study	Determined			1 have been
	Hangar	Poor	13.	March 1991
Building Condition	Storage/Office	Poor	All and a los	11 2 1 1 1 1 1 1 1 1
	Useful Life (Estimated)	0		100 100 10
Useful Life	Age of Construction	28 Years (1991)	Date of Imagery: 01,	/08/2019
		Notes		
Structural	The pre-engineered steel struc	ture is in reusable condition. Verify rough plumbing and electrical servi	ice. Replace all other.	
Interior	Currently, not usable. Inferior	walls are unsheathed with studs exposed.		
Exterior	Exterior skin is damaged in sev	eral areas. Other areas are heavily patched.		
Ground	Acceptable for reuse.			
Slab	Acceptable for reuse.			
General	Square footage is based on ba	se floor/building footprint.		
		Images		

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant
11	D-5/6	James Wedell Hanger	LMA	Signature Flight Support
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
		Building Description and Condition		
Square Ecotage (ft ²)	Hangar	19,837	Building Locat	ion
Square Poolage (it)	Storage/Office	9,230	Building Locat	
Height (AGL)	Hangar/Building	49.59	a access of the	*
Height (AGL)	Antenna	N/A		
Building Material	Structural	Office: Steel post/beam with steel bar joists. Hangar: Pre-Engr steel, cols, bms purlins and girts.		
	Roofing	Steel and mod bit		
INVAC	Hangar	Gas fired unit heaters		
HVAC	Storage/Office	Roof top units		
	Hangar	Sprinklers, foam fire extinguishers		
Fire Protection	Storage/Office	Sprinklers, fire extinguishers		
	Study Number	2011-ASW-5046-NRA		
Airspace Study	Determined			
	Hangar	Good		0
Building Condition	Storage/Office	Good		
	Useful Life (Estimated)	Over 40 years		100 100 10
Useful Lite	Age of Construction	5 Years (c. 2014)	Date of Imagery: 01,	/08/2019
		Notes		
Structural	Steel post.			
Interior	Water damage to ACT and win	dow sills on the south and east sides.		
Exterior	Roof drains are via concealed o	downspouts within pilasters; conceals leaks. Concrete exterior wall pane	els. Cut in modified bit roof. Holds wa	iter.
Ground	Some cracks in paving at entry	(needs sealant).		
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
Images				

Airport Master Plan Update

Location and Ownership						
Number	Location (Grid)	Name	Owner	Tenant		
12	D-5	Corporate Hangars	LMA	Stumm Girls		
		Lease Information				
Lease Type		Lease Terms	Rental Rate	Annual Rent		
	Building Description and Condition					
Courses Frankans (642)	Hangar	11,237	Duilding Loost	:		
Square Footage (it)	Storage/Office	Within hangar	Building Locat	1011		
Height (ACI)	Hangar/Building	29.89		14		
Height (AGL)	Antenna	N/A		NA .		
Puilding Motorial	Structural	Steel post, beam, purlins and girts with additional truss joists		1 34		
bulluing wateria	Roofing	Metal panels				
111/4.0	Hangar	Roof gravity exhaust				
HVAC	Storage/Office	Thru-wall package unit	13			
51	Hangar	Fire extinguishers				
Fire Protection	Storage/Office	Fire extinguishers		11 11		
	Study Number	1999-ASW-2015-NRA	12	1 / Ile Ile		
Airspace Study	Determined	02/26/1999		111		
	Hangar	Good				
Building Condition	Storage/Office	Good		(. / × ×		
	Useful Life (Estimated)	Over 10 years				
Useful Life	Age of Construction	13 years (c. 2006)	Date of Imagery: 01,	/08/2019		
		Notes				
Structural	Good condition.					
Interior	Some insulation falling from ce	iling.				
Exterior	Metal panels are in good cond	ition with slight fade in color.				
Ground	Good condition. Has minor cra	cks.				
Slab	Good condition.					
General	Square footage is based on bas	se floor/building footprint.				
Images						

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
13	D-5	T-Hangar A	LMA	N.O. Lakefront Hangar Assoc.
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
	Primary Term 20 years (12	/1/76-11/30/96) with one 5 year renewal option, extended for 10 years		
		Building Description and Condition		
C	Hangar	9,815	B. 1111-11-11-11	• • •
Square Footage (ft ⁻)	Storage/Office	N/A	Building Locat	ion
	Hangar/Building	22.61		111
Height (AGL)	Antenna	N/A	13 13	
Duilding Material	Structural	Steel post, beam, purlins and girts		8
Building Waterial	Roofing	Metal panels		
111/00	Hangar	Roof gravity exhaust		101 10
HVAC	Storage/Office	Split system	19497	
	Hangar	Fire extinguishers		
Fire Protection	Storage/Office	Fire extinguishers	13	A 189
	Study Number	1999-ASW-2016-NRA		1 11:11
Airspace Study	Determined	02/26/1999		
	Hangar	Good	12	1 10 10 20
Building Condition	Storage/Office	Good		1. 1. 1/.
	Useful Life (Estimated)	Over 10 Years		
Useful Life	Age of Construction	13 Years (c. 2006)	Date of Imagery: 01/08/2019	
		Notes		
Structural	Good condition.			
Interior	Some insulation falling from ce	iling.		
Exterior	Miscellaneousness trim missing	g. Sills rusted at personnel doors. Bent trim, unpainted metal frames and incor	sistent color between panels	
Ground	Good condition. Has minor cra	cks. Install sealant.		
Slab	Good condition. Has minor cra	cks. Install sealant.		
General	Square footage is based on bas	e floor/building footprint.		
Images				

Airport Master Plan Update

		Location and Ownership			
Number	Location (Grid)	Name	Owner	Tenant	
14	D-5	T-Hangar B	LMA	N.O. Lakefront Hangar Assoc.	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
	Primary Term 20 years (12	/1/76-11/30/96) with one 5 year renewal option, extended for 10 years			
		Building Description and Condition			
	Hangar	9,900			
Square Footage (ft ²)	Storage/Office	N/A	Building Locat	ion	
	Hangar/Building	22.66			
Height (AGL)	Antenna	N/A		A A	
Duilding Material	Structural	Steel post, beam, purlins and girts			
Building Waterial	Roofing	Metal panels			
19/40	Hangar	N/A		A JI	
HVAC	Storage/Office	Split system	5	Ne	
Fire Deate stice	Hangar	Fire extinguishers			
Fire Protection	Storage/Office	Fire extinguishers	14	1000	
	Study Number	1999-ASW-2016-NRA			
Airspace Study	Determined	02/26/1999			
Duilding Condition	Hangar	Good	it is	North Charles	
Building Condition	Storage/Office	Good		1 1	
	Useful Life (Estimated)	Over 10 Years	Data of Imagory 01	/09/2010	
Userul Life	Age of Construction	13 Years (c. 2006)	Date of imagery: 01,	/08/2019	
		Notes			
Structural	Good condition.				
Interior	Some insulation falling from ce	iling.			
Exterior	Replace rusted door B2 and fra	me. Other frames are rusted. Miscellaneousness trim missing. Replace metal	clad personnel door at southe	ast corner.	
Ground	Good condition. Has minor cra	cks. Install sealant.			
Slab	Good condition.				
General	General Square footage is based on base floor/building footprint.				
		Images			

Airport Master Plan Update

Appendix B - Building Inventory/Condition Survey

		Location and Ownership			
Number	Location (Grid)	Name	Owner	Tenant	
15	D-5	T-Hangar C	LMA	N.O. Lakefront Hangar Assoc.	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
	Primary Term 20 years (12	/1/76-11/30/96) with one 5 year renewal option, extended for 10 years			
		Building Description and Condition			
C	Hangar	9,834	B. Hilling Lange	••••	
Square Footage (ft ⁻)	Storage/Office	N/A	Building Locat	lion	
Height (ACI)	Hangar/Building	22.24		111	
Height (AGL)	Antenna	N/A			
Building Matorial	Structural	Steel post, beam, purlins and girts			
Building Waterial	Roofing	Metal panels			
HVAC	Hangar	N/A			
HVAC	Storage/Office	Thru-wall window units and split system	6		
Fire Protection	Hangar	Fire extinguishers	10		
	Storage/Office	Fire extinguishers			
Airspace Study	Study Number	1999-ASW-2016-NRA	15		
Anspace Study	Determined	02/26/1999			
Building Condition	Hangar	Good	14		
	Storage/Office	Good		1.1.1.1.N.Y	
Useful Life	Useful Life (Estimated)	Over 10 Years	Date of Imagery: 01/08/2019		
	Age of Construction	13 Years (c. 2006)			
		Notes			
Structural	Good condition.				
Interior	Some insulation falling from ce	iling.			
Exterior	Rusted personnel door/frame.	Other exterior doors need maintenance/replacement. Metal panels are in goo	od condition.		
Ground	Adjacent concrete paving at of	fice is higher than slab edge causing water to pocket. Has minor cracks. Handra	ail at parking is rusted.		
Slab	Good condition.				
General	General Square footage is based on base floor/building footprint.				
		Images			

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
16	D-5	T-Hangar D	LMA	N.O. Lakefront Hangar Assoc.
	I	Lease Information	1	1
Lease Type		Lease Terms	Rental Rate	Annual Rent
	Primary Term 20 years (12	/1/76-11/30/96) with one 5 year renewal option, extended for 10 years		
		Building Description and Condition		
	Hangar	9,913		
Square Footage (ft ²)	Storage/Office	N/A	Building Locat	ion
	Hangar/Building	22.01		
Height (AGL)	Antenna	N/A		
	Structural	Steel post, beam, purlins and girts	1. 1.	
Building Material	Roofing	Metal panels		
	Hangar	N/A		
HVAC	Storage/Office	Split systems	17	
	Hangar	Fire extinguishers		
Fire Protection	Storage/Office	Fire extinguishers		
	Study Number	1999-ASW-2016-NRA	16	×
Airspace Study	Determined	02/26/1999		
	Hangar	Good	The second second	1
Building Condition	Storage/Office	Good	15	
	Useful Life (Estimated)	Over 10 Years		100 100 10
Useful Life	Age of Construction		Date of Imagery: 01,	/08/2019
		Notes		
Structural	Good condition.			
Interior	Paint peeling from walls/ceiling	s. Some insulation falling from ceiling. Tenant reports plumbing problems as	sociated with toilet.	
Exterior	Metal panels are in good condi	tion with some fade in color and minor dents. Trim metal missing.		
Ground	Adjacent concrete paving at of	fice is higher than slab edge causing water to pocket. Has minor cracks. Insta	all sealant.	
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
Images				

Airport Master Plan Update

		Location and Ownership			
Number	Location (Grid)	Name	Owner	Tenant	
17	D-5	T-Hangar E	LMA	N.O. Lakefront Hangar Assoc.	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
	Primary Term 20 years (12	/1/76-11/30/96) with one 5 year renewal option, extended for 10 years			
	Building Description and Condition				
	Hangar	9,747			
Square Footage (ft ²)	Storage/Office	N/A	Building Locat	tion	
	Hangar/Building	22.14			
Height (AGL)	Antenna	N/A 🛛 🕺			
Duilding Material	Structural	Steel post, beam, purlins and girts			
Building Waterial	Roofing	Metal panels			
19/40	Hangar	N/A	1.11 1.5	10 M	
HVAC	Storage/Office	N/A	18		
51	Hangar	Fire extinguishers			
Fire Protection	Storage/Office	Fire extinguishers			
	Study Number	1999-ASW-2016-NRA	17	X	
Airspace Study	Determined	02/26/1999			
Duilding Condition	Hangar	Good			
Building Condition	Storage/Office	Good	16		
11.56 11.56	Useful Life (Estimated)	Over 10 Years	Dute (lasses of	100/2010	
Useful Life	Age of Construction	13 Years (c. 2006)	Date of Imagery: 01/08/2019		
		Notes			
Structural	Good condition.				
Interior	Some insulation falling from ce	iling.			
Exterior	E6 and E5 hangar doors slightly	bent and misaligned 4". Personnel door at southeast corner is rusted nee	eds replacement and trim.		
Ground	Good condition. Has minor cra	cks. Install sealant.			
Slab	Good condition.				
General	Square footage is based on bas	e floor/building footprint.			
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Airport Master Plan Update

		Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant		
18	D-5	T-Hangar E	LMA	Air Cover 1		
		Lease Information				
Lease Type		Lease Terms	Rental Rate	Annual Rent		
	Primary Term 2	0 years (7/1/99-6/30/09) with three 5 year renewal options				
	Building Description and Condition					
	Hangar	9,753		_		
Square Footage (ft ⁻)	Storage/Office	N/A	Building Locat	ion		
	Hangar/Building	22.79				
Height (AGL)	Antenna	N/A	i Li			
	Structural	Steel post, beam, purlins and girts	T			
Building Material	Roofing	Metal panels	×			
19/40	Hangar	Roof gravity exhaust				
HVAC	Storage/Office	Split system; Thru wall unit				
	Hangar	Fire extinguishers				
Fire Protection	Storage/Office	Fire extinguishers				
	Study Number	1998-ASW-2008-NRA	18			
Airspace Study	Determined	10/05/1998				
	Hangar	Good		1		
Building Condition	Storage/Office	Good	1/			
11	Useful Life (Estimated)	Over 10 Years	Dute floore of	100 /001 0		
Useful Life	Age of Construction	11 Years (c. 2008)	Date of Imagery: 01,	/08/2019		
		Notes				
Structural	Good condition.					
Interior	Some insulation falling from ce	iling.				
Exterior	Metal panels are in good condi	tion with some color variance between panels. Some minor dents.	Roof/walls are fairly consistent.			
Ground	Good condition. Minor cracks.	Install sealant.				
Slab	Good condition.					
General	Square footage is based on bas	e floor/building footprint.				
Images						

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name		Owner	Tenant
19	E-4	McDermott/Tidewater Hangar Facility		LMA	Flightline First
		Lease Information			
Lease Type		Lease Terms		Rental Rate	Annual Rent
	Primary Term	1 5 Years (5/1/15-4/30/20) with two 5 year renewal options			
		Building Description and Condition			
C	Hangar	24,115		B. Hallow Lawye	• • •
Square Footage (ft ⁻)	Storage/Office	7,750	1	Building Locat	ion
	Hangar/Building	39.64	0.1		
Height (AGL)	Antenna	N/A			All All
	Structural	Laminated wood arched columns. Wood roof beams/deck			
Building Material	Roofing	Modified bitumen	18		
	Hangar	N/A			A. The
HVAC	Storage/Office	Central split system			
	Hangar	N/A			
Fire Protection	Storage/Office	Fire extinguishers			to have a
	Study Number				9
Airspace Study	Determined		1	A COLOR	
	Hangar	Good		1.410	
Building Condition	Storage/Office	Good	125/	alle alle	· ·
	Useful Life (Estimated)	Over 10 Years			<i>//</i>
Useful Life	Age of Construction	37 Years (c. 1982)		Date of Imagery: 01/08/2019	
		Notes			
Structural	Laminated wood arched colum	nns. Wood roof beams and deck all look to be in good condition. I	Prior damage	corrected.	
Interior	Hangar door needs maintenan	ce due to rust and delamination.			
Exterior	Corrugated upper hangar door	panels have deterioration. Moisture penetrating split-faced con	crete masonr	y unit (CMU) walls. Few dama	ged upper panels.
Ground	Good condition.				
Slab	Concrete in good condition.				
General	Square footage is based on ba	se floor/building footprint.			
		Images			

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
20	E-4	FAA ATCT	FAA	FAA	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Building Description and Condition			
	Hangar	N/A		_	
Square Footage (ft ²)	Storage/Office	910	Building Locat	ion	
	Hangar/Building	42.18 (Building)			
Height (AGL)	Antenna	101.12 (Cab/Antenna)			
	Structural	Steel post and beam			
Building Material	Roofing	PVC			
111/4.0	Hangar	N/A		a start and a start and a start	
HVAC	Storage/Office	Multiple split systems with few thru wall units			
51	Hangar	N/A		14.1	
Fire Protection	Storage/Office	Sprinkler, fire extinguishers and fire alarms		-	
Alizza Chudu	Study Number				
Airspace Study	Determined			1 A CONTRACTOR	
Building Condition	Hangar	N/A		ALC: NO Y	
Building Condition	Storage/Office	Good			
Licoful Life	Useful Life (Estimated)	Over 10 Years	Date of Imagery: 01/08/2019		
Oserui Lire	Age of Construction	12 Years (c. 2007)			
	-	Notes			
Structural	Good condition.				
Interior	Good condition.				
Exterior	Some rust on HM and upper ro	of hatch. Roof in good condition with some minor delamination at lower pa	rapet.		
Ground	Some locations where joints ne	ed sealant.			
Slab	Good condition.				
General	Square footage is based on bas	e floor/building footprint.			
Images					

Airport Master Plan Update

		Location and Ownership			
Number	Location (Grid)	Name		Owner	Tenant
21	E-4	Delgado Hangar		LMA	CAF - Big Easy Wing
	1	Lease Information			
Lease Type		Lease Terms		Rental Rate	Annual Rent
		Building Description and Condition			
	Hangar	13,891			
Square Footage (ft ²)	Storage/Office	Within hangar		Building Locat	ion
	Hangar/Building	27.88		and a second	~
Height (AGL)	Antenna	N/A		2. 8	
	Structural	Pre-engineered steel columns and beams, girts and purlins			1
Building Material	Roofing	Metal	AL-		
	Hangar	Unit heaters, roof ventilators, wall intake	2		
HVAC	Storage/Office	Split system	and a		a.,
	Hangar	Fire extinguishers	• 18.0	11/11/11	
Fire Protection	Storage/Office	Fire extinguishers			
	Study Number	1989-ASW-292-NRA / 1991-ASW-238-NRA			100
Airspace Study	Determined	10/05/1998	14.2000	Mar Harry	
	Hangar	Fair			
Building Condition	Storage/Office	Fair	16	N 100	
	Useful Life (Estimated)	9 Years			/ /
Useful Life	Age of Construction	24 Years (c. 1995)		Date of Imagery: 01,	/08/2019
		Notes			
Structural	Good condition.				
Interior	Roof insulation not completely	v secured and facing is starting to deteriorate. Gutter between two	o buildings is	rusting (major concern).	
Exterior	Good condition. Some metal p	anel discoloration on the southwest sides. Metal wall panels show	ving signs of	paint being aged.	
Ground	Seal large joint at building slab				
Slab	Good condition.				
General	Square footage is based on ba	se floor/building footprint.			
Images					

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
22	E-4	ARFF Station	LMA	ARFF	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Building Description and Condition			
	Hangar N/A				
Square Footage (ft ²)	Storage/Office	3,458	Building Locat	tion	
	Hangar/Building	28.39	AN AN	4	
Height (AGL)	Antenna	N/A	Pro 1	1	
Duilding Masterial	Structural		· ~)		
Building Waterial	Roofing	Modified bitumen			
19/40	Hangar	N/A		the s	
HVAC	Storage/Office	Roof top unit			
	Hangar	N/A			
Fire Protection	Storage/Office	Fire extinguishers/fire alarms			
Alizza da Churda	Study Number				
Airspace Study	Determined		A		
Building Condition	Hangar	N/A			
Building Condition	Storage/Office	Fair	•	~	
	Useful Life (Estimated)	5 Years			
Userul Life	Age of Construction	40 Years (c. 1980)	Date of imagery: 01,	/08/2019	
		Notes			
Structural	Steel bar joists on steel beams	and columns.			
Interior	Some roof leaks.				
Exterior	Remove sealant from brick we	eps. Clean brick of algae.			
Ground	Seal joints between building a	nd paving after cleaning them of vegetation. Transition plate between bay and	exit is rusting.		
Slab	Good condition.				
General	Square footage is based on based	se floor/building footprint.			
Images					

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
23	D-4	Remote Transmitter/Receiver (RTR)	FAA	FAA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
		Building Description and Condition		
	Hangar	N/A		
Square Footage (ft ²)	Storage/Office	761 / 207	Building Locat	ion
	Hangar/Building	24.08	I Then are set of	
Height (AGL)	Antenna	34.48		A STATE OF A STATE
	Structural	Masonry on concrete slab	1	States States
Building Material	Roofing	Metal panels	23A	A MARTINE STOR
111/4.0	Hangar	N/A		
HVAC	Storage/Office	Split system (2 units)		
Fire Destantion	Hangar	N/A		
Fire Protection	Storage/Office	Fire extinguishers		100000
Alizza Chudu	Study Number		¥ 23B	Alla Maria
Airspace Study	Determined		MELLING A	
Duilding Condition	Hangar	N/A		
Building Condition	Storage/Office	Fair	200	11 March
11 f. 1 f.	Useful Life (Estimated)	9 Years	D. (100/2010
Oserui Lite	Age of Construction	13 Years (c. 2006)	Date of imagery: 01	/08/2019
		Notes		
Structural	Wall cracks continue from slab	to wall.		
Interior	Water intrusion as evidenced I	by stains on floor. Absence of water barrier in walls was reported.		
Exterior	Cracks in mortar and foundation	yn.		
Ground	Good condition.			
Slab	Cold joint visible from exterior	where building was expanded.		
General	Square footage is based on ba	e floor/building footprint.		
		Images		

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
24	C-7	Old Mosquito Control Warehouse-Office	LMA	F&M Aviation
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
	Primary T	erm 10 yrs (2/1/18 - 1/31/28)with three 5 year options.		
		Building Description and Condition		
	Hangar	N/A		
Square Footage (ft ²)	Storage/Office	8,415	Building Locat	tion
	Hangar/Building	20.67	100000000000000000000000000000000000000	
Height (AGL)	Antenna	N/A	1.18 30 A Do	
	Structural	Steel beams and columns	11976	
Building Material	Roofing	Metal	10 maanana	
19/40	Hangar	N/A	4198733	
HVAC	Storage/Office	Split system	24	
	Hangar	N/A		
Fire Protection	Storage/Office	Fire extinguishers	NAG - PLAN	
Alizza and Churche	Study Number		AR HERRICH	25
Airspace Study	Determined		11	
Building Condition	Hangar	N/A		
Building Condition	Storage/Office	Fair	A2	1 dr. 1
	Useful Life (Estimated)	9 Years	Data of Imagory 01	/08/2010
Userur Lite	Age of Construction		Date of imagery. 01	/08/2019
		Notes		
Structural	Good condition.			
Interior	Good condition.			
Exterior	Window trim does not fit well	on this building skin.		
Ground	Asphalt paving in poor condition	n.		
Slab	Good condition.			
General	Square footage is based on bas	e floor/building footprint.		
		Images		

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
25	C-7	Old Mosquito Control Warehouse-Office	LMA	F&M Aviation
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
	Primary Te	erm 10 yrs (2/1/18 - 1/31/28) with three 5 year options.		
		Building Description and Condition		
Courses Frankras (612)	Hangar	N/A	Duilding Loop	
Square Footage (TT ⁻)	Storage/Office	13,421	Building Locat	lion
	Hangar/Building	24.43	100000000000000000000000000000000000000	Contraction of the
Height (AGL)	Antenna	N/A	AR BORDON	
Puilding Matorial	Structural	Pre-engineered steel columns, beams and purlins	1020 TE 10 21020	
Building Waterial	Roofing	Metal	10	
111/4.0	Hangar	N/A	dagen and	
HVAC	Storage/Office	Various: Split system and thru wall units	24	
Fire Deate stice	Hangar	N/A		
Fire Protection	Storage/Office	Fire extinguishers	A G - Park	
Alimentary Churche	Study Number		RUTTIN	25
Airspace Study	Determined		her	
Building Condition	Hangar	N/A	- Land	and the second s
Building Condition	Storage/Office	Poor	17 1	101. 1
Lisoful Life	Useful Life (Estimated)	2 Years	Data of Imagory 01	/09/2010
Oserui Lite	Age of Construction	40 years (c.1979)	Date of imagery. Of	/08/2019
	-	Notes		
Structural	Rust in many locations.			
Interior	Poor. Rust and lack of water ba	arrier on north wall. Poor insulation.		
Exterior	Poor. Light and air freely pene	trate rough closure of garage doors on north wall.		
Ground	Asphalt in poor condition.			
Slab	Needs cleaning and sealant.			
General	Square footage is based on based	e floor/building footprint.		
		Images		

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
26	B-3	FAA Equipment/Shed	FAA	FAA	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Building Description and Condition			
C	Hangar	N/A			
Square Footage (ft*)	Storage/Office	171	Building Locat	tion	
	Hangar/Building	16.38	1		
Height (AGL)	Antenna	N/A	1	6	
Duilding Material	Structural	Fiberglass building on Concrete piers		S 1 9 5	
Building Waterial	Roofing	Fiberglass	. 26		
INVAC	Hangar	N/A			
HVAC	Storage/Office	Through wall package unit	· · · · · · · · · · · · · · · · · · ·	i charte	
Fine Ducto sting	Hangar	N/A			
Fire Protection	Storage/Office	Fire extinguishers	il da		
Alizza da Chudu	Study Number	25	and the second s	Han I	
Airspace Study	Determined		1.00		
Building Condition	Hangar	N/A			
Bunding Condition	Storage/Office	Fair	and the second second	1	
	Useful Life (Estimated)	9 Years	Data of Imagory 01	/08/2010	
	Age of Construction	13 Years (c. 2006)	Date of imagery. of	/08/2019	
		Notes			
Structural	Sub-frame and piers in good co	ondition.			
Interior	Unknown.				
Exterior	Special door construction in go	od condition.			
Ground	Crushed granite.				
Slab	N/A				
General	Square footage is based on base floor/building footprint.				
		Images			

Airport Master Plan Update

		Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant		
27	E-4	Generator Building	LMA	LMA		
		Lease Information				
Lease Type		Lease Terms	Rental Rate	Annual Rent		
				-		
		Building Description and Condition				
Severe Feetage (ft2)	Hangar	N/A	Puilding Locat	ion		
Square Footage (ft ⁻)	Storage/Office	144	Building Locat	ion		
	Hangar/Building	13.4	Carl and			
Height (AGL)	Antenna	N/A	A 1/1	CIED CON		
Duilding Material	Structural	Masonry on concrete slab				
Building Waterial	Roofing	Membrane	27	10 10		
111/4.0	Hangar	N/A		1 HAVE		
HVAC	Storage/Office	N/A				
Fire Drote stien	Hangar	N/A		T /		
Fire Protection	Storage/Office	Fire extinguishers				
	Study Number					
Airspace Study	Determined					
	Hangar	N/A				
Building Condition	Storage/Office	Fair		Prese la		
11	Useful Life (Estimated)	10+ Years	D. I (1	100 1001 0		
Usetul Lite	Age of Construction	40 Years	Date of Imagery: 01/08/2019			
		Notes				
Structural	Fair condition.					
Interior	Unknown.					
Exterior	Exterior coating on concrete m	asonry unit (CMU) needs replacement. Rust on ferrous metal including roc	f edge trim.			
Ground	Concrete entry pad recommended in existing grass setting.					
Slab	Slight damage to concrete.	Slight damage to concrete.				
General	Square footage is based on base floor/building footprint.					
Images						

Airport Master Plan Update

Location and Ownership						
Number	Location (Grid)	Name	Owner	Tenant		
28	B-4	ATS	LMA	LMA		
		Lease Information				
Lease Type		Lease Terms	Rental Rate	Annual Rent		
		Building Description and Condition				
Saucro Footogo (ft2)	Hangar	N/A	Puilding Loost	ion		
Square Footage (Tt ⁻)	Storage/Office	1,158	Building Locat	10N		
Height (AGL)	Hangar/Building	28.18		7 /		
Height (AGL)	Antenna	N/A	1	1 11/2		
Building Matorial	Structural	Concrete frame and platform				
building waterial	Roofing	N/A		1 / 20		
LIV/AC	Hangar	N/A		The second second		
HVAC	Storage/Office	N/A				
Fire Protection	Hangar	N/A				
File Protection	Storage/Office	N/A				
Aircrack Study	Study Number					
Anspace Study	Determined		A	An an and an		
Building Condition	Hangar	N/A	11035	CONTRACTOR OF THE		
Building condition	Storage/Office	Good				
Usoful Life	Useful Life (Estimated)	40 Years	Data of Imagany: 01	/09/2010		
Useful Life	Age of Construction	10 Years	Date of magery. 01,	/08/2019		
		Notes				
Structural	Waterproof coating on deck ar	nd other surfaces in good condition.				
Interior	N/A					
Exterior	Good condition.					
Ground	Landscape-needs maintenance	<u>.</u>				
Slab	Good condition.					
General	Square footage is based on base floor/building footprint.					
Images						

Airport Master Plan Update

		Location and Ownership		
Number	Location (Grid)	Name	Owner	Tenant
29	E-4	Airfield Electrical Vault	LMA	LMA
		Lease Information		
Lease Type		Lease Terms	Rental Rate	Annual Rent
		Building Description and Condition		
C	Hangar	N/A	B 1141 - 1	• • •
Square Footage (ft ⁻)	Storage/Office	880	Building Locat	ion
	Hangar/Building	29.82	Charles Market	
Height (AGL)	Antenna	N/A	LEVEN R TRAC	100
	Structural	Precast concrete panels on steel frame and columns		and the second s
Building Material	Roofing	Liquid membrane on concrete roof		No.
	Hangar	N/A		and the second
HVAC	Storage/Office	Package units through wall		and the
	Hangar	N/A	A A A A A A A A A A A A A A A A A A A	als :
Fire Protection	Storage/Office	Fire extinguishers		1
	Study Number	2016-ASW-3076-NRA	- 141 1 - 2 /	
Airspace Study	Determined	08/08/2016	I TAKE A SALE	~/~
	Hangar	N/A	A ST Provent	
Building Condition	Storage/Office	Good		11.0
	Useful Life (Estimated)	40 Years		/ /
Useful Life	Age of Construction	10 Years	Date of Imagery: 01,	/08/2019
		Notes		
Structural	Good condition.			
Interior	Good condition.			
Exterior	Good condition.			
Ground	Good condition.			
Slab	Good condition.			
General	Square footage is based on bas	se floor/building footprint.		
		Images		

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
30	E-4	ARFF Electrical Vault	LMA	LMA	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Building Description and Condition			
C	Hangar	N/A	B. Helling Lange	• • •	
Square Footage (ft*)	Storage/Office	343	Building Locat	ion	
	Hangar/Building	15.81	L.		
Height (AGL)	Antenna	N/A	and the second		
Duilding Material	Structural	Masonry on concrete foundation	AND TO	30	
Building Waterial	Roofing	Liquid membrane on concrete	· ~ / /		
INVAC	Hangar	N/A	1 Martin		
HVAC	Storage/Office	Gravity ventilated	JAN AN	5	
5°	Hangar	N/A		State In	
Fire Protection	Storage/Office	Fire extinguishers			
A	Study Number	~		a de	
Airspace Study	Determined			State of the second sec	
Duilding Condition	Hangar	N/A	3	and the second	
Building Condition	Storage/Office	Fair		324	
11 f. 1 f.	Useful Life (Estimated)	10 Years		100 1001 0	
Useful Life	Age of Construction	40 Years	Date of Imagery: 01,	/08/2019	
		Notes			
Structural	Minor damage to foundation c	orner.			
Interior					
Exterior	Fair condition. Metal doors, fra	mes, louvers, are rusted. Precast concrete steps to be anchored properly.			
Ground	Good condition.				
Slab	Turf.				
General	Square footage is based on bas	e floor/building footprint.			
		Images			

Airport Master Plan Update

		Location and Ownership				
Number	Location (Grid)	Name	Owner	Tenant		
31	C-7	Airport Switchgear - Electrical Feed	LMA	LMA		
Lease Information						
Lease Type		Lease Terms	Rental Rate	Annual Rent		
		Building Description and Condition				
Square Footage (ft ²)	Hangar	N/A	Ruilding Loca	tion		
Square Footage (it)	Storage/Office	392	Bullung Loca	tion		
Height (AGL)	Hangar/Building	18.97		CH A		
	Antenna	N/A				
Building Material	Structural	Masonry on concrete slab				
Dunung wateria	Roofing	Liquid membrane on concrete		2 .		
HVAC	Hangar	N/A				
HVAC	Storage/Office	Gravity ventilated	31			
Fire Protection	Hangar	N/A		Calaba a Mile		
File Flotection	Storage/Office	Fire extinguishers				
Aircoaco Study	Study Number					
Anspace Study	Determined		1	A AND A A		
Building Condition	Hangar	N/A	a stars .			
Building condition	Storage/Office	Fair				
Usoful Life	Useful Life (Estimated)	10 Years	Data of Imagony 01	/08/2010		
Userur Lite	Age of Construction	40 Years	Date of Imagery: 01/08/2019			
		Notes				
Structural	Minor damage to slab corner.					
Interior						
Exterior	Fair condition. Metal doors in frame are rusted.					
Ground	Turf.					
Slab						
General	Square footage is based on based	se floor/building footprint.				
		Images				
				in Sty		

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
32A	G-3	Runway Glide Slope Antenna	FAA	FAA	
		Lease Information			
Lease Type		Lease Terms	Rental Rate	Annual Rent	
	1	Building Description and Condition	1		
C	Hangar	N/A	B. Helise Lesser		
Square Footage (IT ⁻)	Storage/Office	167	Building Locat	ion	
	Hangar/Building	14.97	CHARLES IN J. V.		
Height (AGL)	Antenna	32.69		California - Martin	
Duilding Material	Structural	N/A	and the second		
Building Waterial	Roofing	N/A		di di	
LIV/AC	Hangar	N/A		32B	
HVAC	Storage/Office	N/A	A House		
Fire Protection	Hangar	N/A	E1 32A		
File Protection	Storage/Office	N/A	L		
Aircrack Study	Study Number		A REAL	The state	
Anspace Study	Determined				
Building Condition	Hangar	N/A			
Building Condition	Storage/Office	N/A			
	Useful Life (Estimated)	N/A	Data of Imagory 01	/08/2010	
Oserui Lite	Age of Construction	N/A	Dute of imagery. 01/	08/2019	
		Notes			
Structural					
Interior					
Exterior					
Ground					
Slab					
General	Square footage is based on bas	e floor/building footprint.			
		Images			

Airport Master Plan Update

Location and Ownership					
Number	Location (Grid)	Name	Owner	Tenant	
32B	G-3	Runway Glide Slope Antenna (Support Building)	FAA	FAA	
		Lease Information	1		
Lease Type		Lease Terms	Rental Rate	Annual Rent	
		Building Description and Condition	1		
Saucro Footogo (ft²)	Hangar	N/A	Building Location		
Square Footage (It)	Storage/Office	136			
Height (ACI)	Hangar/Building	15.14	·····································		
Height (AGL)	Antenna	N/A			
Puilding Material	Structural	Fiberglass on concrete piers			
building waterial	Roofing	Fiberglass			
111/10.0	Hangar	N/A		32B	
HVAC	Storage/Office	Through wall package unit	and a		
	Hangar	N/A	EI 220		
Fire Protection	Storage/Office	Fire extinguishers			
	Study Number		A REAL PROPERTY AND	Martin Contraction	
Airspace Study	Determined			1.40	
	Hangar	N/A			
Building Condition	Storage/Office	Fair	A CONTRACTOR		
	Useful Life (Estimated)	10 Years		/ /	
Useful Life	Age of Construction	13 Years	Date of Imagery: 01/08/2019		
		Notes			
Structural	Good condition.				
Interior	Good condition. Fiberglass reir	forced panels on walls			
Exterior	Fair condition. Fiberglass aging	slightly.			
Ground	Crushed stone.				
Slab	N/A				
General	Square footage is based on bas	e floor/building footprint.			
		Images			

Master Plan Update



Appendix C Environmental Coordination Documentation



November 20, 2018

Chitimacha Tribe of Louisiana P.O. Box 661 155 Chitimacha Loop Charenton, LA 70523

RE: Solicitation of Views for New Orleans Lakefront Airport (NEW) Master Plan Update Environmental Inventory and Overview Coordination

Dear Sir or Madam:

The New Orleans Lakefront Airport in New Orleans, Louisiana, is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years and identify a multi-step Capital Development Program.

On behalf of the Airport, Kutchins & Groh is inventorying needs and identifying issues that may impact the development of the Airport over standard short (0–5 years), intermediate (6–10 years), and long-term (11–20 years) planning horizons.

Typical improvements that may be recommended as a result of this study include: rehabilitation of existing runway, taxiway, and aircraft parking apron pavements; airfield lighting; construction of new pavement or new infrastructure (roads, drainage, waterlines, etc.); acquisition of real property for development of the facility and/or for noise compatibility; and development related to these and other air commerce activities. The Airport understands that each of these improvements would be the subject of separate environmental documentation (Categorical Exclusions, Environmental Assessments, or Environmental Impact Statements as appropriate) and will be coordinated with your office prior to implementation.

The Department of Natural Resources requested that we contact your office to determine if you have any interest in this site. In order to identify potential environmental issues that should be considered as we develop this plan, we are soliciting views from your group for impacts to threatened and endangered species, air and water quality issues, wetlands, and cultural resources. Your review of this planning process and the potential impact(s) (if any) associated with development at the Airport on the resource under your purview would be greatly appreciated.

Dallas/Fort Worth Metroplex
November 20, 2018 Chitimacha Tribe of Louisiana Page 2

To familiarize you with the existing conditions and location of the Airport, please find enclosed an excerpt drawing from the following Spanish fort Quadrangle map. Also included is an aerial view of the facility with major features labeled, as they exist today.

We request that you review this site and the planning process as it affects you, and provide us with any comments within 30 days of receipt of this letter. If no response is received after this time period, we will assume you have no concerns with potential development at the Airport.

Please mail your responses to me at:

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130

Or <a>lisa@kutchins-groh.com

Should you have any questions, or require additional information, please feel free to call me on my direct line (504-799-4096). Thank you.

Sincerely, KUTCHINS & GROH, LLC

Sachawson

Lisa Lawson

- cc: Dave Howard, New Orleans Lakefront Airport Darren Persick, K&G
- Enclosures: Composite drawing from quadrangle maps; and Aerial view of the project area.

New Orleans Lakefront Airport Airport Master Plan Update



PREPARED BY: Kutchins & Groh, LLC, November 2018 SOURCE: United States Geological Survey, U.S. Topo Maps, Spanish Fort Quadrangle, 2018

2500

Environmental Inventory and Overview Coordination USGS Quadrangle Topographic Map





New Orleans Lakefront Airport Airport Master Plan Update



PREPARED BY: Kutchins & Groh, LLC, November 2018 SOURCE: Google Earth, Imagery Date: 01/24/2018



Environmental Inventory and Overview Coordination Aerial







November 7, 2018

Tutashinda Salaam, Project Manager USACE Protection & Restoration Office 7400 Leake Avenue Room 287 New Orleans, LA 70118 Sent via email: <u>tutashinda.salaam@usace.army.mil</u>

RE: Solicitation of Views for New Orleans Lakefront Airport (NEW) Master Plan Update Environmental Inventory and Overview Coordination

Dear Tuta:

The New Orleans Lakefront Airport in New Orleans, Louisiana, is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years and identify a multi-step Capital Development Program.

On behalf of the Airport, Kutchins & Groh is inventorying needs and identifying issues that may impact the development of the Airport over standard short (0–5 years), intermediate (6–10 years), and long-term (11–20 years) planning horizons.

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In order to identify potential environmental issues that should be considered as we develop this plan, we are soliciting views of resource agencies for impacts to threatened and endangered species, air and water quality issues, wetlands, and cultural resources. Your review of this planning process and the potential impact(s) (if any) associated with development at the Airport on the resource under your purview would be greatly appreciated.

Dallas/Fort Worth Metroplex

November 7, 2018 Tutashinda Salaam New Orleans District Corp of Engineers Page 2

To familiarize you with the existing conditions and location of the Airport, please find enclosed an excerpt drawing from the following Spanish fort Quadrangle map. Also included is an aerial view of the facility with major features labeled, as they exist today.

We request that you review this site and the planning process as it affects you, and provide us with any comments within 30 days of receipt of this letter. If no response is received after this time period, we will assume you have no concerns with potential development at the Airport.

Please mail your responses to me at:

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130

Or lisa@kutchins-groh.com

Should you have any questions, or require additional information, please feel free to call me on my direct line (504-799-4096). Thank you.

Sincerely, KUTCHINS & GROH, LLC

ja tawson

Lisa Lawson

- cc: Dave Howard, New Orleans Lakefront Airport Darren Persick, K&G
- Enclosures: Composite drawing from quadrangle maps; and Aerial view of the project area.



DEPARTMENT OF THE ARMY CORPS OF ENGINEERS, NEW ORLEANS DISTRICT 7400 LEAKE AVE NEW ORLEANS LA 70118-3651

FEB 1 4 2019

REPLY TO ATTENTION OF

Programs and Project Management Division Protection and Restoration Office

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, Louisiana 70130

Dear Ms. Lawson:

This letter is in reference to your Solicitation of Views request dated November 7, 2018 concerning the New Orleans Lakefront Airport Master Plan update.

Information and signatures obtained from recent maps, aerial photographs, and local soil surveys concerning this site are indicative of the occurrence of waters of the U.S., including wetlands. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into waters of the U.S., including wetlands. This response does not constitute authorization to conduct the project.

A jurisdictional determination will be required to determine the extent of waters of the U.S. Please submit a jurisdictional determination request form to our office along with detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional determinations. The fact that a jurisdictional determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional areas, which include wetlands, occurring at this location.

Please contact Mr. Jonathan Barmore of our Regulatory Branch by telephone at (504) 862-1704, or by e-mail: jonathan.g.barmore@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Michael Farabee by telephone at (504) 862-2292 or by email: michael.v.farabee@usace.army.mil.

Future correspondence concerning this matter should reference account number MVN-2018-01522-SG. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

But 2 Hom

Brett Herr Chief Lake Pontchartrain and Vicinity Branch



November 7, 2018

Linda Hardy, SOV Program Manager Louisiana Department of Environmental Quality 602 North Fifth Street 10th Floor Baton Rouge, LA 70802 Sent via email: <u>Linda.Hardy@LA.GOV</u>

RE: Solicitation of Views for New Orleans Lakefront Airport (NEW) Master Plan Update Environmental Inventory and Overview Coordination

Dear Linda:

The New Orleans Lakefront Airport in New Orleans, Louisiana, is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years and identify a multi-step Capital Development Program.

On behalf of the Airport, Kutchins & Groh is inventorying needs and identifying issues that may impact the development of the Airport over standard short (0–5 years), intermediate (6–10 years), and long-term (11–20 years) planning horizons.

Typical improvements that may be recommended as a result of this study include: rehabilitation of existing runway, taxiway, and aircraft parking apron pavements; airfield lighting; construction of new pavement or new infrastructure (roads, drainage, waterlines, etc.); acquisition of real property for development of the facility and/or for noise compatibility; and development related to these and other air commerce activities. The Airport understands that each of these improvements would be the subject of separate environmental documentation (Categorical Exclusions, Environmental Assessments, or Environmental Impact Statements as appropriate) and will be coordinated with your office prior to implementation.

In order to identify potential environmental issues that should be considered as we develop this plan, we are soliciting views of resource agencies for impacts to threatened and endangered species, air and water quality issues, wetlands, and cultural resources. Your review of this planning process and the potential impact(s) (if any) associated with development at the Airport on the resource under your purview would be greatly appreciated.

Dallas/Fort Worth Metroplex

November 7, 2018 Linda Hardy Louisiana Dept of Environmental Quality Page 2

To familiarize you with the existing conditions and location of the Airport, please find enclosed an excerpt drawing from the following Spanish Fort Quadrangle map. Also included is an aerial view of the facility with major features labeled, as they exist today.

We request that you review this site and the planning process as it affects you, and provide us with any comments within 30 days of receipt of this letter. If no response is received after this time period, we will assume you have no concerns with potential development at the Airport.

Please mail your responses to me at:

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130

Or <u>lisa@kutchins-groh.com</u>

Should you have any questions, or require additional information, please feel free to call me on my direct line (504-799-4096). Thank you.

Sincerely, KUTCHINS & GROH, LLC

sadawson

Lisa Lawson

- cc: Dave Howard, New Orleans Lakefront Airport Darren Persick, K&G
- Enclosures: USGS Quadrangle map; and Aerial view of the project area.

January 11, 2019

Lisa Lawson Kutchins & Groh., LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130 lisa@kutchins-groh.com

RE: 181119/1930

New Orleans Lakefront Airport Master Plan Update FAA and DOTDFunding Orleans Parish

Dear Ms. Lawson:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits
 regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has
 stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you
 contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a
 permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application or Notice of Intent will be required if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at <u>http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx</u> or by contacting the LDEQ Water Permits Division at (225) 219- 9371.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are

encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Orleans Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3954 or by email at <u>linda.piper@la.gov</u>.

Sincerely,

Linda (Brown) Piper

Louisiana Dept. of Environmental Quality Office of the Secretary Phone: (225) 219-3954 Email: <u>linda.piper@la.gov</u>



November 7, 2018

Karl Morgan, Permits & Mitigation Administrator Louisiana Department of Natural Resources 617 North Third Street P.O. Box 44487 Baton Rouge, Louisiana 70821-4487 Sent via email: <u>karl.morgan@la.gov</u>

RE: Solicitation of Views for New Orleans Lakefront Airport (NEW) Master Plan Update Environmental Inventory and Overview Coordination

Dear Karl:

The New Orleans Lakefront Airport in New Orleans, Louisiana, is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years and identify a multi-step Capital Development Program.

On behalf of the Airport, Kutchins & Groh is inventorying needs and identifying issues that may impact the development of the Airport over standard short (0–5 years), intermediate (6–10 years), and long-term (11–20 years) planning horizons.

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Dallas/Fort Worth Metroplex

November 7, 2018 Karl Morgan Louisiana Dept of Natural Resources Page 2

To familiarize you with the existing conditions and location of the Airport, please find enclosed an excerpt drawing from the Spanish Fort Quadrangle map. Also included is an aerial view of the facility with major features labeled, as they exist today.

We request that you review this site and the planning process as it affects you, and provide us with any comments within 30 days of receipt of this letter. If no response is received after this time period, we will assume you have no concerns with potential development at the Airport.

Please mail your responses to me at:

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130

Or <u>lisa@kutchins-groh.com</u>

Should you have any questions, or require additional information, please feel free to call me on my direct line (504-799-4096). Thank you.

Sincerely, KUTCHINS & GROH, LLC

Ja Kawson

Lisa Lawson

- cc: Dave Howard, New Orleans Lakefront Airport Darren Persick, K&G
- Enclosures: Spanish Fort Quadrangle maps; and Aerial view of the project area.

Subject:

FW: Consistency with the Master Plan

From: Scott Hemmerling
Sent: Friday, October 19, 2012 9:43 AM
To: Jason Byrd; Dallas Shearer; Ed Haywood; Christopher Robertson
Cc: Karl Morgan; Christine Charrier; Terrell Morrison; Eric Roquemore; Sandra Bernard
Subject: RE: Master Plan layer CUP update

Dallas,

To reiterate, for the purposes of CUP reporting, we would like to treat the 2012 Master Plan data just like the Infrastructure and Project Boundary data. The CUP Status field will be used to identify those projects that will get CUP hits, while the Web Status field will show which projects are shown on the spatial viewer. Hopefully by standardizing our databases in this way, we can streamline and simplify the process.

Thanks!

Scott

Scott A. Hemmerling

Geographer U.S. Geological Survey Coastal Protection and Restoration Authority Chase Bank - North Tower 450 Laurel Street 12th Floor, Room 1200-Y Baton Rouge, LA 70801 ☺ Office: (225) 342-4645 ⊠ Email: scott.hemmerling@la.gov

Brad Hester

From:	Brad Hester
Sent:	Monday, November 19, 2018 9:08 AM
То:	'lisa@kutchins-groh.com'
Cc:	'dhoward@lakefrontairport.com'
Subject:	P20181183 _ Sensitive features w/in proposed area

Lisa,

Please be advised the following sensitive features are located within the proposed area, and may require additional processing time by the appropriate resource agencies:

- Chitimacha Tribe of Louisiana
- CPRA Master Plan features located within project buffer zone.
- Wildlife Diversity Program (formally Louisiana Natural Heritage Program)
- Orleans Levee District

Sincerely,



Brad.Hester@LA.GOV Coastal Resources Scientist Louisiana Department of Natural Resources Office of Coastal Management Permits & Mitigation Division Phone: (225) 342 –7472

Needs / Alternatives Review

CUP#: P20181183 (SOV - APP REQ)

1

Permit Analyst: Brad Hester

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- 1. NAJ Guide(s) used to evaluate the project: Commercial
- 2. Total Project Impacts (in acres to nearest hundredth): = NA
- 3. Type(s) and Area(s) of impacted coastal resources (in acres to nearest hundredth): NA
- 4. What does the Field Biologist recommend? NA
- 5. Have any commenting agencies requested NAJ? Yes/No
- 6. Is the information provided by the applicant adequate in your professional opinion? Please explain. (BH 11/19/2018)

NA – Application Required

7. Does the Permits Coordinator/Program Manager agree? Please explain. (Please initial and date)

John Bel Edwards governor



THOMAS F. HARRIS SECRETARY

State of Louisiana

DEPARTMENT OF NATURAL RESOURCES OFFICE OF COASTAL MANAGEMENT

11/26/2018

KUTCHINS & GROH, LLC 400 POYDRAS ST., SUITE 1380 NEW ORLEANS, LA 70130 Attn: Lisa Lawson

RE: P20181183, Solicitation of Views NEW ORLEANS LAKEFRONT AIRPORT

Description: The New Orleans Lakefront Airport in New Orleans, Louisiana is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years for a multi-step Capital Development Program. The study will include research for the rehabilitation of an existing runway, taxiway, and aircraft parking apron pavements; airfield lighting; construction of new pavement or new infrastructure (roads, drainage, waterlines, etc.); acquisition of real property for development of the facility and/or for noise compatibility. **Location:** Lat 30° 02' 19.33"N / Long. 90° 01' 35.35"W; New Orleans, **Orleans Parish, LA**

Dear Lisa Lawson:

We have received your Solicitation of Views for the above referenced project, which has been found to be inside the Louisiana Coastal Zone. In order for us to properly review and evaluate this project, we require that a complete Coastal Use Permit Application packet (Joint Application Form, locality maps, project illustration plats with plan and cross section views, etc.) along with the appropriate application fee be submitted to our office. Using your complete application, we can provide you with an official determination, and begin the processing of any Coastal Use Permit that may be required for your project. You may obtain a free application packet by calling our office at (225) 342-7591 or (800)-267-4019, or by visiting our website at

Applying for a Coastal Use Permit

We recommend that, during your planning process, you make every effort to minimize impacts to vegetated wetlands. As our legislative mandate puts great emphasis on avoiding damages to these habitats, in many cases the negotiations involved in reducing such disturbances and developing the required mitigation to offset the lost habitat values delay permit approval longer than any other factor. Additionally, the following sensitive features may require additional processing time by the appropriate resource agencies:

- Chitimacha Tribe of Louisiana

- Coastal Protection and Restoration Authority

Post Office Box 44487 • Baton Rouge, Louisiana 70804-4487 617 North Third Street • 10th Floor • Suite 1078 • Baton Rouge, Louisiana 70802 (225) 342-7591 • Fax (225) 342-9439 • http://www.dnr.louisiana.gov An Equal Opportunity Employer P20181183, Solicitation of Views NEW ORLEANS LAKEFRONT AIRPORT 11/26/2018 Page 2

- Wildlife Diversity Program

- Orleans Levee District

Should you desire additional consultation with our office prior to submitting a formal application, we recommend that you call and schedule a pre-application meeting with our Permit Section staff. Such a preliminary meeting may be helpful, especially if a permit application that is as complete as possible is presented for evaluation at the pre-application meeting.

If you have any questions, would like to request an application packet or would like to schedule a pre-application meeting, please contact Brad Hester at (225) 342-7472 or brad.hester@la.gov.

Sincerely,

Karl L May

Karl L. Morgan Administrator

Karl L. Morgan/bh

Attachments

P20181183, Solicitation of Views NEW ORLEANS LAKEFRONT AIRPORT 11/26/2018 Page 3

Final Plats:

1) P20181183 Final Plats 11/07/2018

cc: Orleans Levee District w/plats Coastal Protection and Restoration Authority w/plats Jessica Diez, OCM w/plats Craig Leblanc, Frank Cole, CMD/FI w/plats Orleans Parish w/plats NEW ORLEANS LAKEFRONT AIRPORT w/plats

Louisiana Endangered Species Act (ESA) project review and guidance for other federal trust resources

This application is designed to streamline the review of projects for potential effects to federally listed threatened and endangered species (T&E) and their critical habitat (CH)

Selected Parish: Orleans

We have determined that the proposed project would have no effect (no positive or negative impacts) on federally listed species or designated critical habitat in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended, 16 U.S.C. 1531 et seq.).

Continue

Start Over

Consultation Endance

Endangered Species Act



Louisiana Endangered Species Act (ESA) project review and guidance for other federal trust resources

This application is designed to streamline the review of projects for potential effects to federally listed threatened and endangered species (T&E) and their critical habitat (CH)

Selected Parish: Orleans

This finding completes project review by the Service for effects to Federal trust resources under our jurisdiction and currently protected by the ESA.

For further guidance under the Migratory Bird Treaty Act, please review the recommended guidelines attached to the pre-development coordination report.

To generate a pre-development coordination report for your project, click the button below. Please keep a copy of this report for your records. Do not send it to the Louisiana Ecological Services Office.

Generate Pre-Development Coordination Report

If you have additional questions, please contact the Louisiana Ecological Services Office at 337/291-3100 for further assistance.

Start Over

Tags

Consultation

Endangered Species Act





November 7, 2018

Phil Boggan, State Historic Preservation Officer LA Dept. of Culture, Recreation & Tourism PO Box 44247 Baton Rouge, LA 70804-4227 Sent via email: <u>section106@CRT.LA.GOV</u>

RE: Solicitation of Views for New Orleans Lakefront Airport (NEW) Master Plan Update Environmental Inventory and Overview Coordination

Dear Phil:

The New Orleans Lakefront Airport in New Orleans, Louisiana, is preparing an update of its Master Plan, which will examine demands and needs of the Airport over the next 20 years and identify a multi-step Capital Development Program.

On behalf of the Airport, Kutchins & Groh is inventorying needs and identifying issues that may impact the development of the Airport over standard short (0–5 years), intermediate (6–10 years), and long-term (11–20 years) planning horizons.

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Dallas/Fort Worth Metroplex

November 7, 2018 State Historic Preservation Officer Page 2

To familiarize you with the existing conditions and location of the Airport, please find enclosed an excerpt drawing from the following Spanish Fort Quadrangle map. Also included is an aerial view of the facility with major features labeled, as they exist today.

We request that you review this site and the planning process as it affects you, and provide us with any comments within 30 days of receipt of this letter. If no response is received after this time period, we will assume you have no concerns with potential development at the Airport.

Please mail your responses to me at:

Lisa Lawson Kutchins & Groh, LLC 400 Poydras Street, Suite 1380 New Orleans, LA 70130

Or <a>lisa@kutchins-groh.com

Should you have any questions, or require additional information, please feel free to call me on my direct line (504-799-4096). Thank you.

Sincerely, KUTCHINS & GROH, LLC

Sachawson

Lisa Lawson

- cc: Dave Howard, New Orleans Lakefront Airport Darren Persick, K&G
- Enclosures: Quadrangle map; and Aerial view of the project area.

Lisa,

I actually just spoke with our National Register coordinator about this. Right now we know the buildings are but we don't know about the runway/landscape etc. Apparently someone at Tulane is working on the nomination and it will be ready in April. I would err on the side of the entire site being eligible for listing as a district, since it is all one functionally related complex and the paving is associated with the buildings themselves and their use. Technically under Section 106 it will be the Federal Agency's responsibility (FAA) to evaluate the site prior to any federal undertaking, and we would review both the evaluation of the historic property as well as the work itself for effects on historic properties. If there is a significant amount of work anticipated that could occur over a long period of time (which I would assume since this is refereeing a master plan for the airport), then I would suggest getting with FAA to initiate a consultation with us as soon as possible.

Andrea McCarthy LA Division of Historic Preservation P.O. Box 44247 Baton Rouge, LA 70804 (225) 342-8164 LOUISIANA



From: Lisa Lawson [mailto:lisa@kutchins-groh.com]
Sent: Friday, November 16, 2018 9:42 AM
To: Andrea McCarthy <amccarthy@crt.la.gov>
Subject: RE: SOV Master Plan New Orleans Airport

Thanks Andrea. Do you know if just the buildings at the airport are eligible? Do you know of any issues associated with paving, drainage & similar types of projects? Thank you. – Lisa

Lisa Lawson **KUTCHINS & GROH, LLC** 400 Poydras Street, Suite 1380 New Orleans, LA 70130 (504) 799-4096 lisa@kutchins-groh.com

From: Andrea McCarthy [mailto:amccarthy@crt.la.gov]
Sent: Friday, November 16, 2018 9:28 AM
To: Lisa Lawson <<u>lisa@kutchins-groh.com</u>>
Subject: RE: SOV Master Plan New Orleans Airport

Hi Lisa,

We have gotten more careful about this because an SOV, while it is a part of the environmental review process, is not actually a part of the Section 106 process and we do not want it to be assumed that Section 106 requirements are met by the submission of an SOV. Technically we should not be making an effect determination based on an SOV, so we have stopped doing that.

Also, with the Baton Rouge airport they may have been more quick to clear the project, since it is not historic. The Lakefront Airport is eligible for listing on the National Register, so we would not be able to give a blanket clearance on work there.

Andrea McCarthy LA Division of Historic Preservation P.O. Box 44247 Baton Rouge, LA 70804 (225) 342-8164 LOUISIANA OFFICE of CULTURAL DEVELOPMENT ARTS - ARCHAEOLOGY - HISTORIC PRESERVATION - CODOFIL

From: Lisa Lawson [mailto:lisa@kutchins-groh.com]
Sent: Friday, November 16, 2018 9:04 AM
To: Andrea McCarthy amccarthy@crt.la.gov
Subject: RE: SOV Master Plan New Orleans Airport

Thanks for your response Andrea. I'm a little confused. Is this a new thing, because we routinely submit SOV letters to multiple reviewing agencies when we are preparing an Airport Master Plan? Please see attached letter to Phil Boggan in 2016 regarding the Baton Rouge Metropolitan Airport Master Plan. Phil stamped the SOV letter and stated that "no known

historic properties will be affected . . . "

As part of the FAA's Environmental Inventory and Overview process, we are required to contact the SHPO, among other agencies, for input regarding the Master Plan, and we must include all correspondence with such agencies when we submit the Master Plan to the FAA for review and approval. Thank you for your assistance. – Lisa

Lisa Lawson **KUTCHINS & GROH, LLC** 400 Poydras Street, Suite 1380 New Orleans, LA 70130 (504) 799-4096 <u>lisa@kutchins-groh.com</u>

From: Andrea McCarthy [mailto:amccarthy@crt.la.gov]
Sent: Thursday, November 15, 2018 11:16 AM
To: lisa@kutchins-groh.com
Subject: SOV Master Plan New Orleans Airport

Hi Lisa,

We received the SOV for the New Orleans Airport Master Plan update. Just for clarification, our office does not generally respond to SOVs, as we participate in the Section 106 review process directly. I just wanted to clarify in case there was any confusion when you don't hear back from us within 30 days. We will still need to review any federal undertakings for effects on historic properties.

Let me know if you have any questions.

Andrea McCarthy LA Division of Historic Preservation P.O. Box 44247 Baton Rouge, LA 70804 (225) 342-8164 LOUISIANA OFFICE of CULTURAL DEVELOPMENT

ARTS · ARCHAEOLOGY · HISTORIC PRESERVATION · CODOFIL

Master Plan Update

Appendix D Recommended Development Plan Cost Estimates



Airport Master Plan Update Opinion of Probable Costs

1: West General Aviation Development

Work Item Description	Quantity Unit Unit		Unit I	Price	Total	
West General Aviation Development						
Aircraft Hangar (30,000 Square-Feet)	30,000	Square-Foot	\$	95	\$	2,850,000
Aircraft Hangar (15,000 Square-Feet)	15,000	Square-Foot	\$	95	\$	1,425,000
	Sub-Total (Construction)					4,275,000
	Mobilization				\$	427,500
		Safety & S	Security	3%	\$	128,250
	Insurance & Bond 3 ^d					128,250
		Constructio	on Total		\$	4,959,000
			Design	10%	\$	495,900
	Co	onstruction Manag	gement	5%	\$	247,950
Contingency 10						495,900
Benefit Cost Analysis (BCA)					\$	-
Environmental					\$	-
		Grand Total (FY2	20 USD)		\$	6,198,750

Assumptions

1. Cost per square foot utilizes existing foundation

2. Hangars greater than 12,000 square-feet are assumed to store fueled aircraft and require a fire suppression system

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

2: Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)

Work Item Description	Quantity	Unit	Unit F	Price	Total	
Airport Hot Spot 3 Mitigation (Pavement/Taxiway Removal)						
Pavement Removal (Full Depth)	11,970	Square-Yard	\$	9.25	\$	110,723
Topsoil (8-Inch Placement Depth)	2,660	Cubic-Yard	\$	10	\$	26,600
Hydro-Seeding	12,000	Square-Yard	\$	1.80	\$	21,600
Re-Establish Runway Lighting (Install One Runway Edge Light)	1	Lump Sum	\$	650	\$	650
Remove Existing Radius Lights and Electrical Cable	9	Each	\$	900	\$	8,100
Sub-Total (Construction)						
		Mot	oilization	10%	\$	16,767
		Safety &	Security	3%	\$	5,030
		Insurance	& Bond	3%	\$	5,030
		Constructio	on Total		\$	194,500
			Design	10%	\$	19,450
	Co	onstruction Mana	gement	5%	\$	9,725
Contingency 10%						19,450
Benefit Cost Analysis (BCA)						-
Environmental						
Grand Total (FY20 USD)						243,125

Assumptions

1.

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

3: Runway 18R/36L Connector Taxiway Removal

Work Item Description	Quantity	Unit	Unit	Price		Total
Runway 18R/36L Connector Taxiway Removal						
Pavement Removal (Full Depth)	5,400	Square-Yard	\$	9.25	\$	49,950
Topsoil (8-Inch Placement Depth)	1,200	Cubic-Yard	\$	10	\$	12,000
Hydro-Seeding	6,000	Square-Yard	\$	1.80	\$	10,800
Re-Establish Runway Lighting (Install One Runway Edge Light)	1	Lump Sum	\$	1,500	\$	1,500
Remove Existing Radius Lights and Electrical Cable	13	Lump Sum	\$	1,300	\$	16,900
Sub-Total (Construction)						91,150
		Mob	ilization	10%	\$	9,115
		Safety & S	Security	3%	\$	2,735
		Insurance	& Bond	3%	\$	2,735
		Constructio	n Total		\$	105,734
			Design	10%	\$	10,573
	Co	onstruction Mana	gement	5%	\$	5,287
		Conti	ngency	10%	\$	10,573
Benefit Cost Analysis (BCA)						-
Environmental						
Grand Total (FY20 USD)						132,168

Assumptions

1.

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

4: Runway 9/27 Pavement Removal (West of Taxiway 'B')

Work Item Description	Quantity	Unit	Unit	Price		Total
Runway 9/27 Pavement Removal (West of Taxiway 'B')						
Pavement Removal (Full Depth)	5,450	Square-Yard	\$	9.25	\$	50,413
Topsoil (8-Inch Placement Depth)	1,400	Cubic-Yard	\$	10.00	\$	14,000
Hydro-Seeding	6,500	Square-Yard	\$	1.80	\$	11,700
Re-Establish Runway Lighting (Install One Runway Edge Light)	1	Lump Sum	\$	1,500	\$	1,500
Remove Existing Radius Lights and Electrical Cable	12	Lump Sum	\$	1,200	\$	14,400
	:	Sub-Total (Constr	uction)		\$	92,013
		Mob	oilization	10%	\$	9,201
		Safety &	Security	3%	\$	2,760
		Insurance	& Bond	3%	\$	2,760
		Constructio	on Total		\$	106,735
			Design	10%	\$	10,673
	Co	onstruction Mana	gement	5%	\$	5,337
		Conti	ngency	10%	\$	10,673
Benefit Cost Analysis (BCA)						-
Environmental						
Grand Total (FY20 USD)						133,418

Assumptions

1.

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

5: Runway 18R/36L Runway Safety Area (RSA) Improvements

Work Item Description	Quantity	Quantity Unit Unit F		nit Price		Total
Runway 18R/36L Runway Safety Area (RSA) Improvements						
Construction - TBD						
	Sub-Total (Construction)					-
	Mobilization 1				\$	-
	Safety & Security 3%				\$	-
	Insurance & Bond 3%				\$	-
		Constructio	n Total		\$	-
		Prelimary	Design	-	\$	500,000
	Co	onstruction Mana	gement	-	\$	-
		Conti	ngency	10%	\$	50,000
	Ben	efit Cost Analysis	s (BCA)		\$	550,000
		Enviror	mental		\$	1,375,000
		Grand Total (FY2	0 USD)		\$	2,475,000

Assumptions

1. BCA and Environmental Costs include 10% contingency

2.

Notes

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2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

6: Runway 18L/36R Extension

Work Item Description	Quantity	Unit Price			Total	
Runway 18L/36R Extension						
Runway Extension (16-Inch Asphaltic Concrete)	9,680	Ton	\$	120	\$	1,161,600
Taxiway Extension (16-Inch Asphaltic Concrete)	7,500	Ton	\$	120	\$	900,000
Runway/Taxiway Base Course (6-linch Soil Cement)	20,000	Square-Yard	\$	40	\$	800,000
Runway/Taxiway Edge Lighting and Associated Cables/Accessories	1	Lump Sum	\$	85,000	\$	85,000
Grading and Drainage	1	Lump Sum	\$	70,000	\$	70,000
Hydro-Seeding	45,000	Square-Yard	\$	1.80	\$	81,000
	Sub-Total (Construction)					
		Mob	oilizatio	n 10%	\$	309,760
		Safety &	Securit	y 3%	\$	92,928
		Insurance	& Bon	d 3%	\$	92,928
		Constructio	on Tota	l	\$	3,593,216
			Desigi	n 10%	\$	359,322
	C	onstruction Mana	gemen	t 5%	\$	179,661
		Conti	ngency	y 10%	\$	359,322
	Ben	efit Cost Analysi	s (BCA)	\$	500.000
	201	Enviror	nmenta	l	\$	1,250,000
Grand Total (FY20 USD)						

Assumptions

1. BCA and Environmental Costs include 10% contingency

2.

Notes

1. Runway extension costs do not include the costs associated with the Lake Pontchartrain infill

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

7-1: North General Aviation Development: Area I

Work Item Description	Quantity	Unit Unit Price			Total	
North General Aviation Development: Area I						
Conventional Hangars (4)	40,000	Square-Foot	\$	75	\$	3,000,000
Aircraft Apron PCC Pavement (6-Inch)	15,777	Square-Yard	\$	70	\$	1,104,390
Base Course (6-Inch)	10,000	Cubic-Yard	\$	45	\$	450,000
Drainage	1	Lump Sum	\$	65,000	\$	65,000
	Sub-Total (Construction)					4,619,390
	Mobilization 10%					
		Safety &	Security	3%	\$	138,582
		Insurance	& Bond	3%	\$	138,582
		Constructio	on Total		\$	5,358,492
			Design	10%	\$	535,849
	Co	onstruction Mana	gement	5%	\$	267,925
Contingency 10%						535,849
Benefit Cost Analysis (BCA)						-
Environmental						-
		Grand Total (FY2	20 USD)		\$	6,698,116

Assumptions

1. Hangars include four (4) 10,000 square-foot each conventional hangars

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

7-2: North General Aviation Development: Area II

Work Item Description	Quantity	Unit Unit Price				Total
North General Aviation Development: Area II						
T-Hangars (4)	44,000	Square-Foot	\$	75	\$	3,300,000
Aircraft Apron PCC Pavement (6-Inch)	20,000	Square-Yard	\$	70	\$	1,400,000
Base Course (6-Inch)	10,000	Cubic-Yard	\$	45	\$	450,000
Drainage	1	Lump Sum	\$	65,000	\$	65,000
	:	Sub-Total (Constr	uction)		\$	5,215,000
		Mob	oilization	10%	\$	521,500
	Safety & Security 3%					156,450
		Insurance	& Bond	3%	\$	156,450
		Constructio	on Total		\$	6,049,400
			Design	10%	\$	604,940
	Co	onstruction Mana	gement	5%	\$	302,470
Contingency 10%						604,940
Benefit Cost Analysis (BCA)						-
Environmental						-
Grand Total (FY20 USD)						7,561,750

Assumptions

1. T-Hangars include four (4) 11,000 square-foot T-Hangars

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

7-3: North General Aviation Development: Area III

Work Item Description	Quantity	Unit	Unit Price			Total
North General Aviation Development: Area III						
Conventional Hangars (3)	150,000	Square-Foot	\$	95	\$ 1	14,250,000
Aircraft Apron PCC Pavement (6-Inch)	34,000	Square-Yard	\$	70	\$	2,380,000
Base Course (6-Inch)	17,000	Cubic-Yard	\$	45	\$	765,000
Drainage	1	Lump Sum	\$	75,000	\$	75,000
Auto Parking (Asphalt)	3,465	Ton	\$	120	\$	415,800
	Sub-Total (Construction)					17,885,800
		Mob	oilizatior	n 10%	\$	1,788,580
		Safety &	Security	/ 3%	\$	536,574
		Insurance	& Bond	3%	\$	536,574
		Constructio	on Tota	I	\$ 2	20,747,528
			Desigr	10%	\$	2,074,753
	Co	onstruction Mana	gemen	t 5%	\$	1,037,376
		Conti	ngency	10%	\$	2,074,753
	Ben	efit Cost Analysis	s (BCA))	\$	-
		Enviror	nmenta	I	\$	-
Grand Total (FY20 USD)					\$ 2	25,934,410

Assumptions

1. Hangars include three (3) 50,000 square-foot conventional hangars

2.

Notes

1. Box Hangars greater than 12,000 SqFt are assumed to store fueled aircraft and require a fire suppression system.

2.

Opinion of Probable Costs
Airport Master Plan Update

Opinion of Probable Costs

7-4: North General Aviation Development: Area IV

Work Item Description	Quantity	Unit	Unit Price			Total
North General Aviation Development: Area IV						
Conventional Hangar (1)	50,000	Square-Foot	\$	95	\$	4,750,000
T-Hangars (3)	45,000	Square-Foot	\$	70	\$	3,150,000
Aircraft Apron PCC Pavement (6-Inch)	16,000	Square-Yard	\$	70	\$	1,120,000
Base Course (6-Inch)	8,000	Cubic-Yard	\$	45	\$	360,000
Drainage	1	Lump Sum	\$	60,000	\$	60,000
Auto Parking (Asphalt)	4,015	Ton	\$	120	\$	481,800
	Sub-Total (Construction)					9,921,800
	Mobilization 10%					992,180
		Safety & S	Security	3%	\$	297,654
		Insurance	& Bond	3%	\$	297,654
		Constructio	on Total		\$	11,509,288
			Design	10%	\$	1,150,929
	Co	onstruction Mana	gement	5%	\$	575,464
		Conti	ngency	10%	\$	1,150,929
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
		Grand Total (FY2	20 USD)		\$	14,386,610

Assumptions

1. Hangars include one (1) 50,000 square-foot conventional hangar and three (3) 15,000 square-foot T-Hangars

2. Hangars greater than 12,000 square-feet are assumed to store fueled aircraft and require a fire suppression system

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

8: Taxiway 'C' Relocation

Work Item Description	Quantity	Unit	Unit	Price	Total		
Taxiway 'C' Relocation							
Taxiway 'C' Relocation & Associated Connectors	45,700	Ton	\$	120	\$	5,484,000	
Taxiaway Edge Lights and Cabling (Approxiametly 200 Lights)	1	Lump Sum	\$ 1	70,000	\$	170,000	
Relocate windsock, segmented circle	1	Lump Sum	\$	65,000	\$	65,000	
Relocate ASOS	1	Lump Sum	\$	75,000	\$	75,000	
Old Taxiway "C" Pavement Removal - Full depth	18500	Square-Yard	\$	9	\$	171,125	
Removal of Delgado Hangar (Obstruction to Future Taxiway OFA)	1	Lump Sum	\$ 1	25,000	\$	125,000	
	Sub-Total (Construction) \$						
	Mobilization 10%						
		Safety &	Security	3%	\$	182,704	
		Insurance	& Bond	3%	\$	182,704	
		Constructio	on Total		\$	7,064,545	
			Design	10%	\$	706,455	
	C	onstruction Mana	gement	5%	\$	353,227	
		Conti	ngency	10%	\$	706,455	
	Ber	efit Cost Analysis	s (BCA)		\$	-	
		Enviror	nmental		\$	-	
		Grand Total (FY2	20 USD)		\$	8,830,681	

Assumptions

1.

2.

Notes

1. Hangar on west side of ATCT encroaches into future TOFA for Taxiway 'C' and will need to be demolished prior to constructing Taxiway 'C' 2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

9: Wildlife Mitigation/Lake Infill

Work Item Description	Quantity Unit Unit I		Unit Price			Total
Wildlife Mitigation/Lake Infill						
Construction - TBD						
	Sub-Total (Construction)					
Mobilization 10%						-
	Safety & Security 3%					-
		Insurance	& Bond	3%	\$	-
		Constructio	on Total		\$	-
			Design	-	\$	450,000
	Co	onstruction Mana	gement	-	\$	-
		Conti	ngency	-	\$	-
	Ben	efit Cost Analysis	s (BCA)		\$	275,000
		Enviror	mental		\$	825,000
		Grand Total (FY2	0 USD)		\$	1,550,000

Assumptions

1. BCA and Environmental Costs include 10% contingency

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

10: Airport Stormwater Pumping Station

Work Item Description	Quantity Unit			Price	Total		
Airport Stormwater Pumping Station							
Mobilization/Demobilization	1	Lump Sum	\$	50,000	\$	50,000	
Construct Pump Station	1	Lump Sum	\$6	600,000	\$	600,000	
Install Drainage Pipe (18-Inch)	2,000	Linear-Foot	\$	80	\$	160,000	
Excavation/Backfill/Grading	7,500	Cubic-Yard	\$	30	\$	225,000	
Sub-Total (Construction)						1,035,000	
Mobilization 10%						103,500	
	Safety & Security 3% \$					31,050	
		Insurance	& Bond	3%	\$	31,050	
		Constructio	on Total		\$	1,200,600	
			Design	10%	\$	120,060	
	Co	onstruction Mana	gement	5%	\$	60,030	
		Conti	ngency	20%	\$	240,120	
	Ben	efit Cost Analysis	s (BCA))	\$	-	
		Enviror	nmental		\$	-	
		Grand Total (FY2	20 USD)	1	\$	1,620,810	

Assumptions

1. Design costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019)

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

11: Aircraft Rescue and Firefighting (ARFF) Relocation

Work Item Description	Quantity	Unit Unit Price		Price		Total	
Aircraft Rescue and Firefighting (ARFF) Relocation							
New Aircraft Rescue and Firefighting Facility- New Location	20,000	Square-Foot	\$	165	\$	3,300,000	
Airside Apron (12-Inches) PCC Pavement	7,400	Square-Yard	\$	75	\$	555,000	
Aggregate Base Course (8-Inch)	4933	Cubic-Yard	\$	65	\$	320,645	
Apron Drainage	1	Lump Sum	\$	35,000	\$	35,000	
	Sub-Total (Construction)						
Mobilization 10%						421,065	
Safety & Security 3%						126,319	
		Insurance	& Bond	3%	\$	126,319	
		Constructio	on Total		\$	4,884,348	
			Design	10%	\$	488,435	
	Co	onstruction Mana	gement	5%	\$	244,217	
		Conti	ngency	10%	\$	488,435	
Benefit Cost Analysis (BCA)						-	
Environmental						-	
		Grand Total (FY2	20 USD)		\$	6,105,435	

Assumptions

1.

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

12: Future Corporate Hangar Development

Work Item Description	Quantity Unit Unit		Unit Price		e Tota	
Future Corporate Hangar Development						
Corporate Hangar	20,000	Square-Foot	\$	125	\$	2,500,000
	Sub-Total (Construction)					2,500,000
	Mobilization				\$	250,000
	Safety & Security				\$	75,000
		Insurance	& Bond	3%	\$	75,000
		Constructio	on Total		\$	2,900,000
			Design	10%	\$	290,000
	Co	onstruction Mana	gement	5%	\$	145,000
	Contingency 10%					290,000
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
	Grand Total (FY20 USD)				\$	3,625,000

Assumptions

1. Constructed on existing apron

2.

Notes

1. Box Hangars greater than 12,000 SqFt are assumed to store fueled aircraft and require a fire suppression system.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

13: Future T-Hangar Development

Work Item Description	Quantity Unit		Unit Price		Total	
Future T-Hangar Development						
T-Hangar Construction - (2) Buildings 8,200 Square-Feet	16,400	Square-Foot	\$	55	\$	902,000
	Sub-Total (Construction)					902,000
	Mobilizatio				\$	90,200
	Safety & Security				\$	27,060
	Insurance & Bond 3					27,060
		Constructio	on Total		\$	1,046,320
			Design	10%	\$	104,632
	Co	onstruction Mana	gement	5%	\$	52,316
	Contingency 10%					104,632
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
		Grand Total (FY2	20 USD)		\$	1,307,900

Assumptions

1. Constructed on existing apron

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

14: Taxiway 'H' Re-alignment

Work Item Description	Quantity	Unit Unit Pric		Price		Total
Taxiway 'H' Re-alignment						
Taxiway 'H' Re-Alignment	4,900	Ton	\$	110	\$	539,000
Aggregate Base (8-Inches)	5,000	Cubic-Yard	\$	60	\$	300,000
Taxiway Edge Lights and Cabling	1	Lump Sum	\$	12,000	\$	12,000
Remove Old Taxiway "H"	3200	Square-Yard	\$	9.25	\$	29,600
Sub-Total (Construction)						
Mobilization 10%						88,060
Safety & Security 3%						26,418
		Insurance	& Bond	3%	\$	26,418
		Constructio	on Total	l	\$	1,021,496
			Design	10%	\$	102,150
	Co	onstruction Mana	gement	5%	\$	51,075
		Conti	ngency	10%	\$	102,150
	Ben	efit Cost Analysi	s (BCA))	\$	-
		Enviror	nmenta	l	\$	-
		Grand Total (FY2	20 USD)	1	\$	1,276,870

Assumptions

1.

2.

Notes

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2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

15: Taxiway 'M' Removal

Work Item Description	Quantity	Unit	Unit Price			Total
Taxiway 'M' Removal						
Pavement Removal - Full depth	3,225	Square-Yard	\$	9.25	\$	29,831
Topsoil (8-Inch Placement Depth)	2,150	Cubic-Yard	\$	10	\$	21,500
Hydro-Seeding	4,000	Square-Yard	\$	1.80	\$	7,200
Re-establish Runway Lighting Circuit	1	Lump Sum	\$	1,500	\$	1,500
Remove Existing Radius Lights and Electrical Cable	18	Lump Sum	\$	600	\$	10,800
Sub-Total (Construction)						
		Mob	oilization	10%	\$	7,083
		Safety &	Security	3%	\$	2,125
		Insurance	& Bond	3%	\$	2,125
		Constructio	on Total		\$	82,164
			Design	10%	\$	8,216
	Co	onstruction Mana	gement	5%	\$	4,108
		Conti	ngency	10%	\$	8,216
	Ber	efit Cost Analysi	s (BCA)		\$	-
Environmental						
		Grand Total (FY2	20 USD)		\$	102,705

Assumptions

1.

2.

Notes

1.

2.

Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

16: Taxiway 'D' Removal

Work Item Description	Quantity Unit			Price	Total	
Taxiway 'D' Removal						
Pavement Removal - Full depth	8,730	Square-Yard	\$	9.25	\$	80,753
Topsoil (8-Inch Placement Depth)	5,820	Cubic-Yard	\$	10	\$	58,200
Hydro-Seeding	9000	Square-Yard	\$	1.80	\$	16,200
Re-establish Runway Lighting Circuit	1	Lump Sum	\$	1,500	\$	1,500
Remove Existing Radius Lights and Electrical Cable	22	Lump Sum	\$	600	\$	13,200
Removal and Relocation of Runway 9 PAPI Service Road	1	Lump Sum	\$	15,000	\$	15,000
Sub-Total (Construction)						
Mobilization 10%						18,485
		Safety &	Security	/ 3%	\$	5,546
		Insurance	& Bond	3%	\$	5,546
		Constructio	on Tota	I	\$	214,429
			Desigr	1 0%	\$	21,443
	Co	onstruction Mana	gemen	t 5%	\$	10,721
		Conti	ngency	/ 10%	\$	21,443
	Ben	efit Cost Analysis	s (BCA)	\$	-
		Enviror	nmenta	I	\$	-
		Grand Total (FY2	20 USD)	\$	268,036

Assumptions

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Notes

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2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

17: Taxiway 'F' Relocation

Work Item Description	Quantity	Unit Unit Price		Price		Total
Taxiway 'F' Relocation						
Restriping as 50-Foot Taxiway	2,200	Linear-Foot	\$	1.20	\$	2,640
Taxiway Edge Lighting (Both Sides), Cabling, Etc.	1	Lump Sum	\$	75,000	\$	75,000
Remove Markings and Restripe as Taxilane	2,800	Linear-Foot	\$	2.70	\$	7,560
Remove NAVAIDS	1	Lump Sum	\$	20,000	\$	20,000
Sub-Total (Construction)						
Mobilization 10%						10,520
Safety & Security 3%						3,156
		Insurance	& Bond	3%	\$	3,156
		Constructio	on Total		\$	122,032
			Design	10%	\$	12,203
	Co	onstruction Mana	gement	5%	\$	6,102
		Conti	ngency	10%	\$	12,203
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
		Grand Total (FY2	20 USD)		\$	152,540

Assumptions

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Notes

1. Project not required if constructed in conjunction with Terminal Apron Expansion (Project 18)

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

18: Terminal Apron Expansion

Work Item Description	Quantity	Unit	Unit Price			Total	
Terminal Apron Expansion							
Aircraft Apron PCC Pavement (12-Inches)	23,000	Square-Yard	\$	70	\$	1,610,000	
6-Inch Base Course	11,500	Cubic-Yard	\$	45	\$	517,500	
Removal/Relocation of Existing Taxiway/Taxilane Markings	1	Lump Sum	\$	30,000	\$	30,000	
Drainage	1	Lump Sum	\$	90,000	\$	90,000	
	Sub-Total (Construction)						
Mobilization 10%						224,750	
	Safety & Security 3%					67,425	
		Insurance	& Bond	3%	\$	67,425	
		Constructio	on Total		\$	2,607,100	
			Design	10%	\$	260,710	
	Co	onstruction Mana	gement	5%	\$	130,355	
		Conti	ngency	10%	\$	260,710	
Benefit Cost Analysis (BCA)						-	
		Enviror	nmental		\$	-	
		Grand Total (FY2	20 USD)		\$	3,258,875	

Assumptions

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Notes

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Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

19: Future Landside/Hotel Development

Work Item Description	Quantity	Quantity Unit Un				Total
Future Landside/Hotel Development						
Airport Hotel - 90 Room Economy Hotel	1	Lump Sum	\$ 9,000	000	\$	9,000,000
	Sub-Total (Construction)					9,000,000
	Mobilization 10%					900,000
	Safety & Security 3%				\$	270,000
	Insurance & Bond 3%				\$	270,000
		Constructio	on Total		\$ 1	0,440,000
			Design 1	0%	\$	1,044,000
	Co	onstruction Mana	gement	5%	\$	522,000
		Conti	ngency 1	0%	\$	1,044,000
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
		Grand Total (FY2	20 USD)		\$ 1	3,050,000

Assumptions

1. Proposed hotel includes a 3 floor, 90 room structure

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Notes

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Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

20: East General Aviation Development: Corporate Hangars

Work Item Description	Quantity	Quantity Unit		Price		Total
East General Aviation Development: Corporate Hangars						
1- GA Hangar	8,000	Square-Foot	\$	95	\$	760,000
1- GA Hangar	15,500	Square-Foot	\$	110	\$	1,705,000
Auto Parking Lot - PCC Pavement (6-Inch)	450	Square-Yard	\$	60	\$	27,000
Aircraft Parking Apron	5,000	Square-Yard	\$	75	\$	375,000
Sub-Total (Construction)						2,867,000
Mobilization 10						286,700
Safety & Security 3%						86,010
		Insurance	& Bond	3%	\$	86,010
		Constructio	on Total		\$	3,325,720
			Design	10%	\$	332,572
	Co	onstruction Mana	gement	5%	\$	166,286
		Conti	ngency	10%	\$	332,572
Benefit Cost Analysis (BCA)						-
Environmental					\$	-
		Grand Total (FY2	0 USD)		\$	4,157,150

Assumptions

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Notes

1. Box Hangars greater than 12,000 SqFt are assumed to store fueled aircraft and require a fire suppression system.

2.

Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

21: East General Aviation Development: T-Hangars

Work Item Description	Quantity	Quantity Unit		Unit Price		Total
East General Aviation Development: T-Hangars						
7- T-Hangars (8,500 Square Feet)	59,500	Square-Foot	\$	55	\$	3,272,500
Auto Parking Lot - PCC Pavement (6-Inch)	450	Square-Yard	\$	60	\$	27,000
Aircraft Parking Apron	22,800	Square-Yard	\$	75	\$	1,710,000
Sub-Total (Construction)						
Mobilization 1						500,950
Safety & Security 3%						150,285
		Insurance	& Bond	3%	\$	150,285
		Constructio	on Total		\$	5,811,020
			Design	10%	\$	581,102
	C	onstruction Mana	gement	5%	\$	290,551
		Conti	ngency	10%	\$	581,102
	Ben	efit Cost Analysis	s (BCA)		\$	-
Environmental						-
		Grand Total (FY2	20 USD)		\$	7,263,775

Assumptions

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Notes

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Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

22: East General Aviation Development: Corporate Hangars

Work Item Description	Quantity	Quantity Unit		Price		Total
East General Aviation Development: Corporate Hangars						
3 GA Hangars (8,000 Square-Feet)	24,000	Square-Foot	\$	95	\$	2,280,000
2 GA Hangars (9,000 Square-Feet)	18,000	Square-Foot	\$	95	\$	1,710,000
Auto Parking	2,000	Square-Yard	\$	60	\$	120,000
Aircraft Parking Apron	17,000	Square-Yard	\$	75	\$	1,275,000
Sub-Total (Construction)						5,385,000
Mobilization 10%					\$	538,500
	Safety & Security 3% \$					161,550
		Insurance	& Bond	3%	\$	161,550
		Constructio	on Total		\$	6,246,600
			Design	10%	\$	624,660
	Co	onstruction Mana	gement	5%	\$	312,330
		Conti	ngency	10%	\$	624,660
Benefit Cost Analysis (BCA)						-
Environmental					\$	-
Grand Total (FY20 USD)						7,808,250

Assumptions

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Notes

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Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

23: Taxilane 'E' Reconstruction

Work Item Description	Quantity	ity Unit		Price		Total
Taxilane 'E' Reconstruction						
Cold Milling of Existing Pavement (4-Inch Depth)	13,200	Square-Yard	\$	5	\$	66,000
4" HMAC Overlay Course	13,200	Ton	\$	95	\$	1,254,000
Taxiway Markings	12000	Linear-Foot	\$	1.25	\$	15,000
Taxilane Retro-Reflective Edge Markers	1	Lump Sum	\$	12,000	\$	12,000
	Sub-Total (Construction)					
	Mobilization 10%					134,700
	Safety & Security 3%					40,410
		Insurance	& Bond	3%	\$	40,410
		Constructio	on Total		\$	1,562,520
			Design	10%	\$	156,252
	Co	onstruction Mana	gement	5%	\$	78,126
		Conti	ngency	10%	\$	156,252
Benefit Cost Analysis (BCA)						-
Environmental						-
		Grand Total (FY2	20 USD)		\$	1,953,150

Assumptions

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Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

24: Taxiway 'A' & West Apron Reconstruction

Work Item Description	Quantity	Unit Unit		Unit Price		Total
Taxiway 'A' & West Apron Reconstruction						
Cold Milling of Existing Pavement (4-Inch Depth)	79,000	Square-Yard	\$	5	\$	395,000
6" HMAC Overlay Course	26,000	Ton	\$	95	\$	2,470,000
Apron & Taxiway Markings	18000	Linear-Foot	\$	1.25	\$	22,500
Remove Existing Hydrants and Abandon Existing Piping	1	Lump Sum	\$	20,000	\$	20,000
	Sub-Total (Construction)					2,907,500
	Mobilization 10%					290,750
	Safety & Security 3%					87,225
		Insurance	& Bond	3%	\$	87,225
		Constructio	on Total		\$	3,372,700
			Design	10%	\$	337,270
	Co	onstruction Mana	gement	5%	\$	168,635
		Conti	ngency	10%	\$	337,270
	Ben	efit Cost Analysi	s (BCA)		\$	-
Environmental						-
		Grand Total (FY2	20 USD)		\$	4,215,875

Assumptions

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Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

25: Airport Drainage Repairs - Phase I

Work Item Description	Quantity	Unit	Unit Unit Price		Total	
Airport Drainage Repairs - Phase I						
Drainage Improvements Project 02 - Outfall (Design)	1	Lump Sum	\$	60,000	\$	60,000
Drainage Improvements Project 03 - South of Taxiway 'J' (Design)	1	Lump Sum	\$	200,000	\$	200,000
Drainage Improvements Project 04 - North of Taxiway 'H' (Design)	1	Lump Sum	\$ 152	2,100.00	\$	152,100
Drainage Improvements Project 05 - Across Taxiway 'H' (Design)	1	Lump Sum	\$	168,716	\$	168,716
	Sub-Total (Construction)					580,816
	Mobilization -					-
	Safety & Security -					-
		Insurance	& Bond	d-	\$	-
		Constructio	on Tota	ıl .	\$	-
			Desigr	n -	\$	580,816
	Co	onstruction Mana	gemen	t -	\$	-
		Conti	ngency	у-	\$	-
Benefit Cost Analysis (BCA)						-
Environmental						-
		Grand Total (FY2	0 USD)	\$	580,816

Assumptions

1. Design/construction costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019) 2.

Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

26: Airport Drainage Repairs - Phase II

Work Item Description	Quantity	Unit Unit Price			Total	
Airport Drainage Repairs - Phase II						
Drainage Improvements Project 02 - Outfall (Construction)	1	Lump Sum	\$ 4	62,000	\$	462,000
Drainage Improvements Project 03 - South of Taxiway 'J' (Construction)	1	Lump Sum	\$ 1,5	22,000	\$	1,522,000
Drainage Improvements Project 04 - North of Taxiway 'H' (Construction)	1	Lump Sum	\$ 1,4	56,113	\$	1,456,113
	Sub-Total (Construction)					3,440,113
		Mob	ilization	-	\$	-
Safety & Security -						-
		Insurance	& Bond	-	\$	-
		Constructio	n Total		\$	3,440,113
			Design	-	\$	-
	Co	onstruction Manag	gement	-	\$	-
		Conti	ngency	-	\$	-
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Environ	mental		\$	-
		Grand Total (FY2	0 USD)		\$	3,440,113

Assumptions

1. Design/construction costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019)

Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

27: Airport Drainage Repairs - Phase III

Work Item Description	Quantity	Unit Unit Price		Price	Total
Airport Drainage Repairs - Phase III					
Drainage Improvements Project 05 - Accress Taxiway 'H' (Construction)	1	Lump Sum	\$ 1,5	96,530	\$ 1,596,530
Drainage Improvements Project 06 - Drainage Pipe Repairs	1	Lump Sum	\$ 1,4	41,302	\$ 1,441,302
Drainage Improvements Project 07 - Drainage Pipe Improve (Construction)	1	Lump Sum	\$ 1	30,000	\$ 130,000
	:		\$ 3,167,832		
		Mob	ilization	-	\$ -
		Safety & S	Security	-	\$ -
		Insurance	& Bond	-	\$ -
		Constructio	on Total		\$ 3,167,832
			Design	-	\$ -
	Co	onstruction Manag	gement	-	\$ -
		Conti	ngency	-	\$ -
	Ben	efit Cost Analysis	s (BCA)		\$ -
		Environ	imental		\$ -
		Grand Total (FY2	0 USD)		\$ 3,167,832

Assumptions

1. Design/construction costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019)

Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

28: Airport Drainage Repairs - Phase IV

Work Item Description	Quantity	Unit	Unit Pri	ce		Total
Airport Drainage Repairs - Phase IV						
Drainage Improvements Project 08 - South Drainage (Construction)	1	Lump Sum	\$ 4,765,	100	\$	4,765,100
Drainage Improvements Project 10 - North of Taxiway 'K' (Construction)	1	Lump Sum	\$ 1,809,	900	\$	1,809,900
	:	_	\$	6,575,000		
		Mob	oilization	-	\$	-
	Safety & Security -					-
		Insurance	& Bond		\$	-
		Constructio	on Total		\$	6,575,000
			Design	-	\$	-
	Co	onstruction Manag	gement	-	\$	-
		Conti	ngency	-	\$	-
	Ben	efit Cost Analysis	s (BCA)		\$	-
		Enviror	nmental		\$	-
		Grand Total (FY2	20 USD)		\$	6,575,000

Assumptions

1. Design/construction costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019)

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Notes

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Opinion of Probable Costs

Airport Master Plan Update

Opinion of Probable Costs

29: Airport Drainage Repairs - Phase V

Work Item Description	Quantity	Unit	Unit Price		Total
Airport Drainage Repairs - Phase V	•				
Drainage Improvements Project 09 - Taxiway Elev. Adjust. (Design)	1	Lump Sum	\$ 114,750	\$	114,750
Drainage Improvements Project 11 - North of Taxiway 'J' (Design)	1	Lump Sum	\$ 192,575	\$	192,575
Drainage Improvements Project 12 - Taxiway 'L' Elev. Adjust. (Design)	1	Lump Sum	\$ 51,000	\$	51,000
Drainage Improvements Project 13 - Pump Station (Design)	1	Lump Sum	\$ 155,000	\$	155,000
Drainage Improvements Project 09 - Taxiway Elevation Adjust (Construction)	1	Lump Sum	\$ 918,000	\$	918,000
Drainage Improvements Project 11 - North of Taxiway 'J' (Construction)	1	Lump Sum	\$ 1,540,598	\$	1,540,598
Drainage Improvements Project 12 - Taxiway 'L' Elevation Adjust. (Construction)	1	Lump Sum	\$ 408,000	\$	408,000
Drainage Improvements Project 13 - Pump Station (Construction)	1	Lump Sum	\$ 1,245,000	\$	1,245,000
	 ډ	Sub-Total (Const	ruction)	\$	4,111,598
		Mot	oilization	\$	-
		Safety &	Security	\$	-
		Insurance	& Bond	\$	-
		Constructio	on Total	\$	4,111,598
			Design	\$	513,325
	Co	onstruction Mana	gement	\$	-
		Conti	ingency	\$	-
	Ben	efit Cost Analysi	s (BCA)	\$	-
Environmental					-
Grand Total (FY20 USD)					

Assumptions

1. Design/construction costs based on cost estimates from Airport Master Stormwater Plan (Michael Baker, 2019)

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Notes

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Opinion of Probable Costs

Airport Master Plan Update Opinion of Probable Costs

30: Taxiway 'B' Rehabilitation

Work Item Description	Quantity	Unit	Unit Price	Total
Taxiway 'B' Rehabilitation				
Taxiway 'B' Rehabilitation	1	Lump Sum	\$ 1,000,000	\$ 1,000,000
		Sub-Total (Constr	uction)	\$ 1,000,000
		oilization	\$ -	
		Security	\$ -	
		Insurance	& Bond	\$ -
		Constructio	on Total	\$ 1,000,000
			Design	\$ -
	C	onstruction Mana	gement	\$ -
		Conti	ngency	\$ -
	Ber	efit Cost Analysis	s (BCA)	\$ -
		Enviror	nmental	\$ -
		Grand Total (FY2	20 USD)	\$ 1,000,000

Assumptions

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Notes

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Opinion of Probable Costs



Master Plan Update

Appendix E Airport Layout Plan



NEW ORLEANS LAKEFRONT AIRPORT AIRPORT LAYOUT PLAN



	DRAWING INDEX
SHEET NUMBER	SHEET NAME
1	TITLE SHEET
2	AIRPORT DATA SHEET
3	EXISTING AIRPORT LAYOUT PLAN DRAWING
4	FUTURE AIRPORT LAYOUT PLAN DRAWING
5	TERMINAL AREA DRAWING
6	AIRPORT AIRSPACE DRAWING
7	RWY 9 INNER APPROACH - RWY 27 DEPARTURE PLAN & PROFILE
8	RWY 27 INNER APPROACH - RWY 9 DEPARTURE PLAN & PROFILE
9	RWY 18L INNER APPROACH - RWY 36R DEPARTURE PLAN & PROFILE
10	RWY 36R INNER APPROACH - RWY 18L DEPARTURE PLAN & PROFILE
11	RWY 18R INNER APPROACH - RWY 36L DEPARTURE PLAN & PROFILE
12	RWY 36L INNER APPROACH - RWY 18R DEPARTURE PLAN & PROFILE
13	RWY 18L INNER APPROACH - 36R DEPARTURE FUTURE PLAN & PROFILE
14	LAND USE DRAWING
15	AIRPORT PROPERTY MAP



	DIC	N/IED
FAA		

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM (AP) (PROJECT NUMBER 3-22-0038-31-2018) AS PROVIDED UNDER TITLE 49 OF THE UNITED STATES CODE (USC), SECTION 47104 (PROJECT GRANT AUTHORNTY). THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA) OR THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADOTD). ACCEPTANCE OF THIS REPORT BY THE FAA AND THE LADOTD DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITES STATES OR THE STATE OF LOUISIANA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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SURVEY SOURCE DATA	FEDERAL AVIATION ADMINISTRATION DISCLAIMER	AIRPORT/SPONSOR APPROVAL	AIRPORT DATA	REVISION	BY	
AERIAL AND MAPPING DATA	THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT	NEW ORLEANS LAKEFRONT AIRPORT (NEW)	FAA IDENTIFIER: NEW			Í
THIS MAP COMPILED BY PHOTOGRAMMETRIC METHODS EROM AERIAL PHOTOGRAPHY DATED 01-08-2019	IMPROVEMENT PROGRAM (AIP) (PROJECT NUMBER 3-22-0038-31-2018) AS PROVIDED UNDER TITLE 49 OF THE UNITED STATES CODE (USC), SECTION 47104 (PROJECT GRANT AUTHORITY). THE CONTENTS DO NOT	ON BEHALF OF THE AIRPORT, I HEREBY CERTIFY THAT THIS AIRPORT LAYOUT PLAN (ALP) DRAWING SET WAS PREPARED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5070-6 AND IDENTIFIES	AIRPORT LATITUDE: 30° 02' 32.7" N AIRPORT LONGITUDE: 90° 01' 41.7" W			
	NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA) OR THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADOTD), ACCEPTANCE OF	CURRENT CONDITIONS AND FUTURE NEEDS OF THE NEW ORLEANS LAKEFRONT AIRPORT AS	ELEVATION: 7.3 FT / 2.2 M (SURVEYED) ANNUAL DECLINATION: 58' W (2019)			╢
LOUISIANA STATE PLANE (SOUTH ZONE)	THIS REPORT BY THE FAA AND THE LADOTD DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE		NORTH AMERICAN DATUM OF 1983	<u> </u>		
ORIZONTAL: NORTH AMERICAN DATUM 1983/2011 (NAD 83) VERTICAL: NORTH AMERICAN DATUM 1988 (NAVD 88)	DEPICTED THEREIN NOR DOES IT INDICATE THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY		FROM CITY: 4 SM NE OF NEW ORLEANS, LA			
	ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.	EXECUTIVE DIRECTOR (LMA) DATE	ZIP CODE: 70126	(L		



						RUNWAY D	ATA									RUNWAY END DA	ТА	
ITEM		FXI	RUNWAY	(18L-36R	TURE	FYIS	RUNWA	Y 18R-36L	ITURE	FXI	RUNW	AY 9-27 FLITURE			EXISTING			FUTURE
11Lm		RUNWAY 18L	RUNWAY 36R	RUNWAY 18L	RUNWAY 36R	RUNWAY 18R	RUNWAY 36L	AY 36L RUNWAY 18R RUNWAY 36L RUNWAY 9 RUNWAY 27 RUNWAY 9 RUNWAY 27	RUNWAY 18L	LATITUDE	ELEVATION	TDZ ELEVATION	LATITUDE	ELEVATION				
	LENGTH	3	.697	5,	000	6,	879	6	,879	3,	,114			LONGITUDE	(IN FEET)	(IN FEET)	LONGITUDE	(IN FEET)
RUNWAY DIMENSIONS	WIDTH		75		75	1	150		150		75	1	EDGE OF PAVEMENT	N030° 03' 00.68"	5.0	6.5	N030° 03' 13.57"	5.5
DISPLACED THRE	RESHOLD	N/A	N/A	N/A	N/A	239.3	820.4	N/A	820.4	N/A	N/A			W090° 01' 39.52"			W090° 01' 39.72"	
AIRPORT REFEREN	NCE CODE		8-II	E	3-11	c	C-II		C-II	A-1 (l	UTILITY)		DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A
RUNWAY DESIGN CO	CODE (RDC)	B/	II/VIS	B/I	I/VIS	C/II.	/4000	C/I	1/4000	A/	/I/VIS							
APPROACH/DEPARTURE	APRC	B/I(S)/VIS		B/I(S)/VIS	C/IL	/4000	C/I	1/4000	B/I((S)/VIS							
% WIND COVERAGE (All WY	DPRC	В	/1(S)	B/	/1(S)	B/III	I, D/II	B/I	II, D/II	B	/1(S)		RUNWAY		EXISTING			FUTURE
CROSSWINE	ND	52.14%	45.40%	52.14%	45.40%	52.14%	45.40%	52.14%	45.40%	57.29%	37.09%		36R	LATITUDE	ELEVATION	TDZ ELEVATION	LATITUDE	ELEVATION (IN FEET)
MAXIMUM ELEVATION	N ABOVE MSL	6	.60	6	.60	7	.31	-	7.31	6	6.93			LONGITUDE	(INTEET)	(041661)	LONGITUDE	(INTEET)
PAVEMENT TO	ТҮРЕ	ASI	PHALT	ASP	HALT	ASP	HALT	ASI	PHALT	ASP	PHALT		EDGE OF PAVEMENT	N030° 02' 24.08"	6.4	6.6	N030° 02' 24.08*	6.4
PAVEMENT TREA		N	ONE	25	JNE .	GRU	JOVED	60,0	DOVED	NONE E0.000			W090° 01' 38.98"			W090° 01' 38.98"		
	SINGLE WHEEL	35	,000	35	,000	175	,000	17	5,000	50	0,000	-	DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A
PAVEMENT DESIGN STRENGTH	H DOUBLE TANDEM	8	000	80	,000	200	000	20	0.000	100	0.000	-						
	DUAL DOUBLE		-		-	350).000	35	0.000			-			EVISTING			CUTUDE
FFFECTIVE PUNWAY	V GRADIENT	0	04%	0	04%	0.1	07%	0	07%	0	26%		RUNWAY		EXISTING	1		FUTURE
OBSTRUCTION CLEAR/	RANCE SLOPE	20:1	20:1	20:1	20:1	30:1	30:1	30:1	30:1	20:1	20:1	-	18R	LATITUDE	ELEVATION (IN FEET)	TDZ ELEVATION (IN FEET)	LATITUDE	ELEVATION (IN FEET)
FAR PART 77 APPRO	OACH SLOPE	20:1	20:1	20:1	20:1	50:1	34:1	50:1	34:1	20:1	20:1			LUNGTIODE			LONGITUDE	
FAR PART 77 APPROAC	CH CATEGORY	VISUAL	VISUAL	VISUAL	VISUAL	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	VISUAL	VISUAL		EDGE OF PAVEMENT	W090° 01' 47 62"	5.5	7.1	W090° 01' 47 62"	5.5
RUNWAY APPROACH	H CATEGORY	VISUAL	VISUAL	VISUAL	VISUAL	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	VISUAL	VISUAL			N030° 03' 07.66"			N030° 03' 07.66"	
RUNWAY DEPARTUR	RE SURFACE	N/A	N/A	N/A	N/A	40:1	40:1	40:1	40:1	N/A	N/A		DISPLACED THRESHOLD	W090° 01' 47.65"	5.0	7.1	W090° 01' 47.65"	5.0
APPROACH VISBILITY	Y MINIMUMS	VISUAL	VISUAL	VISUAL	VISUAL	3/4 MILE	1 MILE	3/4 MILE	1 MILE	VISUAL	VISUAL	TOB						
RUNWAY MARK	RKING	BASIC	BASIC	BASIC	BASIC	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	BASIC	BASIC	N N N			EXISTING			FUTURE
RUNWAY LIGH	HTING	M	IIRL	M	IIRL	М	liRL	MIRL		N	MIRL	VERT	RUNWAY	LATITUDE	ELEVATION.	TOT FLOWTION	LATITUDE	CI DIATION
THRESHOLD SITING SURFA	FACE (TSS) SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	10	562	LONGITUDE	(IN FEET)	(IN FEET)	LONGITUDE	(IN FEET)
THRESHOLD SITING SURFACE ((TSS) PENETRATIONS	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	TAXI		N030° 02' 02.06*			N030° 02' 02.06"	
TYPE OF AERONAUTICAL SI	SURVEY REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NVGS	NVGS	NVGS	NVGS	NONE REQUIRED	NONE REQUIRED	WAY	EDGE OF PAVEMENT	W090° 01' 46.62"	5.5	7.3	W090° 01' 46.62"	5.5
NAVAIDS - VISUAL A	APPROACH	REILS	PAPI-P4L, REILS	REILS	PAPI-P4L, REILS	PAPI-P4L, MALSR	PAPI-P4L, REILS	PAPI-P4L, MALSR	PAPI-P4L, REILS	PAPI-P4L, REILS	PAPI-P4R	APRO		N030° 02' 10.27"		7.2	N030° 02' 10.27"	6.8
NAVAIDS - INSTRUMEN	NT APPROACH	N/A	N/A	N/A	N/A	(GPS)	(GPS)VOR/DME	(GPS)	(GPS)VOR/DME	N/A	N/A	z	DISPLACED THRESHOLD	W090° 01' 46.83"	0.0	1.5	W090° 01' 46.83"	0.0
PLINWAY SAFETY	BEYOND END	300	300	300	300	1,000	1,000	1,000	1,000	240	240							
AREA (RSA)	PRIOR TO END	300	300	300	300	600	600	600	600	240	240	-			EXISTING			FUTURE
	WIDTH	150	150	150	150	500	500	500	500	120	120	-	RUNWAY 09	LATITUDE	ELEVATION	TDZ ELEVATION	LATITUDE	ELEVATION
RUNWAY OBJECT FREE	BEYOND END	300	300	300	300	1,000	1,000	1,000	1,000	240	240	-		LONGITUDE	(IN FEET)	(IN FEET)	LONGITUDE	(IN FEET)
AREA (ROFA)	PRIOR TO END	300	300	300	300	600	600	600	600	240	240	-	EDGE OF PAVEMENT	N030° 02' 13.39"	47	6.9	N/A	N/A
	WIDTH	1.000	1.000	1.000	1.000	1 700	1 700	1 700	1 700	1.000	1.000	-		W090° 01' 50.12"				
APPROACH RUNWAY		500	500	500	500	1,000	500	1,000	500	250	250	-	DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A
PROTECTION ZONE (RPZ)	OUTER WIDTH	700	700	700	700	1,510	1.010	1,510	1.010	450	450	-						
	LENGTH	200	200	200	200	200	200	200	200	200	200	-						
ZONE (ROFZ)	WIDTH	250	250	250	250	400	400	400	400	120	120	-	RUNWAY		EXISTING			FUTURE
	LENGTH	1.000	1,000	1,000	1,000	1,700	1.700	1.700	1.700	1,000	1.000	-	27	LATITUDE	ELEVATION	TDZ ELEVATION	LATITUDE	ELEVATION
DEPARTURE RUNWAY	INNER WIDTH	500	500	500	500	500	500	500	500	250	250	-		LONGITUDE	(IN FEET)	(IN FEET)	LONGITUDE	(IN FEET)
PROTECTION ZONE (RPZ)	OUTER WIDTH	700	700	700	700	1,010	1,010	1,010	1,010	450	450	-	EDGE OF PAVEMENT	N030° 02' 13.83"	4.5	6.9	N/A	N/A
	LENGTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			W090° 01' 14.72"				
ZONE (POFZ)	WIDTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A
	TORA	3,697	3,697	5,000	5,000	6,880	6,880	6,880	6,880	3,113	3,113	1						
	TODA	3,697	3,697	5,000	5,000	6,880	6,880	6,880	6,880	3,113	3,113	1			ΤΑΧΙΜΔΥ/ΤΔΥ	I ANF SAFFTY ARFA	(TSA) OBSTRUCTIONS	
DECLARED DISTANCES	ASDA	3,697	3,697	5,000	5,000	6,035	5,955	6,035	5,955	3,113	3,113	1		EVICTING				TITURE
	LDA	3,697	3,697	5,000	5,000	5,510	5,135	5,510	5,135	3,113	3,113	1	TAXIWAY OBJECT TYPE	FIXED/MOVABLE (Y/N) DIST.	ANCE FROM CENTERI INF	O BE TAKEN TAXIWAY OR	FIXED/MOVABLE (Y/N)	DISTANCE FROM CE
					TUDESUS			(22					ODECT TIPE	DIST	ACTION OF THE ACTION I			SISTANCE FROM CE
			EAica	TING	THRESHC	JED STING S	OKFACE (1	SS)		FUTUPE					THERE ARE NO OBS	RUCTIONS TO THE TAXIWAY S	AFETY AREA OF ANY TAXIWAY	1
RUNWAY	OBJECT NUMBE	R (TYPE)	PENET	TRATION	ACTI	ON TO BE TAKEN	OB.	JECT NUMBER (TY	'PE)	PENETRAT	TION	ACTION TO BE TAKEN	L		I	. I	U	U
18L/36R															TAXIWAY/TAXILAN	E OBJECT FREE ARE	A (TOFA) OBSTRUCTIONS	

OBJECT NUMBER (TYPE)	PENETRATIO	N	ACTION TO BE TAKEN	OBJECT NUMBER (TYPE)	PENETRATION	
	ТИГР		TRATIONS TO THE THRESHOLD SI			
	THER	E ARE NO PENE	ETRATIONS TO THE THRESHOLD ST	TING SURFACES OF ANT RUNWAT		

RUNWAY OBSTACLE FREE ZONE (ROFZ)

18R/36L

09/27

DUNIMAN	EXIST	ING	FUTU	IRE			
RUIWWAT	OBJECT NUMBER (TYPE)	ACTION TO BE TAKEN	OBJECT NUMBER (TYPE)	ACTION TO BE TAKEN			
	18L REILS	FIXED BY FUNCTION/FRANGIBLE	18L REILS	FIXED BY FUNCTION/FRANGIBLE			
18L/36R	36R REILS FIXED BY FUNCTION/FRANGIBLE		36R REILS	FIXED BY FUNCTION/FRANGIBLE		TAXIWAY	
	36R PAPI	FIXED BY FUNCTION/FRANGIBLE	36R PAPI	FIXED BY FUNCTION/FRANGIBLE		-	
	18R PAPI	FIXED BY FUNCTION/FRANGIBLE	18R PAPI	FIXED BY FUNCTION/FRANGIBLE			
	18R THRESHOLD LIGHTS	FIXED BY FUNCTION/FRANGIBLE	18R THRESHOLD LIGHTS	FIXED BY FUNCTION/FRANGIBLE	A	'ALPHA'	
18R/36L	36L PAPI	FIXED BY FUNCTION/FRANGIBLE	36L PAPI	FIXED BY FUNCTION/FRANGIBLE	В	'BRAVO'	
	36L THRESHOLD LIGHTS	FIXED BY FUNCTION/FRANGIBLE	36L THRESHOLD LIGHTS	FIXED BY FUNCTION/FRANGIBLE	С	'CHARLIE'	
	LOCALIZER	FIXED BY FUNCTION/FRANGIBLE	LOCALIZER	FIXED BY FUNCTION/FRANGIBLE	D	'DELTA'	
00/27	9 REILS	RUNWAY TO CLOSE				'ECHO'	
09/27	27 REILS	RUNWAY TO CLOSE	RUNWAT I	-	LONG		
		·			F	FOXIROL	

		RUNWAY PROTECTION ZONE (RPZ)									
	RUNWAY	EXISTING									
		OBJECT NUMBER (TYPE)	ACTION TO BE TAKEN								
I	18L/36R	NONE	N/A								
		NONE	N/A								
		ROAD	ACQUIRE AVIGATION EASEMENT								
I	18R/36L	RAILROAD	ACQUIRE AVIGATION EASEMENT								
I		INDUSTRIAL BUILDINGS	ACQUIRE AVIGATION EASEMENT								
	09/27	ON-AIRPORT ROAD	RUNWAY TO CLOSE								
1		AUDDODT DUU DIVICC	DUNINAL TO OLOGE								

		MODIFICA	TION OF STANDARDS		
NUMBER	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED

		EXI			F			
TAXIWAY	OBJECT TYPE	FIXED/MOVABLE (Y/N)	DISTANCE FRO	OM CENTERLINE	ACTION TO BE TAKEN	TAXIWAY	OBJECT TYPE	FIXED/MOVABLE (Y/N)
				THERE ARE I	NO OBSTRUCTIONS TO T	THE TAXIW	AY OBJECT FREE AF	EA OF ANY TAXIWAY

								TAXI	NAY DAT	A							
		AIRPLAN	RPLANE DESIGN TAXIWAY DESI		Y DESIGN PAVEMENT		MENT	TAXIWAY SAFETY		TAXIWAY OBJECT FREE		TAXIWAY SEPERATION		TAXIWAY EDGE SAFETY			
	TAXIWAY	GROUP (ADG)		GROUP (TDG)		WIDTH (FT)		AREA WIDTH (FT)		AREA WIDTH (FT)		FIXED/MOVABLE OBJECT		MARGIN (TESM)			
		EXISTING	FUTURE	EXISTING	TING FUTURE EXISTING		FUTURE	EXISTING FUTURE		EXISTING FUTURE		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
Α	'ALPHA'	Ш	П	1B	1B	50	50	79	79	131	131	66	66	5	5	MITL	MITL
В	'BRAVO'	Ш	П	1B	1B	75	75	79	79	131	131	66	66	5	5	MITL	MITL
С	'CHARLIE'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
D	'DELTA'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
E	'ECHO'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
F	'FOXTROT'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
G	'GULF'	Ш	П	1B	1B	50	50	79	79	131	131	66	66	5	5	MITL	MITL
н	'HOTEL'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
J	'JULIET'	Ш	П	1B	1B	50	50	79	79	131	131	66	66	5	5	MITL	MITL
к	'KILO'	Ш	П	1B	1B	50	50	79	79	131	131	66	66	5	5	MITL	MITL
L	'LIMA'	Ш	П	1B	1B	75	75	79	79	131	131	66	66	5	5	MITL	MITL
м	'MIKE'	Ш	TO BE CLOSED	1B	TO BE CLOSED	50	TO BE CLOSED	79	TO BE CLOSED	131	TO BE CLOSED	66	TO BE CLOSED	5	TO BE CLOSED	MITL	TO BE CLOSED
N	'NOVEMBER'	Ш	П	1B	1B	40	40	79	79	131	131	66	66	5	5	MITL	MITL
Р	'PAPA'	Ш	П	1B	1B	75	75	79	79	131	131	66	66	5	5	MITL	MITL
Q	'QUEBEC'		TO BE CLOSED	1B	TO BE CLOSED	75	TO BE CLOSED	79	TO BE CLOSED	131	TO BE CLOSED	66	TO BE CLOSED	5	TO BE CLOSED	MITL	TO BE CLOSED

ΒY

IOVABLE (Y/N) DISTANCE FROM C

TDZ ELEVATION (IN FEET)
6.5
N/A

TDZ ELEVATION (IN FEET)
6.6
N/A

TDZ ELEVATION (IN FEET)
7.1
-

TDZ ELEVATION (IN FEET)
7.3

TDZ ELEVATION (IN FEET)
N/A
N/A

TDZ ELEVATION (IN FEET)
N/A
N/A

INTERLINE	ACTION TO BE TAKEN

ENTERLINE	ACTION TO BE TAKEN

	AI	RPORT DATA TABLE		
ITEM		EXISTING	FUTURE	
AIRPORT REFERENCE COD	E	C-II	C-II	
CRITICAL AIRCRAFT		CHALLENGER 300/600	CHALLENGER 300/600	
NATIONAL PLAN OF	ROLE	NATIONAL	NATIONAL	
SYSTEMS (NPIAS)	CATEGORY	RELIEVER	RELIEVER	
AIRPORT OWNER/SPONSOR	2	LAKEFRONT MANAGEME	NT AUTHORITY (LMA)	
AIRPORT PROPERTY (ACRE	S)	481	515	
ARFF INDEX		INDEX B	INDEX B	
AIRPORT ELEVATION (FEET)		7.3	7.3	
MEAN TEMPERATURE OF T HOTTEST MONTH	ΉE	83.6° F (July 2019)	83.6° F (July 2019)	
AIRPORT REFERENCE	LATITUDE	N30°02' 32.7"	N30°02' 41.4"	
POINT	LONGITUDE	W90°01' 41.7"	W90°01'43.9"	
AIRPORT NAVIGATIONAL AIDS		ILS/LOC, RNAV (GPS), VOR/DME, PAPI-4L, PAPI-4R, REILS, MALSR	ILS/LOC, RNAV (GPS), VOR/DME, PAPI-4L, PAPI-4R, REILS, MALSR	
MISCELLANOUS FACILITIES		MIRL, MITL, LIGHTED WINDCONE, ASOS, ROTATING BEACON (CG/SS-SR)	MIRL, MITL, LIGHTED WINDCONE, ASOS, ROTATING BEACON (CG/SS-SR)	
	VARIATION	0°-58'W ± 0°-20' CHANGI	NG BY 0°-5' PER YEAR	
MAGNETIC DECLINATION	DATE	4/19/2	019	
	SOURCE	NOAA		

WIND COVERAGE - ALL WEATHER

DUMMAY	CROSSWIND COMPONENT					
KUNWAT	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS		
18	47.02%	49.86%	52.14%	52.79%		
36	38.13%	41.92%	45.40%	46.87%		
18/36	84.63%	91.25%	96.98%	99.08%		
9	49.25%	53.52%	57.29%	59.47%		
27	30.69%	33.88%	37.09%	39.18%		
9/27	79.42%	86.85%	93.79%	98.03%		
COMBINED	96.43%	98.79%	99.68%	99.94%		

WIND COVERAGE - VFR CONDITIONS

RUNWAY	CROSSWIND COMPONENT						
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS			
18	49.94%	52.69%	54.82%	55.38%			
36	39.91%	43.50%	46.76%	48.01%			
18/36	85.92%	92.23%	97.60%	99.39%			
9	50.99%	55.11%	58.69%	60.74%			
27	33.59%	36.64%	39.68%	41.63%			
9/27	80.63%	87.77%	94.36%	98.32%			
COMBINED	96.88%	96.88% 99.04% 99.79% 99.89%					

WIND COVERAGE - IFR CONDITIONS

DUMWAY	CROSSWIND COMPONENT					
KUNWAT	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS		
18	41.78%	44.42%	46.96%	48.06%		
36	43.83%	48.01%	52.02%	54.60%		
18/36	80.42%	87.21%	93.73%	97.38%		
9	50.81%	55.11%	59.27%	61.95%		
27	30.02%	33.47%	37.16%	39.86%		
9/27	75.67%	83.37%	91.19%	96.52%		
COMBINED	94.35%	97.52%	99.09%	99.75%		

WIND COVERAGE - DATA SOURCE



2 OF 15

	FXISTI		INGS/FACILITIES		
BILLIDING	LAISTI			HEIGHT (FEET)	
NUMBER	BUILDING NAME	OWNER	TENANT	BUILDING ANTENNA	The second se
1A.	AIRPORT FUELING OFFICE	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	21.05 N/A	
18	FUEL FARM INFRASTRUCTURE	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	15.57 N/A	
10	FUEL TANK (JETA)	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	37.84 N/A	
1E	FUEL TANK (JETA)	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	37.84 N/A	
1F 1G	FUEL TANK (AVGAS) SOUTHWEST ELECTRICAL BUILDING	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	39.74 N/A 16.10 N/A	
2	AIRPORT STORAGE	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	22.55 N/A	TH S wanted in the second s
3	SIGNATURE OFFICES/HANGAR	LMA	SIGNATURE FLIGHT SUPPORT	43.20 N/A	
4	MOFFETT HANGAR AIRPORT TERMINAL	LMA	SIGNATURE FLIGHT SUPPORT VARIOUS	46.91 N/A 84.00 N/A	
6	WILLIAMS HANGAR	LMA	FLIGHTLINE FIRST	42.36 N/A	
7	BASTIAN MITCHELL HANGAR	LMA	SIGNATURE FLIGHT SUPPORT	42.63 N/A	error v
9	NATIONAL GUARD HANGAR	LMA	SIGNATURE FLIGHT SUPPORT	47.80 N/A	
10	MOSQUITO CONTROL HANGAR	LMA	CITY OF NO/MOSQUITO CONTROL	31.68 N/A	
11	JAMES WEDELL HANGER	LMA	SIGNATURE FLIGHT SUPPORT	49.59 N/A	
12	T-HANGAR A	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.61 N/A	
14	T-HANGAR B	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.66 N/A	
15	T-HANGAR C	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.24 N/A	
17	T-HANGAR E	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.14 N/A	PONTCHARTRAIN
18	T-HANGAR F	LMA	AIR COVER 1	22.79 N/A	
20	FAA ATCT	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	39.64 N/A 42.18 101.12	
21	DELGADO HANGAR	LMA	CAF - BIG EASY WING	27.88 N/A	
22	AREF STATION	LMA	AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	28.39 N/A	64,204 State
23	OLD MOSQUITO CONTROL WAREHOUSE-OFFICE	LMA	F&M AVIATION	24.00 34.48 20.67 N/A	
25	OLD MOSQUITO CONTROL WAREHOUSE-OFFICE	LMA	F&M AVIATION	24.43 N/A	
26	FAA EQUIPMENT/SHED GENERATOR BUILDING	FAA	FEDERAL AVIATION ADMINISTRATION (FAA) LAKEFRONT MANAGEMENT AUTHORITY (LMA)	16.38 N/A 13.40 N/A	
28	ATS	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	28.18 N/A	
29	AIRFIELD ELECTRICAL VAULT	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	29.82 N/A	
30	ARFF ELECTRICAL VAULT AIRPORT SWITCH GEAR - ELECTRICAL FEED	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	15.81 N/A 18.97 N/A	
32A	RUNWAY GLIDE SLOPE ANTENNA	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	14.97 32.69	
328	RUNWAY GLIDE SLOPE ANTENNA (SUPPORT BUILDING)	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	15.14 N/A	
	RWY 18L APPROACH : RWY 18R PART 77 APPROACH SURFACE 20:1	PART 77 JURFACE 20:1	RWY ISLEND LAT: N30' 05 00-07 LAT: N30' 05 00-07 LEY = 5 0 MSL WILLY = 5 0 MSL MILLY = 5	REIS REIS	
	20	NCS & SAC	S MONUMENTATION TABLE		PONTCHARTRAIN
	P/	103 & SAC	S MONOMENTATION TABLE		
MONU	PE STAMP DESIGNATION	MONUMENT	DESCRIPTION	LONGITUDE	(FEET)
PA	CS AIRPORT	B.	11400 N 30° 02' 29.15735"	W 090° 01' 53.69185"	
SA	CS LAKEFRONT APT AP STA B	B.	14274 N 30° 02' 11.96861"	W 090° 01' 45.13287" NC	SHED
SA	CS STA C NEW	B.	I5369 N 30° 02' 57.21913"	W 090° 01' 44.16110" NC	SHED

SURVEY SOURCE DATA	FEDERAL AVIATION ADMINISTRATION DISCLAIMER	AIRPORT/SPONSOR APPROVAL	NORTH ARROW	GRAPHIC SCALE	AIRPORT DATA	REVISION	BY
AERIAL AND MAPPING DATA THIS MAP COMPILED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAMPH DATE DI 048-2019 STATE PLANE AND DATUM LOUISIANA STATE PLANE (SOUTH ZONE) HORIZONTA, NORTH AMERICAN DATUM 1983/2011 (NAD 83) VERTICAL: NORTH AMERICAN DATUM 1983/2011 (NAD 83)	THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM (AIP) (PROJECT NUMBER 32-2003-31-2018) AS PROVIDED UNDER TITLE 40 OF THE UNITED STATES CODE (USC). SECTION 47104 (PROJECT GARANT AUTHORNY), THE CONTENTS DO NOT NECESSARILY REFLECTIVE OFFICIAL VENIS OR POLICY OF THE FEDERAL AWATION ADMINISTRATION (FAD) THIS REPORT THE PROFILE VENIS OR POLICY OF THE FEDERAL AWATION ADMINISTRATION (FAD) THIS REPORTE YTHE FRAA AND THE LADOTE DOES NOT IN AVY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITES STATES OR THE STATE OF LOUISIANA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THE FEDERADE DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.	NEW ORLEANS LAKEFRONT AIRPORT (NEW) ON BEHAE OF THE AIRPORT, HEREBY CERTIFY THAT THIS AIRPORT LAYOUT PLAN (ALP) DRAWING SET WAS PREVAED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5070-6 AND IDENTIFIES CURRENT CONDITIONS AND FUTURE NEEDS OF THE NEW ORLEANS LAKETRONT AIRPORT AS IDENTIFIED DURING THE DEVELOPMENT OF THE ALP, WHICH WAS FINALIZED IN SEPTEMBER, 2020. EXECUTIVE DIRECTOR (LMA)	1.4 NAGNETIC DECLINATION 0° 58° W ± 0° 20° CHANGING BY 0° 5° W PER YEAR APRIL 2019	0' 400' 800' GRAPHIC SCALE: 1" = 400'	FAA IDENTIFIET: NEW AIRPORT LAITTUDE: 30° 02° 32.7° N AIRPORT LAITTUDE: 30° 02° 41.7° W ELEVATION: 7.8° T/ 22.4° (SURVEYED) MORTH-MIERCAN DATIM OF 1983 NADBS AND NAVOBS FROM CITY: 4 SN HC OF NEW ORLENS, LA ZIP CODE: 70126		



FAX'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICED. DURING THE PREJUMINARY DESIGN PHASE. THE AIRPORT OWNER IS REQUIRED TO RESUBAIL TOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR TINISH OF STRUCTURES. FAXS CONCENTIS IS OBSTRUCTIONS, IMPACT ON ELECTRONIC JOIS, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GOUND OWNERMENT RAES WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

- NOTES

 1. SEE DATA SHEET FOR TAXIVANYTAVILANE SAFETY AREA AND PAVEMENT DIMENSIONS. SAFETY AREAS NOT SHOWN FOR CLARITY.

 2. THE DIMENSIONS SAFETY AREAS NOT SHOWN FOR CLARITY.

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 2. THE DIRECT FERE AREAS (SPA). THE DRIS TAVICAL FREE ZONES (VET). THE DENECT FERE AREAS SHOP). THE DRINKING SHOWN FOR CLARITY.

 3. TAVE SAFETY AREAS AREAS RECULIED FOR TERPS. AND ATCT CLARE ILUG OF SIGHT (LOS). THE BRIL IS NOT SHOWN FOR CLARITY.

 3. TRAVERSERVAL TOCATIONS AND PART 77 CLARANCE VALUES ARE SHOWN ON THE INNER APPROACH PLAN AND PROFILE DRAWINGS.

 3. ONLY PART 77 APPROACH SUBFACES ARE SHOWN FOR CLARITY.

 5. DEPARTURE RF2S ARE NOT SHOWN FOR CLARITY.

 6. RUMMAY 270 FEO VERILARS WITH ROFA AND IS NOT SHOWN FOR CLARITY.

	LEGEND			
ITEM	DESCRIPTION			
950	GROUND CONTOUR			
	AIRPORT PROPERTY LINE			
	MAJOR ROAD			
a second and a second second second	STRUCTURES ON AIRPORT			
	TERMINAL / CONCOURSE			
	RUNWAY PAVEMENT & MARKINGS			
	TAXIWAY PAVEMENT			
	AIRFIELD APRON PAVEMENT			
	SHOULDER PAVEMENT			
	UNUSABLE PAVEMENT			
٠	AIRPORT REFERENCE POINT (ARP)			
x	FENCE (AOA FENCE IS 7' HIGH)			
*	ROTATING BEACON			
	PART 77 APPROACH SURFACE			
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)			
RVZ	RUNWAY VISIBILITY ZONE (RVZ)			
ROFA	RUNWAY OBJECT FREE AREA (ROFA)			
RSA	RUNWAY SAFETY AREA (RSA)			
OFZ	OBJECT FREE ZONE (OFZ)			
RPZ	RUNWAY PROTECTION ZONE (RPZ)			
123	FACILITY IDENTIFIER			
	RAILROAD			
	LAKE BOUNDARY			
	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)			
	NAVIGATIONAL AID CRITICAL AREA			
0000	PRECISION APPROACH PATH INDICATOR (PAPI)			
P	WINDSOCK			
	PAC/SAC			
X	ANTENNA			

D



EXISTING AIRPORT LAYOUT PLAN DRAWING

Katonine & Groh

NEW ORLEANS LAKEFRONT AIRPORT RAWN BY LDJ/JD REVIEWED BY DJP/K&G ISSUE DATE 09-2020 3 OF 15

	EVICTI					
DUILDING	EXIST		INGS/FACILITIES	HEIGHT	(FEET)	
NUMBER	BUILDING NAME	OWNER	TENANT	BUILDING	ANTENNA	
1A 1B	AIRPORT FUELING OFFICE	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	21.05	N/A	
10	FUEL TANK (JETA)	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	37.79	N/A	
1D 1F	FUEL TANK (JETA) FUEL TANK (JETA)	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	37.84	N/A	
1F	FUEL TANK (AVGAS)	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	39.74	N/A	
1G 2	SOUTHWEST ELECTRICAL BUILDING	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA) LAKEFRONT MANAGEMENT AUTHORITY (LMA)	16.10	N/A N/A	
3	SIGNATURE OFFICES/HANGAR	LMA	SIGNATURE FLIGHT SUPPORT	43.20	N/A	
4	MOFFETT HANGAR	LMA	SIGNATURE FLIGHT SUPPORT VARIOUS	46.91 84.00	N/A N/A	
6	WILLIAMS HANGAR	LMA	FLIGHTLINE FIRST	42.36	N/A	
7 8	BASTIAN MITCHELL HANGAR BUILDING 104	LMA	SIGNATURE FLIGHT SUPPORT VACANT	42.63 28.93	N/A N/A	
9	NATIONAL GUARD HANGAR	LMA	SIGNATURE FLIGHT SUPPORT	47.80	N/A	
10	JAMES WEDELL HANGER	LMA	CITY OF NO/MOSQUITO CONTROL SIGNATURE FLIGHT SUPPORT	31.68 49.59	N/A N/A	
12	CORPORATE HANGARS	LMA	STUMM GIRLS	29.89	N/A	
13	T-HANGAR B	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.66	N/A N/A	
15	T-HANGAR C	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.24	N/A	
17	T-HANGAR E	LMA	NEW ORLEANS LAKEFRONT HANGAR ASSOCIATION	22.01	N/A	
18	T-HANGAR F	LMA	AIR COVER 1	22.79	N/A	
20	FAA ATCT	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	42.18	101.12	
21	DELGADO HANGAR	LMA	CAF - BIG EASY WING	27.88	N/A	
22	REMOTE TRANSMITTER/RECEIVER (RTR)	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	20.39	34.48	
24	OLD MOSQUITO CONTROL WAREHOUSE-OFFICE OLD MOSQUITO CONTROL WAREHOUSE-OFFICE	LMA	F&M AVIATION F&M AVIATION	20.67	N/A N/A	PONTCHARTRAIN
26	FAA EQUIPMENT/SHED	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	16.38	N/A	
27	GENERATOR BUILDING ATS	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	13.40 28.18	N/A N/A	
29	AIRFIELD ELECTRICAL VAULT	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	29.82	N/A	WINDSOCK APRON APRON APRON APPORT
30	ARFF ELECTRICAL VAULT AIRPORT SWITCH GEAR - ELECTRICAL FEED	LMA	LAKEFRONT MANAGEMENT AUTHORITY (LMA)	15.81	N/A N/A	APRON 11.725 SF 8.404 57 2023 5
32A	RUNWAY GLIDE SLOPE ANTENNA	FAA	FEDERAL AVIATION ADMINISTRATION (FAA)	14.97	32.69	
RWY : APPROAC APPROAC	8L PART 77 H SURFACE 20:1 / 18R PART 77 1 SURFACE 20:1 / 19R PART 77 	Concession of the second secon	ERIND 2	RWY ISR 364	ACCOLLECTION	
	PJ	ACS & SAC:	S MONUMENTATION TABLE			LAKE PONTCHARTRAIN
MONU	IENT STAMP DESIGNATION	MONUMENT	DESCRIPTION LATITUDE	LONGITUDE	ELEVATION (FEET)	
TY			1400 NI 20º 02' 20 45725"	W 000° 01' 53 /	1185" 0.27	
PAG	S AIKPORT	BJ	4274 N 30° 02' 29.15735"	W 090° 01' 45 13	9.27 9.27 NOT PUBLISHED	

SURVEY SOURCE DATA	FEDERAL AVIATION ADMINISTRATION DISCLAIMER	AIRPORT/SPONSOR APPROVAL	NORTH ARROW	GRAPHIC SCALE	AIRPORT DATA	REVISION	BY
AERIAL AND MAPPING DATA THIS MAP COMPILED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAMMETRIC METHODS STATE PLANE AND DATUM LOUISIANA STATE PLANE (SOUTH ZONE) HORIZONTAL NORTH AMERICAN DATUM 1983/2011 (NAD 83) VERTICAL: NORTH AMERICAN DATUM 1983/2011 (NAD 83)	THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM (AIP) (PROJECT NUMBER 32-2003-31-2018) AS PROVIDED UNDER TITLE 40 OF THE UNITED STATES CODE (USC). SECTION 47140 (PROJECT GARANT AUTHORNY) THE CONTENTS DO NOT NECESSARILY REFLECTIVE OFFICIAL VEWS OR POLICY OF THE FEDERAL AVAITON ADMINISTRATION (FAD) THIS REPORT THE PROFILE VEWS OR POLICY OF THE FEDERAL AVAITON ADMINISTRATION (FAD) THIS REPORT BY THE FRAA AND THE LADOTE DOES NOT IN ANY WAY CONSTITUTE A COMMINISTRATION (FAD) DEPICTED THEREIN NOR DOES IT INDICATE THE PROFILE OF AVAITON ADMINISTRATION (FAD) ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.	NEW ORLEANS LAKEFRONT AIRPORT (NEW) ON BEHALE OF THE AIRPORT, I HEREBY CERTIFY THAT THIS AIRPORT LAYOUT PLAN (ALP) DRAWING SET WAS PREVARED IN ACCOGNACY WITH FAA ADVISORY CIRCULAR 150/5070-6 AND IDENTIFIES CURRENT CONDITIONS AND FUTURE NEEDS OF THE NEW ORLEANS LAKEFRONT AIRPORT AS IDENTIFIED DURING THE DEVELOPMENT OF THE ALP, WHICH WAS FINALIZED IN SEPTEMBER, 2020. EXECUTIVE DIRECTOR (LMA) DATE	N MAGENTIC DECLINATION 0° 58° W ± 0° 20° CHANGING BY 0° 5° W FER YEAR APRIL 2019	0' 400' 800' GRAPHIC SCALE: 1" = 400'	FAA IDENTIFIER: NEW AIRPORT LATITUDE: 30° 02° 32.7° N AIRPORT LATITUDE: 30° 02° 32.7° N ELEVATION: 7.3 FT 2.2 M (SURVEYED) NORTH AMERICAN DATUM OF 1983 NORTH AMERICAN DATUM OF 1983 NADB3 AND NAVD88 FROM CITY: 4 SM NE OF NEW RELANS, LA ZIP CODE: 70126		

N 30° 02' 57.21913" W 090° 01' 44.16110" NOT PUBLISHED

SACS

STA C NEW

BJ5369



FAX'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE CENERAL LOCATION OF FUTURE FACILITIES DEPICED. DURING THE PREVIMINARY DESIGN PHASE. THE AIRPORT OWNER IS REQUIRED TO RESUBILITOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR TINISH OF STRUCTURES FAXS CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC JOB, OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND CONCENTING STRUCTURES LANS OF AIRCRAFT APPROACHES AND CONCENTING RESERVICED ON OF AIRCRAFT APPROACHES AND CONCENTING RESERVICED ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND CONCENTING RESERVICED ON CONTROLLER VIEW

NOTES

- NOTES
 1. SEE DATA SHEET FOR TAXIMAVITAXILANE SAFETY AREA AND PAVEMENT DIMENSIONS SAFETY AREAS NOT SHOWA FOR CLARITY. THE BUILDING RESTRICTION INC. B(BL) AREA IS A COMBINATION OF THE RUNWAY PROTECTION ZONES (RPZ). THE OBSTACLE FREE ZONES (OFZ). THE OBJECT FREE AREAS (OFA). THE RUNWAY VISIBLITY ZONE, NAVAUD CRITICAL AREAS, AREAS REQUIRED FOR TERPS, AND ATCT CLEAR LINE OF SIGHT (LOS). THE BRL IS NOT SHOWN FOR CLARITY. BRL IS BASED ON 35° BUILDING HEIGHT. TRAVERSEWAY LOCATIONS AND PART 77 CLEARAINCE VALUES ARE SHOWN ON THE INNER APPROACH FUAN AND PROFILE DRAVINGS. ONLY PART 71 APPROACH SUPERCES ARE SHOWN FOR CLARITY. 5. DEPARTURE RPZS ARE NOT SHOWN FOR CLARITY.

EATURE ID	DESCRIPTION			
1	WEST GA DEVELOPMENT			
2	HOT SPOT 3 MITIGATION (PAVEMENT/TWY REMOVAL)			
3	RUNWAY 18R/36L CONNECTOR TWY REMOVAL			
4	RUNWAY 9/27 PAVEMENT REMOVAL (WEST OF 'B')			
5	RUNWAY 18R/36L RSA IMPROVEMENTS			
6	RUNWAY 18L/36R EXTENSION			
7	NORTH GA DEVELOPMENT: PHASE I-IV			
8	TAXIWAY 'C' RELOCATION			
9	WILDLIFE MITIGATION/LAKE INFILL			
10	AIRPORT STORMWATER PUMPING STATION			
11	AIRCRAFT RESCUE & FIREFIGHTING (ARFF) RELOCATION			
12	FUTURE CORPORATE HANGAR DEVELOPMENT			
13	FUTURE T-HANGAR DEVELOPMENT			
14	TAXIWAY 'H' RE-ALIGNMENT			
15	TAXIWAY 'M' REMOVAL			
16	TAXIWAY 'D' REMOVAL			
17	TAXIWAY 'F' RELOCATION			
18	TERMINAL APRON EXPANSION			
19	FUTURE LANDSIDE/HOTEL DEVELOPMENT			
20	EAST GA DEVELOPMENT: CORPORATE HANGARS			
21	EAST GA DEVELOPMENT: T-HANGARS			
22	EAST GA DEVELOPMENT: CORPORATE HANGARS			
23	TAXILANE 'E' RECONSTRUCTION*			
24	TAXIWAY 'A' RECONSTRUCTION*			
25	AIRPORT DRAINAGE REPAIRS: PHASE I-V*			
26	TAXILANE 'B' REHABILITATION*			

	LEGEND
ITEM	DESCRIPTION
950	GROUND CONTOUR
	EXISTING AIRPORT PROPERTY LINE
	MAJOR ROAD
	STRUCTURES ON AIRPORT
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	AIRFIELD APRON PAVEMENT
	SHOULDER PAVEMENT
	UNUSABLE PAVEMENT
•	AIRPORT REFERENCE POINT (ARP)
x	FENCE (AOA FENCE IS 7' HIGH)
*	ROTATING BEACON
	PART 77 APPROACH SURFACE
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
- RSA -	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
123	FACILITY IDENTIFIER
- Inde	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)
0000	PRECISION APPROACH PATH INDICATOR (PAPI)
1	WINDSOCK
	SURVEY MONUMENT
	ANTENNA
	NAVIGATIONAL AID CRITICAL AREA
	FUTURE AIRPORT PROPERTY LINE
-00	FUTURE AIRPORT SEAWALL
2	FUTURE CAPITAL IMPROVEMENT PROJECT
	FUTURE RUNWAY/TAXIWAY/APRON PAVEMENT
	FUTURE BUILDING/HANGAR
	FUTURE ROAD/PARKING
	FUTURE NON-AVIATION/LANDSIDE DEVELOPMENT
	FUTURE AIRSIDE DEVELOPMENT - PUMP STATION
3333333333333333	FUTURE LANDSIDE DEVELOPMENT - LAKE INFILL
	EXISTING RUNWAY/TAXIWAY PAVEMENT - TO BE REMOVED
	EXISTING RUNWAY PAVEMENT - CONVERTED TO APRON



RAWN BY LD1/JD REVIEWED BY DJP/K&G SUE DATE 09-2020 4 OF 15



HEIGHT (FEET)						
BUILDING	ANTENNA					
43.20	N/A					
46.91	N/A					
84.00	N/A					
42.36	N/A					
42.63	N/A					
28.93	N/A					
47.80	N/A					
16.38	N/A					
28.18	N/A					
)						
AY 'C' RELOCATION						
	HEIGHT BUILDING 43.20 46.91 84.00 42.63 28.93 47.80 16.38 28.18					

. APRON E	XPANSION	
	DEVELOPMENT	

	LEGEND
ITEM	DESCRIPTION
	AIRPORT PROPERTY LINE
	MAJOR ROAD
	STRUCTURES ON AIRPORT
	RUNWAY PAVEMENT & MARKINGS
	TAXIWAY PAVEMENT
	AIRFIELD APRON PAVEMENT
	SHOULDER PAVEMENT
x	FENCE (AOA FENCE IS 7' HIGH)
RVZ	RUNWAY VISIBILITY ZONE (RVZ)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
	TAXIWAY OBJECT FREE AREA (TOFA)
RSA	RUNWAY SAFETY AREA (RSA)
OFZ	OBJECT FREE ZONE (OFZ)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
	NON-MOVEMENT AREA BOUNDARY
	NAVIGATIONAL AID CRITICAL AREA
123	FACILITY IDENTIFIER
0	FUTURE CAPITAL IMPROVEMENT PROJECT
0000	PRECISION APPROACH PATH INDICATOR (PAPI)
	FUTURE TAXIWAY/APRON PAVEMENT
	FUTURE BUILDING/HANGAR
	FUTURE NON-AVIATION/LANDSIDE DEVELOPMENT
	EXISTING RUNWAY/TAXIWAY PAVEMENT - TO BE REMOVED
	EXISTING RUNWAY PAVEMENT - CONVERTED TO APRON



	DIMENSIONAL STANDARDS (FEET)							
DIM ITEM		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION	
				A	В		RUNWAY	
		A	в		С	D		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000	
в	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000	
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION	
					В		APPROACH	
		A	в	A	С	D		
с	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000	
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	-	
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	-	

SURFACE OBSTRUCTION TABLE					
SCRIPTION	TOP ELEVELATION MSL	AGL	PENETRATION	DISPOSITION	TE EDOD
MISSION LINE	219.0	216.0	50.7	NONE (LIGHTED)	TBD
MISSION LINE	208.0	202.0	32.1	NONE (LIGHTED)	TBD
BUILDING	92.0	87.0	25.6	TO BE LIGHTED	TBD
BRIDGE	207.0	205.0	49.0	NONE (LIGHTED)	TBD
TROL TOWER	123.0	114.0	70.7	NONE (LIGHTED)	TBD
TOWER	162.0	156.0	4.0	NONE (LIGHTED)	TBD
NAVAID	26.0	21.0	20.5	NONE REQUIRED	TBD
SIGN	13.0	8.0	4.9	NONE REQUIRED	TBD
TOWER	35.0	32.0	29.5	NONE (LIGHTED)	TBD
ERAL UTILITY	8.0	5.0	2.5	NONE REQUIRED	TBD
NAVAID	16.0	11.0	10.5	NONE REQUIRED	TBD
NAVAID	30.0	27.0	24.5	NONE REQUIRED	TBD
NAVAID	30.0	28.0	7.4	NONE REQUIRED	TBD
NAVAID	37.0	35.0	9.7	NONE REQUIRED	TBD
NAVAID	40.0	37.0	34.5	NONE REQUIRED	TBD
NAVAID	28.0	26.0	22.5	NONE REQUIRED	TBD
BRIDGE	10.0	7.0	4.5	NONE REQUIRED	TBD
ERAL UTILITY	6.0	6.0	0.4	NONE REQUIRED	TBD
FENCE	10.0	5.0	4.5	NONE REQUIRED	TBD
BRIDGE	209.0	206.0	51.0	NONE (LIGHTED)	TBD
POLE	47.0	43.0	21.7	NONE (LIGHTED)	TBD
TOWER	42.0	40.0	7.0	NONE (LIGHTED)	TBD
SMISSION LINE	204.0	199.0	32.2	NONE (LIGHTED)	TBD
BUILDING	36.0	31.0	11.9	TO BE LIGHTED	TBD
BUILDING	98.0	93.0	55.5	TO BE LIGHTED	TBD
BUILDING	26.0	22.0	20.5	TO BE LIGHTED	TBD
BUILDING	33.0	29.0	12.6	TO BE LIGHTED	TBD
NAVAID	19.0	N/A	13.5	NONE REQUIRED	TBD
VERSE WAY	209.0	206.0	51.0	NONE REQUIRED	TBD
UILDING	56.0	N/A	25.3	TO BE LIGHTED	TBD
BUILDING	26.0	N/A	20.5	TO BE LIGHTED	TBD
BUILDING	52.0	N/A	5.1	TO BE LIGHTED	TBD
BUILDING	54.0	N/A	19.4	TO BE LIGHTED	TBD
BUILDING	75.0	N/A	32.5	TO BE LIGHTED	TBD
TERRAIN	6.0	N/A	0.5	TO BE REMOVED	TBD
TERRAIN	7.0	N/A	0.6	TO BE REMOVED	TBD
TERRAIN	8.0	N/A	1.7	TO BE REMOVED	TBD
TERRAIN	8.0	N/A	1.8	TO BE REMOVED	TBD
TERRAIN	7.0	N/A	1.5	TO BE REMOVED	TBD
TERRAIN	7.0	N/A	0.8	TO BE REMOVED	TBD
TERRAIN	7.0	N/A	1.5	TO BE REMOVED	TBD
UILDING	206.0	205.0	48.0	TO BE LIGHTED	TBD
UILDING	204.0	N/A	46.0	TO BE LIGHTED	TBD
UILDING	207.0	N/A	49.0	TO BE LIGHTED	TBD
GETATION	11.0	N/A	5.3	TO BE REMOVED	TBD
TERRAIN	6.0	N/A	0.0	TO BE REMOVED	TBD
TERRAIN	6	N/A	0.5	TO BE REMOVED	TBD
TREE	45	N/A	39.5	TO BE REMOVED	TBD



OBJECT ID 17146 17154 17178 17186 17194 NOTES: 1. TBD - TO BE DETERMINED. 2. ALL ELEVATION VALUES ARE RE 3. THERE ARE NO PENETRATING C



9	SURFACE OBSTRUCTION TABLE					
DESCRIPTION	SURFACE	TOP MSL	P77 PENETRATION VALUE (FEET)	RESOLUTION		
WALL	P77 APPROACH	11.04	2.2	NONE (LIGHTED)		
WALL	P77 APPROACH	11.29	2.4	NONE (LIGHTED)		
BUSH	P77 APPROACH	12.53	4.0	TO BE REMOVED		
BUSH	P77 APPROACH	12.03	3.3	TO BE REMOVED		
BUSH	P77 APPROACH	10.55	2.0	TO BE REMOVED		
PRESENTED IN FEET. DBSTACLES TO THE THRESHOL	D SITING SURFACE.	ABBREVIATIONS: ELEV - ELEVATION ID - IDENTIFIER DESCRIPTION - DESCRIPTION C PT77 PEN VALUE - PART 77 APPRC MSL - MEAN SEA LEVE	OF OBSTACLE IACH SURFACE PENETRATION VALUI	E		

ITEM	DESCRIPTION
RVZ	RUNWAY VISIBILITY ZONE (RVZ)
ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RSA	RUNWAY SAFETY AREA (RSA)
RPZ	RUNWAY PROTECTION ZONE (RPZ)
0000	PRECISION APPROACH PATH INDICATOR (PAPI)
4	WINDSOCK
A	SURVEY MONUMENT
	RVZ RVZ

DATE	NEW ORLEANS LAKEFRONT AIF	PORT
		DRAWN BY SRG/JD
	KONWAT 9 INNER AFFROACH FLAN AND FROME	REVIEWED BY DJP/K&G
	A NEW-ORLEANS	ISSUE DATE 09-2020
		SHEET 7 OF 15





					DESCRIPTION	TTEM	DESCRIPTION	
				GF	OUND CONTOUR	RVZ	RUNWAY VISIBILITY ZON	E (RVZ)
			PART 77 CONTOUR		RT 77 CONTOUR	RUNWAY OBJECT FREE AREA (ROF)		A (ROFA)
				AIRPO	ORT PROPERTY LINE	RSA	RUNWAY SAFETY AREA	(RSA)
		x		FENCE (AOA FENCE IS 7' HIGH)	RPZ	RUNWAY PROTECTION ZO	NE (RPZ)
				STRUG	TURES ON AIRPORT	0000	PRECISION APPROACH PATH IND	ICATOR (PAPI)
				RU	NWAY PAVEMENT	P I	WINDSOCK	
VERT. SCALE: 1"=30'				TA	IWAY PAVEMENT		SURVEY MONUMEN	т
5000' 5500'				AIRFIE	LD APRON PAVEMENT			
5555								
GRAPHIC SCALE	AIRPORT DATA	REVISION	BY	DATE	NEW ORL	EANS I	LAKEFRONT AII	RPORT
	FAA IDENTIFIER: NEW AIRPORT LATITUDE: 30° 02' 32.7" N				RUNWAY 27 INNE	R APPROA	CH PLAN AND PROFILE	DRAWN BY SRG/JD
0' 300' 600'	ELEVATION: 7.3 FT / 2.2 M (SURVEYED)							DJP/K&G
GRAPHIC SCALE: 1" = 300'	NORTH AMERICAN DATUM OF 1983				1	- 1 m -		ISSUE DATE 09-2020
			11		NEW-DRL	EANS		07 2020

DESCRIPTION

SURFACE OBSTRUCTION TABLE

THERE ARE NO PENETRATING **OBSTRUCTIONS TO ANY SURFACE**

LEGEND

ITEM

DESCRIPTION





GRAPHIC SCALE	AIRPORT DATA	REVISION	BY	DATE	NEW ORLEANS LAKEFRONT AIRPORT
0' 300' 600' GRAPHIC SCALE: 1" = 300'	FAA IDENTIFIER: NEW AIRPORT LATITUDE: 30° 02° 32. 7° N AIRPORT LORITUDE: 90° 01° 41. 7° W ELEVATION: 7.3 FT 72.2 M (SURVEYED) ANNAL DECUNATION: 580 V(2019) NORTH AREELINATION: 580 V(2019) NORTH AREES AND NAVIOS FROM CITY: 4.5 M AE O'R NEW ORLEANS, LA ZIP CODE: 70126				RUNWAY 18L INNER APPROACH PLAN AND PROFILE RUNWAY 18L INNER APPROACH PLAN AND PROFILE REVIEWED BY DJP/K&G ISSUE DATE 09-2020 SHEET 9 of 15

SURFACE OBSTRUCTION TABLE									
OBJECT ID	DESCRIPTION	SURFACE		TOP MSL	P77 PENETRATION VALUE (FEET)	RESOLUTION			
16157	TREE	P77 APPROACH		15.28	6.0	TO BE REMOVED			
16165	BUSH	P77 APPROACH		9.71	1.6	TO BE REMOVED			
16173	BUSH	P77 APPROACH		11.20	2.8	TO BE REMOVED			
16181	BUSH	P77 APPROACH		10.33	2.0	TO BE REMOVED			
16205	BUSH	P77 APPROACH		12.68	2.7	TO BE REMOVED			
16213	TREE	P77 APPROACH		20.98	10.9	TO BE REMOVED			
16221	TREE	P77 APPROACH		23.96	9.7	TO BE REMOVED			
ID221 IREE P/7 APPROACH 23:36 9.7 IO BE REMIDVED 0FDS:									

LEGEND							
DESCRIPTION	ITEM	DESCRIPTION					
GROUND CONTOUR		RUNWAY VISIBILITY ZONE (RVZ)					
PART 77 CONTOUR	ROFA	RUNWAY OBJECT FREE AREA (ROFA)					
AIRPORT PROPERTY LINE	RSA	RUNWAY SAFETY AREA (RSA)					
STRUCTURES ON AIRPORT	RPZ	RUNWAY PROTECTION ZONE (RPZ)					
RUNWAY PAVEMENT	0000	PRECISION APPROACH PATH INDICATOR (PAPI)					
TAXIWAY PAVEMENT		WINDSOCK					
AIRFIELD APRON PAVEMENT		SURVEY MONUMENT					
NAVIGATIONAL AID CRITICAL AREA							





		ITEM	DESCRIPTION		DESCRIPTION	ITEM	DESCRIPTION	
			GR		OUND CONTOUR	RVZ -	RUNWAY VISIBILITY ZONE (RVZ)	
			MSL-PA		RT 77 CONTOUR	ROFA	RUNWAY OBJECT FREE AREA (ROFA)	
				AIRPO	RT PROPERTY LINE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	
				STRUC	TURES ON AIRPORT	- RSA -	RUNWAY SAFETY AREA (RSA)	ור
				RUM	WAY PAVEMENT	RPZ	RUNWAY PROTECTION ZONE (RPZ)	
VERT. SCALE: 1"=30'				TAX	IWAY PAVEMENT	0000	PRECISION APPROACH PATH INDICATOR (PAPI)	
				AIRFIEL	D APRON PAVEMENT		SURVEY MONUMENT	
5000' 5500'		The first first first first first first first		NAVIGATIO	NAL AID CRITICAL AREA	6 feet	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	
								-
GRAPHIC SCALE	AIRPORT DATA	REVISION	BY	DATE	NEW ORL	EANS L	AKEFRONT AIRPORT	

LEGEND

SURFACE OBSTRUCTION TABLE

THERE ARE NO PENETRATING **OBSTRUCTIONS TO ANY SURFACE**



OBJECT ID 5952 15209 15241 15257 15265 15273 NOTES: 1. TBD = TO BE DETERMINED. 2. ALL ELEVATION VALUES ARE REP! 3. THERE ARE NO PENETRATING OE 4. DASH (-) INDICATES THE OBJECT

ITEM ______ 10 _____ ______50' MSL_____ ----

SURFACE OBSTRUCTION TABLE								
DESCRIPTION	TOP MSL	P77 PENETRATION VALUE (FEET)	DEP PENETRATION VALUE (FEET)	RESOLUTION				
RUNWAY LIGHT	17.90	9.4	3.6	NONE (FIXED BY FUNCTION)				
RUNWAY LIGHT	17.90	5.4	-	NONE (FIXED BY FUNCTION)				
RUNWAY LIGHT	17.90	1.4	-	NONE (FIXED BY FUNCTION)				
RUNWAY LIGHT	17.71	1.2		NONE (FIXED BY FUNCTION)				
RUNWAY LIGHT	17.71	1.2	-	NONE (FIXED BY FUNCTION)				
LIGHT SUPPORT STRUCTURE	12.71	7.1	2.0	NONE (FIXED BY FUNCTION)				
LIGHT SUPPORT STRUCTURE	13.40	5.7	-	NONE (FIXED BY FUNCTION)				
IGHT SUPPORT STRUCTURE	13.53	3.1		NONE (FIXED BY FUNCTION)				
BUSH	8.63	-	2.9	TO BE REMOVED				
BUSH	8.26	-	2.0	TO BE REMOVED				
BUSH	8.13	-	1.6	TO BE REMOVED				
BUSH	9.37	-	2.8	TO BE REMOVED				
BUSH	8.38	-	1.8	TO BE REMOVED				
BUSH	8.75	-	2.1	TO BE REMOVED				
BUSH	9.00	÷	2.4	TO BE REMOVED				
BUSH	7.64	-	1.1	TO BE REMOVED				
BUSH	9.49	-	2.7	TO BE REMOVED				
BUSH	8.50	÷	1.9	TO BE REMOVED				
BUSH	8.88	-	2.3	TO BE REMOVED				
RUNWAY LIGHT	15.31	-	6.1	NONE (FIXED BY FUNCTION)				
LIGHT SUPPORT STRUCTURE	9.25		2.8	NONE (FIXED BY FUNCTION)				
LIGHT SUPPORT STRUCTURE	10.61		1.9	NONE (FIXED BY FUNCTION)				

PRESENTED IN FEET.	
DISTACLES TO THE THRESHOLD SITING SURFACE OR GQS SUR	FACE
CT DOES NOT PENETRATE THE RESPECTIVE SURFACE.	

 ABBREVIATIONS:

 ELEV
 - ELEVATION

 ID
 - DESCRIPTION

 DESCRIPTION
 - DESCRIPTION OF OBSTACLE

 PT77 PEN VALUE
 - PART 77 APPROACH SURFACE PENETRATION VALUE

 DEP PEN VALUE
 - PART 77 APPROACH SURFACE PENETRATION VALUE

 MSL
 - MEAN SCA LEVEL

LEGEND						
DESCRIPTION	ITEM	DESCRIPTION				
GROUND CONTOUR	RVZ	RUNWAY VISIBILITY ZONE (RVZ)				
PART 77 CONTOUR	ROFA	RUNWAY OBJECT FREE AREA (ROFA)				
AIRPORT PROPERTY LINE	OFZ	OBJECT FREE ZONE (OFZ)				
STRUCTURES ON AIRPORT	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)				
RUNWAY PAVEMENT	RSA	RUNWAY SAFETY AREA (RSA)				
TAXIWAY PAVEMENT	RPZ	RUNWAY PROTECTION ZONE (RPZ)				
AIRFIELD APRON PAVEMENT	0000	PRECISION APPROACH PATH INDICATOR (PAPI)				
NAVIGATIONAL AID CRITICAL AREA		SURVEY MONUMENT				
WINDSOCK						

DATE	NEW ORLEANS LAKEFRONT AIRPORT									
	RUNWAY 18R INNER AP DEPARTURE PLA	PROACH - RU N AND PROFI	NWAY 36L LE	DRAWN BY REVIEWED B	SRG/JD					
		Kuttohime & Ginght	J	ISSUE DATE SHEET	09-2020 11 of 15					


TOP MSL F 18.0 19.3 19.6 23.7 23.9 20.2 29.4 19.6 13.7 33.9 33.9 36.7 30.2 29.5 38.8 41.6 40.5 39.9 41.4 43.3 40.3 30.4 50.5 49.6 47.7 50.5 56.6 40.1 15.1 14.7 44.7 23.5	P77 PEN VALUE 12.4 13.7 11.3 10.8 10.1 4.5 22.9 8.8 6.0 20.5 23.1 5.5 1.6 1.4 5.5 1.6 1.4 4.4 13.1 9.7 10.2 9.5 9.5 3.5 2.9	DEP PEN VALUE 7.4 8.7 6.7 6.9 6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.3 - 5.0 3.8 5.0 3.8 11.6 9.8 8.4,4 9.0	RESOLUTION NOME REQUIRED NOME REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	OBJECT D 11749 11757 11757 11765 11773 11877 11885 11893 11991 11941 11949 12469 12525 12533	DESCRIPTION STREET SIGN STREET SIGN STREET SIGN BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	TOP MSL 15.4 12.1 10.5 37.7 22.8 19.7 21.0 22.4 23.6 28.6 28.6 13.5	P77 PEN VALUE 3.3 1.9 2.8 2.0 111.7 3.6 2.8 2.6 2.8 2.6 2.4 2.4 6.5 2.4	DEP PEN VALUE - - - - 9.7 - - - - - - - - 4.0	RESOLUTION NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
18.0 19.3 19.6 23.7 23.9 20.2 29.4 19.1 13.7 33.9 37.5 36.7 30.2 29.5 38.8 41.6 40.5 39.9 41.4 36.3 40.4 60.3 40.5 50.5 49.6 56.6 40.5 15.1 14.7 41.0 37.7 50.5 49.6 56.6 40.1 37.0 22.5	$\begin{array}{c} 12.4\\ 13.7\\ 11.3\\ 10.8\\ 10.1\\ 4.5\\ 22.9\\ 8.8\\ 6.0\\ 20.5\\ 23.1\\ 6.0\\ 20.5\\ 1.6\\ 1.4\\ 6.0\\ 4.4\\ 13.1\\ 11.2\\ 9.7\\ 10.2\\ 9.5\\ 3.5\\ 2.9\\ \end{array}$	7.4 8.7 6.7 6.9 6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.5 - - - - - - - - - - - - - - - - - - -	NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11749 11757 11765 11775 11775 11877 11877 11877 11885 11909 11941 11949 12459 12517 12525 12523	STREET SIGN STREET SIGN STREET SIGN BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	15.4 12.1 12.2 10.5 37.7 22.8 19.7 21.0 22.4 23.6 28.6 13.5	3.3 1.9 2.8 2.0 11.7 3.6 2.8 2.6 2.4 2.4 6.5 2.4	- - 9.7 - - - - - - - - - - - - -	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
19.3 19.6 19.6 23.7 23.9 20.2 20.4 19.1 19.1 13.7 33.9 37.5 36.7 30.2 29.3 34.8 36.7 30.2 20.5 38.3 38.3 38.3 38.4 40.5 39.9 41.4 41.4 36.3 44.6 47.7 50.5 56.6 40.1 15.1 15.1 14.7 44.7 30.5 30.5 25.5 20.5 23.5	$\begin{array}{c} 13.7\\ 11.3\\ 10.8\\ 10.8\\ 22.9\\ 22.9\\ 8.8\\ 6.0\\ 20.5\\ 23.1\\ 5.5\\ 1.6\\ 6.0\\ 23.1\\ 1.2\\ 9.7\\ 1.4\\ 1.2\\ 9.7\\ 10.2\\ 9.5\\ 9.5\\ 3.5\\ 2.9\\ \end{array}$	8.7 6.9 6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11757 11765 11773 11797 11877 11885 11893 11909 11941 11949 12469 12517 12525 12533	STREET SIGN STREET SIGN BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	12.1 12.2 10.5 37.7 22.8 19.7 21.0 22.4 23.6 28.6 13.5	1.9 2.8 2.0 11.7 3.6 2.8 2.6 2.4 2.4 6.5 2.4	- - - - - - - - - - - - - - - - - - -	NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
19.6 19.6 23.7 23.9 20.2 29.4 19.1 13.7 33.9 37.5 37.7 38.3 38.3 38.8 41.6 40.5 39.9 41.4 44.6 44.6 44.6 44.6 44.6 44.6 44.7 44.6 44.7 44.6 40.1 15.1 16.7 34.0 35.6 44.7 35.7	$\begin{array}{c} 11.3 \\ 10.8 \\ 10.1 \\ 4.5 \\ 22.9 \\ 8.8 \\ 6.0 \\ 20.5 \\ 3.1 \\ 5.5 \\ 1.6 \\ 1.4 \\ 6.0 \\ 4.4 \\ 13.1 \\ 11.2 \\ 9.7 \\ 10.2 \\ 9.5 \\ 9.5 \\ 3.5 \\ 2.9 \end{array}$	6.7 6.9 6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.3 - - - - - - - - - - - - - - - - - - -	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11765 11773 11797 11877 11885 11893 11909 11941 11949 12469 12517 12525 12533	STREET SIGN STREET SIGN BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	12.2 10.5 37.7 22.8 19.7 21.0 22.4 23.6 28.6 13.5	2.8 2.0 11.7 3.6 2.8 2.6 2.4 2.4 6.5 2.4	- 9.7 - - - - 4.0	NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
23.7 23.9 20.2 29.4 19.1 13.7 33.9 37.5 36.7 30.2 29.5 38.8 41.6 40.5 39.9 41.4 46.3 40.4 60.3 40.5 50.5 40.6 41.4 56.6 40.1 15.1 15.1 14.7 22.5	$\begin{array}{c} 10.8\\ 10.1\\ 4.5\\ 22.9\\ 8.8\\ 6.0\\ 20.5\\ 23.1\\ 5.5\\ 1.6\\ 1.4\\ 6.0\\ 4.4\\ 13.1\\ 11.2\\ 9.7\\ 10.2\\ 9.5\\ 3.5\\ 3.5\\ 2.9\\ \end{array}$	6.9 6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.3 - 5.0 3.8 11.6 9.8 8.4 9.0	NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED NOME REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11773 11797 11877 11885 11893 11909 11941 11949 12469 12517 12525 12533	STREET SIGN BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	10.5 37.7 22.8 19.7 21.0 22.4 23.6 28.6 13.5	2.0 11.7 3.6 2.8 2.6 2.4 2.4 6.5 2.4	- 9.7 - - - - 4.0	NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
23.9 23.9 20.2 29.4 19.1 13.7 33.9 37.5 36.7 30.2 29.5 38.3 38.8 41.6 40.5 39.9 41.4 36.3 40.3 44.6 44.6 45.5 50.5 56.6 40.1 15.1 14.7 34.0 32.5 44.0	$\begin{array}{c} 10.1\\ 4.5\\ 22.9\\ 8.8\\ 6.0\\ 20.5\\ 23.1\\ 5.5\\ 1.6\\ 1.4\\ 6.0\\ 4.4\\ 13.1\\ 11.2\\ 9.7\\ 10.2\\ 9.5\\ 3.5\\ 3.5\\ 2.9 \end{array}$	6.3 1.1 18.0 4.5 1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11797 11877 11885 11893 11909 11941 11949 12469 12517 12525 12533	BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	37.7 22.8 19.7 21.0 22.4 23.6 28.6 13.5	11.7 3.6 2.8 2.6 2.4 2.4 6.5 2.4	9.7 - - - - 4.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
20.2 20.2 20.4 19.1 13.7 33.9 37.5 36.7 36.7 30.2 29.5 38.3 38.8 41.6 40.5 39.9 41.4 36.3 40.5 30.9 41.4 36.3 40.5 30.5 50.5 49.6 56.6 40.1 15.1 15.1 14.7 35.1 37.0 32.5	4.5 22.9 8.8 6.0 20.5 23.1 5.5 1.6 1.4 6.0 4.4 13.1 11.2 9.7 9.5 3.5 3.5 2.9	1.1 18.0 4.5 1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11877 11885 11893 11909 11941 11949 12469 12517 12525 12533	BUILDING BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	22.8 19.7 21.0 22.4 23.6 28.6 13.5	3.6 2.8 2.6 2.4 2.4 6.5 2.4	- - - 4.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
29.4 19.1 13.7 33.9 37.5 36.7 30.2 29.5 38.3 38.8 41.6 40.5 40.5 36.7 39.9 41.4 36.3 40.3 40.3 40.3 40.3 40.3 40.3 40.3 40.5 50.5 49.6 55.6 40.1 15.1 14.7 41.0 37.0 32.5	22.9 8.8 6.0 20.5 23.1 5.5 1.6 1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	18.0 4.5 1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11885 11893 11909 11941 11949 12469 12517 12525 12533	BUILDING BUILDING BUILDING BUILDING STREET SIGN WALL	19.7 21.0 22.4 23.6 28.6 13.5	2.8 2.6 2.4 2.4 6.5 2.4	- - - 4.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
13.7 13.7 33.9 37.5 36.7 30.2 29.5 38.8 41.6 40.5 39.9 41.4 41.4 41.4 40.3 40.4 40.3 45.5 56.6 40.1 15.1 15.1 14.7 30.1 32.5	0.6 6.0 20.5 23.1 5.5 1.6 1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9 9	4.3 1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11833 11909 11941 11949 12469 12517 12525 12533	BUILDING BUILDING BUILDING STREET SIGN WALL	22.4 23.6 28.6 13.5	2.6 2.4 2.4 6.5 2.4	4.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED
33.9 33.9 33.9 33.9 37.5 36.7 30.2 29.5 38.3 38.8 41.4 42.5 50.5 44.6 40.1 15.1 15.1 14.7 41.0 32.5	0.0 0.0 20.5 23.1 5.5 1.6 1.4 0.0 4.4 13.1 11.2 9.7 10.2 9.7 9.5 3.5 2.9 5	1.4 16.7 19.4 4.3 - - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11941 11949 12469 12517 12525 12533	BUILDING BUILDING STREET SIGN WALL	23.6 28.6 13.5	2.4 2.4 6.5 2.4	- 4.0	TO BE LIGHTED
37.5 36.7 30.2 29.5 38.3 38.8 41.6 40.5 39.9 41.4 36.3 40.4 41.4 41.4 44.6 44.6 44.6 44.6 44.6 44.6 44.6 44.6 44.6 49.6 56.6 49.6 56.6 49.6 15.1 15.1 14.7 52.5 14.1 14.1 14.1 15.1 14.7 15.1 14.7 14.1 15.1 15.1 14.1 14.1 14.1 14.1 14.1 15.1 14.1 14.1 14.1 15.1 14.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 14.1 15.1 14.1 15.1 14.1 14.1 15.1 14.1 15.1 14.1 15.1 14.1 15.1 14.1 15.1 14.1 15.1 14.1 15.1 14.7 14.1 15.1 14.7 14.1 15.1 14.7 14.1 15.1 14.7 15.1 14.7 15.1 14.7 15.1 14.7 15.1 14.7 15.1 14.7 15.1	23.1 5.5 1.6 1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	19.4 4.3 - 5.0 3.8 11.6 9.8 8.4 9.0	NONE REQUIRED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	11949 12469 12517 12525 12533	BUILDING STREET SIGN WALL	28.6	6.5	4.0	TO BE LIGHTED
36.7 30.2 29.5 38.3 38.8 41.6 40.5 39.9 41.4 41.4 41.4 41.4 41.4 41.4 41.4 4	5.5 1.6 1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	4.3 - 5.0 3.8 11.6 9.8 8.4 9.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	12469 12517 12525 12533	STREET SIGN WALL	13.5	2.4		
30.2 29.5 38.3 38.8 41.6 40.5 39.9 41.4 46.3 40.3 50.5 50.5 50.6 40.1 41.4 43.3 44.6 47.7 50.5 50.6 40.1 15.1 15.1 41.0 41.0 37.0 32.5	1.6 1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	- 5.0 3.8 11.6 9.8 8.4 9.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	12517 12525 12533	WALL			-	NONE REQUIRED
29.5 38.3 38.3 38.8 41.6 40.5 39.9 41.4 41.4 41.4 41.4 41.4 46.6 40.3 44.6 47.7 50.5 56.6 40.1 15.1 14.7 41.0 37.0 32.5	1.4 6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	- 5.0 3.8 11.6 9.8 8.4 9.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	12525 12533		15.2	8.6	3.8	TO BE LIGHTED
38.3 38.8 41.6 39.9 41.4 36.3 40.3 40.3 40.3 40.3 40.3 40.3 40.4 41.4 56.5 56.6 40.1 15.1 14.7 37.0 32.5 39.9	6.0 4.4 13.1 11.2 9.7 10.2 9.5 9.5 9.5 3.5 2.9	5.0 3.8 11.6 9.8 8.4 9.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED	12533	WALL	14.3	6.6	1.9	TO BE LIGHTED
38.8 41.6 40.5 39.9 41.4 40.5 39.9 41.4 36.3 41.4 36.3 41.4 36.3 40.5 50.5 50.5 55.6 40.1 15.1 55.6 40.1 15.1 14.7 41.0 37.0 32.5 52.5 52.5 52.5 55.6 <td< td=""><td>4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9</td><td>3.8 11.6 9.8 8.4 9.0</td><td>TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED</td><td></td><td>WALL</td><td>11.4</td><td>4.0</td><td>-</td><td>TO BE LIGHTED</td></td<>	4.4 13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	3.8 11.6 9.8 8.4 9.0	TO BE LIGHTED TO BE LIGHTED TO BE LIGHTED		WALL	11.4	4.0	-	TO BE LIGHTED
41.6 40.5 39.9 41.4 41.4 41.4 40.3 40.3 40.3 44.6 40.3 44.6 47.7 50.5 56.6 40.1 15.1 15.1 14.7 41.0 37.0 22.5	13.1 11.2 9.7 10.2 9.5 9.5 3.5 2.9	11.6 9.8 8.4 9.0	TO BE LIGHTED	12541	WALL	10.4	1.8		TO BE LIGHTED
40.5 39.9 41.4 41.4 46.3 44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0	11.2 9.7 10.2 9.5 9.5 3.5 2.9	9.8 8.4 9.0	TO BE LIGHTED	12557	FENCE	9.2	1.1	-	TO BE LIGHTED
39.9 41.4 41.4 36.3 40.3 44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 32.5	9.7 10.2 9.5 9.5 3.5 2.9	9.0	TO DE LICUTED	12597	BUSH	17.0	6.4	2.1	TO BE REMOVED
41.4 36.3 40.3 44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 33.5	9.5 9.5 3.5 2.9	9.0	TO BE LIGHTED	12605	BUSH	10.0	6.4	2.1	TO BE REMOVED
40.3 36.3 40.3 44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5	9.5 3.5 2.9	8.5	TO BE LIGHTED	13305	POWER TRANSMISSION PVI ON	99.9	7.1	15.2	TO BE LIGHTED
40.3 44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5	3.5	7.7	TO BE LIGHTED	13313	POWER TRANSMISSION PYLON	109.3	15.0	23.3	TO BE LIGHTED
44.6 47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5	2.9	3.2	TO BE LIGHTED	13321	POWER TRANSMISSION LINE	96.8	3.3	11.5	NONE REQUIRED
47.7 50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5		3.3	TO BE LIGHTED	13329	POWER TRANSMISSION PYLON	109.2	6.3	16.0	TO BE LIGHTED
50.5 49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5	-	1.4	TO BE LIGHTED	13337	POWER TRANSMISSION PYLON	109.7		9.2	TO BE LIGHTED
49.6 56.6 40.1 15.1 14.7 41.0 37.0 23.5	7.5	8.1	TO BE LIGHTED	13345	POWER TRANSMISSION PYLON	110.4	-	3.0	TO BE LIGHTED
56.6 40.1 15.1 14.7 41.0 37.0 23.5	7.5	8.0	TO BE LIGHTED	13700	POLE	15.1	-	8.0	NONE REQUIRED
40.1 15.1 14.7 41.0 37.0 23.5	18.7	18.6	TO BE LIGHTED	13708	WALL	11.5	-	3.7	TO BE LIGHTED
15.1 14.7 41.0 37.0 23.5	5.7	5.0	TO BE LIGHTED	13740	WALL	13.9	-	4.2	TO BE LIGHTED
14.7 41.0 37.0 23.5	1.5	-	TO BE LIGHTED	13857	WALL	13.9	-	4.0	TO BE LIGHTED
37.0	24.9	21.5	TO BE LIGHTED	12805	ROLE	22.5		3.0	NONE REQUIRED
23.5	24.5	17.6	TO BE LIGHTED	13881	POLE	17.3		10.7	NONE REQUIRED
	6.8	3.4	TO BE LIGHTED	13889	BUILDING	16.1	-	9.5	TO BE LIGHTED
40.0	24.6	21.1	TO BE LIGHTED	13897	UTILITY BOX	10.5	-	3.9	NONE REQUIRED
23.3	5.8	2.6	TO BE LIGHTED	13905	POST	9.0	-	2.5	NONE REQUIRED
42.6	25.1	21.9	TO BE LIGHTED	13913	POST	9.0	-	2.6	NONE REQUIRED
40.9	22.2	19.2	TO BE LIGHTED	13921	POST	9.0		2.7	NONE REQUIRED
44.5	23.9	21.2	TO BE LIGHTED	13929	POST	9.0	-	2.5	NONE REQUIRED
42.5	19.8	17.4	TO BE LIGHTED	13937	POST	9.0	-	2.4	NONE REQUIRED
41.4	15.6	13.7	TO BE LIGHTED	13945	PUSI OBSTRUCTION LGT (LOCALIZER)	16.5	-	2.4	NONE REQUIRED
40.5	13.4	15.5	TO BE LIGHTED	13955	OBSTRUCTION LGT (LOCALIZER)	16.4		8.0	NONE REQUIRED
39.7	11.6	10.0	TO BE LIGHTED	13977	FENCE	10.9		4.2	NONE REQUIRED
40.8	13.1	11.5	TO BE LIGHTED	14009	POLE LIGHT	45.8		28.2	TO BE LIGHTED
30.6	13.6	10.3	TO BE LIGHTED	14025	PRIMARY ROAD	28.4		11.0	NONE REQUIRED
13.0	1.9	-	TO BE LIGHTED	14033	PRIMARY ROAD	29.6	-	11.3	NONE REQUIRED
13.6	8.1	3.1	TO BE LIGHTED	14113	RAILROAD	31.8	13.6	10.5	NONE REQUIRED
8.9	2.7		NONE REQUIRED	14121	RAILROAD	31.4	-	9.3	NONE REQUIRED
9.0	1.9	-	NONE REQUIRED	14137	POLE UTILITY	29.3	-	8.2	NONE REQUIRED
9.4	1.3	-	NONE REQUIRED	14177	BUSH	16.0	-	2.1	TO BE REMOVED
19.8	12.4	7.7	NONE REQUIRED	14185	RAILROAD	34.7	-	21.4	NONE REQUIRED
18.4	10.4	5.5	TO BE LIGHTED	14201	PULE UTILITY	36.b		18.1	TO BE LIGHTED
20.4	10.4	5.8	TO BE LIGHTED	14209	BUILDING	24.8	-	5.1	TO BE LIGHTED
20.4	14.2	9.6	TO BE LIGHTED	1421/	UTILITY LINE	21.0	10.6	7.7	NONE REQUIRED
23.0	15.4	10.8	TO BE LIGHTED	14393	POLE UTILITY	57.9	-	24.0	TO BE LIGHTED
24.4	17.2	12.4	TO BE LIGHTED	14425	POLE UTILITY	51.0		21.4	TO BE LIGHTED
26.3	19.4	14.6	TO BE LIGHTED	14705	POLE UTILITY	42.8	-	11.3	TO BE LIGHTED
28.4	22.0	17.1	TO BE LIGHTED	14713	POLE UTILITY	43.6	-	12.6	TO BE LIGHTED
30.6	24.7	19.7	TO BE LIGHTED	14721	POLE UTILITY	41.9		12.3	TO BE LIGHTED
28.7	19.8	15.3	TO BE LIGHTED	14729	POLE UTILITY	43.2	-	15.6	TO BE LIGHTED
34.4	24.1	19.8	TO BE LIGHTED	14737	BILLBOARD	34.6	-	12.6	TO BE LIGHTED
40.5	27.8	23.8	TO BE LIGHTED	15033	ANTENNA	81.7	-	5.8	TO BE LIGHTED
37.1	22.2	18.6	TO BE LIGHTED	15049	POLE UTILITY	43.5	-	10.2	TO BE LIGHTED
22.4	3.7	-	TO BE LIGHTED	18385	STREET SIGN	13.0	-	2.7	NONE REQUIRED
24.2	4.5	1.6	TO BE LIGHTED	18394	POLE LIGHT	33.0	-	22.5	NUNE REQUIRED
41.0	19.9	17.2	NONE REQUIRED	18403	PRIMARY RUAD	31.8	-	21.0	NUNE REQUIRED
1/.9	7.5								

ABBREVIATIONS:	
ELEV	-

 ABBREVIATIONS:

 ELEV
 - ELEVATION

 ID
 - DESCRIPTION

 DSCSRIPTION
 - DESCRIPTION

 DESCRIPTION
 - DESCRIPTION VALUE

 DEP REV VALUE
 - PART 77 APPROACH SURFACE PENETRATION VALUE

 DEP PEN VALUE
 - OPERATURE SURFACE PENETRATION VALUE

 MSL
 - MEAN SEA LEVEL

ENE	ND 18R FUTURE DEPARTURE SURFACE TREE OBSTRUCTION TABLE							
	OB ID OF HIGHEST	TOP MSL ELEV OF	AMOUNT OF	PENETRAT	ING TREES	NON-PENETR	ATING TREES	
	TREE	HIGHEST TREE	PENETRATION	QUANTITY	DISPOSITION	QUANTITY	DISPOSITION	
	14449	37.7	12.5	16	TO BE REMOVED	22	NONE REQUIRED	
	14601	50.49	18.7	37	TO BE REMOVED	54	NONE REQUIRED	
						4		
					-			
DADT -	77 SURFACE ARE SHOL	VN AS GREV COLORED	DOTS					

١	(END 36L I	END 36L FUTURE PART 77 SURFACE TREE OBSTRUCTION TABLE						
	OB ID OF HIGHEST	TOP MSL ELEV OF	AMOUNT OF	PENETRAT	ING TREES	NON-PENETR	ATING TREES	
	TREE	HIGHEST TREE	PENETRATION	QUANTITY	DISPOSITION	QUANTITY	DISPOSITION	
	12453	35.0	14.6	11	TO BE REMOVED	18	NONE REQUIRED	
	12237	48.29	15.39	23	TO BE REMOVED	19	NONE REQUIRED	
	-				-		-	
	-	-			-		-	
	-	-			-		-	
Ì	PART 77 SURFACE ARE S	SHOWN AS GREY COLO	RED DOTS.					

LEGEND					
DESCRIPTION	ITEM	DESCRIPTION			
GROUND CONTOUR	RVZ -	RUNWAY VISIBILITY ZONE (RVZ)			
PART 77 CONTOUR	ROFA	RUNWAY OBJECT FREE AREA (ROFA)			
AIRPORT PROPERTY LINE	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)			
STRUCTURES ON AIRPORT	RSA	RUNWAY SAFETY AREA (RSA)			
RUNWAY PAVEMENT	OFZ	OBJECT FREE ZONE (OFZ)			
TAXIWAY PAVEMENT	RPZ	RUNWAY PROTECTION ZONE (RPZ)			
AIRFIELD APRON PAVEMENT	0000	PRECISION APPROACH PATH INDICATOR (PAPI)			
SURFACE OBSTACLE		WINDSOCK			

DATE	NEW ORLEANS LAKEFRONT A	IRPORT
	RUNWAY 36L INNER APPROACH - RUNWAY 18R DEPARTURE PLAN AND PROFILE	DRAWN BY SRG/JD REVIEWED BY DJP/K&G
		ISSUE DATE 09-2020 SHEET 12 OF 15





SURFACE OBSTRUCTION TABLE

THERE ARE NO PENETRATING OBSTRUCTIONS TO ANY SURFACE

LEG	END	
DESCRIPTION	ITEM	DESCRIPTION
GROUND CONTOUR		FUTURE AIRPORT PROPERTY LINE
PART 77 CONTOUR	-00	FUTURE SEAWALL
AIRPORT PROPERTY LINE		RUNWAY VISIBILITY ZONE (RVZ)
STRUCTURES ON AIRPORT	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RUNWAY PAVEMENT	OFZ	OBJECT FREE ZONE (OFZ)
TAXIWAY PAVEMENT	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
FUTURE RUNWAY/TAXIWAY PAVEMENT	RSA	RUNWAY SAFETY AREA (RSA)
FUTURE LAND AREA	RPZ	RUNWAY PROTECTION ZONE (RPZ)
NAVIGATIONAL AID CRITICAL AREA		





C ADA TO BE	1		LEGEND	
HEREMO	STATE:	ITEM	DESC	RIPTION
EP DE E	F. D. SPIN		EXISTING AIRPORT	PROPERTY LINE
1.1.1.			EXISTING STRUCTU EXISTING RUNWAY PAV	RES ON AIRPORT /EMENT & MARKINGS
			EXISTING TAXIW EXISTING AIRFIELD	AY PAVEMENT APRON PAVEMENT
The second	201405		EXISTING SHOUL	DER PAVEMENT
			PART 77 APPRO	ACH SURFACE
		RPZ	NAVIGATIONAL AI	D CRITICAL AREA
Sea Stall	202	-00	FUTURE AIRPORT FUTURE AIRPO	PROPERTY LINE RT SEAWALL
ATTAC M			FUTURE RUNWAY/TAXIN FUTURE BUILD	AY/APRON PAVEMENT
			FUTURE ROA	D/PARKING ANDSIDE DEVELOPMENT
CREATER STOR	1.11		FUTURE AIRSIDE DEVELO	PMENT - PUMP STATION
1. 1. 2.	15	EX.	ISTING RUNWAY/TAXIWAY F	AVEMENT - TO BE REMOVED
STUDIE	1.3.2.3		XISTING RUNWAY PAVEMEN	T - CONVERTED TO APRON
PARCEL ID METHOD OF ACO A LAND FILL B LAND FILL		EL DATA TYPE OF ACQUISITION STATE LAND TRANSFER STATE LAND TRANSFER	A DA	REAGE 481 34
NEW OR	LEANS L	AKEFR	ONT AIR	
AIRF	Port Prope	RTY MAP		LDJ/JD REVIEWED BY DJP/K&G ISSUE DATE
LAKEFRONT	URPORT	Kutchime & Drok	J	09-2020 SHEET 15 OF 15

New Orleans Lakefront Airport

Master Plan Update

Appendix F Public Involvement Process









New Orleans Lakefront Airport Airport Master Plan/Airport Layout Plan Update

Team Members















New Orleans Lakefront Airport Airport Master Plan/Airport Layout Plan Update

Project Process







Master Plan – Environmental Provides information on environmental concerns and serves as a factor when evaluating alternatives and identifying National Environmental Policy Act (NEPA) requirements for Master Plan projects \rightarrow A letter describing the purpose of the Master Plan was sent to solicit input on environmental concerns from each of the respective agencies. ✤ Input was requested from each of the agencies contacted, which included: • United States Army Corps of Engineers – New Orleans District United States Fish and Wildlife Service • Louisiana Department of Culture, Recreation and Tourism, State Historic Preservation Officer • Potential for Listing on National Register Louisiana Department of Environmental Quality Louisiana Department of Natural Resources, Coastal Management • Coastal Use Permit Required









New Orleans Lakefront Airport Master Plan Update



Technical Advisory Committee Meeting	
Wednesday, December 19, 2018 - 11:00 AM	
Lakefront Airport Terminal Building - Airport Conference Center	
6001 Stars and Stripes Boulevard, New Orleans, LA 70126	

Initial	Print Name	Organization	Phone	Email
165	George Groh	Kutchins & Groh, LLC	(504) 799-4092	george@kutchins-groh.com
2 7	Brad Kutchins	Kutchins & Groh, LLC	(682) 518-0681	brad@kutchins-groh.com
3 DR	Darren Persick	Kutchins & Groh, LLC	(504) 799-4098	darren@kutchins-groh.com
4 4	Lisa Lawson	Kutchins & Groh, LLC	(504) 799-4096	lisa@kutchins-groh.com
5 6	Chris Groh	Kutchins & Groh, LLC	(504) 799-4090	chris@kutchins-groh.com
6 //	Gregory Groh	Kutchins & Groh, LLC	(504) 702-6633	greg@kutchins-groh.com
7 1/9	Monica Newhouse	Newhouse & Associates, LLC	(317) 669-2662	monica@newhouse.associates
804	Dave "Howie" Howard	New Orleans Lakefront Airport	(504) 293-2478	dhoward@lakefrontairport.com
9.TB	Terrin Boudreaux	New Orleans Lakefront Airport - ARFF	(504) 606-9264	arff@lakefrontairport.com
10	Fred Pruitt	New Orleans Lakefront Airport - Fuel Terminal Mgr.	(504) 243-4010	fpruitt@lakefrontairport.com
11	Wilma Heaton	NFPAMA/Lakefront Airport Committee	(504) 355-5990	wilmaheaton@lakefrontairport.com
12 Via	Phoje Andy Velayos	Federal Aviation Administration	(817) 222-5647	andy.velayos@faa.gov
13	Kimberly Harris	Federal Aviation Administration	(817) 222-5646	kim.harris@faa.gov
14	Barbara Beauchat	Federal Aviation Administration - ATCT	(504) 240-3337	barbara.a.beauchat@faa.gov
15 7	Darryl Phillips	Federal Aviation Administration - ATCT	(504) 240-3337	darryl.j.phillips@faa.gov



New Orleans Lakefront Airport Master Plan Update



Technical Advisory Committee Meeting	
Wednesday, December 19, 2018 - 11:00 AM	
Lakefront Airport Terminal Building - Airport Conference Center	
6001 Stars and Stripes Boulevard, New Orleans, LA 70126	

Initial	Print Name	Organization	Phone	Email	
16 (1)	Christina Wilson, P.E.	LADOTD - Aviation Division	(225) 379-3048	tina.wilson@la.gov	
17	Addie Fanguy	Signature Flight Support	(504) 241-2800	NEW@signatureflight.com	
18 UB	Wendy Bell	Flightline First	(504) 244-4448	flightlinefirstøgmail.com	4
19	Ankur Hukmani	New Orleans Aerial Tours & Flight Training	(504) 241-9131	info@flynola.com	
20	Robert Claypool	Gulf Coast Aviation	(504) 246-2700	rclaypool@safety-intelligence.com	
21	GERHIRIS "JHILL" /DE	LOUN LARGEFRUNT ALPACHT AREA	(504)606-9264	JBROWN C LAKOPAOLT HILA	gr. con
22	Anthony m	ARINO GEC	225978	4368 amarino (Gec INC
23					com
24					1 2 1 2
25					
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NOTES FROM 12-19-18 MEETING OF THE TECHNICAL ADVISORY COMMITTEE (TAC) FOR THE NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE

Attendees:	George Groh (K&G), Brad Kutchins (K&G), Darren Persick (K&G), Lisa Lawson (K&G), Chris Groh (K&G) Greg Groh (K&G), Monica Newhouse (Newhouse & Associates), Dave Howard (NEW Airport), Terrin Boudreaux (NEW ARFF Station), Fred Pruitt (NEW Fuel Mgr), Wilma Heaton (NFPAMA), Andy Velayos (FAA – via phone), Barbara Beauchat (FAA ATCT), Darryl Phillips (FAA ATCT), Christina Wilson (LADOTD Aviation), Wendy Bell (Flightline First), Jake Brown (NEW ARFF), and Anthony Marino (GEC)
Location:	NEW Airport Conference Room
Date/Time:	11 AM, Wednesday, December 19, 2018

- 1. George Groh of the consulting firm Kutchins & Groh (K&G) began the meeting with introductions of all the participants in attendance and the team of consultants preparing the Master Plan Update. He discussed the roles and responsibilities of the consultant team, the Master Plan Advisory Group, and the Technical Advisory Group.
- Mr. Groh provided the group with an overview of the goals and objectives of the Master Plan Update while outlining and explaining the steps involved in the overall planning process. Mr. Groh was assisted during his presentation by other members of the K&G team. Mr. Groh then opened the floor for questions.
- 3. Barbara Beauchat (FAA ATCT) mentioned some safety issues in the northeast portion of the airfield (wooded area with wildlife, coyotes lounging on runways) and asked what can be done to remedy this since the coyotes are not afraid of aircraft and will not leave when aircraft approach them. The consultants asked for a report of dates and times of these incidents and were told they would have to go through a Freedom of Information Act Request (FOIA) to obtain the data. Tina Wilson (LADOTD Aviation) responded that a Wildlife Study and Wildlife Management Plan have been completed and Andy Velayos (FAA) added that the Airport should be following the Wildlife Management Plan. Dave Howard (NEW) stated that the Airport has been depredating and may need to hire a trapper to remove the coyotes. Andy added that this needs immediate attention. Barbara Beauchat suggested that the vegetation be removed and fill be added to the area. The consultant team will address this in the Master Plan.
- 4. The future of existing Taxiway F was discussed, including the fact that it is below FAA standards for the design aircraft. Fred Pruitt (NEW Fuel Manager) mentioned that the pavement on Taxiway F is in bad condition and that the taxiway was not designed for the aircraft that use it. The consultant team was asked to study this in the Master Plan.
- 5. Tina Wilson asked that the consultant team also study Runway 9-27 and whether it should be closed or relocated. Barbara Beauchat stated that she is in support of keeping the runway since a helicopter school currently operating at the Airport will begin working with the University of New Orleans to expand their program soon and will probably need to use this

runway for training. Shifting the runway to the north was also discussed to allow for additional apron.

- 6. Tina Wilson mentioned that hot spots on the east side of the airfield and midfield have been an issue and discussed use of green paint to address the problem. The consultant team was asked to study this in the Master Plan. Barbara Beauchat said that taxiway centerline lights on the east side of Taxiway F at the intersection of Taxiway F and Runway 9-27 might alleviate the hot spot issue for that area.
- 7. Barbara Beauchat stated that the hold short lines on the approach end of Runway 36L are not easily seen by pilots, many of whom miss it and taxi past without stopping. Fred Pruitt added that the apron is too close to the hold short line, which is also adding to the problem. Tina Wilson suggested that some of the pavement between the apron and the hold short line may need to be removed.
- 8. Barbara Beauchat mentioned a blind spot from the tower near the hangar and apron for Signature. Helicopters from Ochsner Medical Center use this apron and hangar, and it is used for medical evacuations (MedEvac). Takeoff is the issue, not arrivals. The possibility of adding helipads was discussed, as well as moving the Ochsner helicopters elsewhere on the airfield. Barbara suggested that Ochsner be invited to participate in the TAC meeting to provide input. The consultant team will review the blind spot in the Master Plan.
- 9. Barbara Beauchat added that various search & rescue operators, hurricane relief efforts, and international flights should be included in the Master Plan process. NEW occasionally serves as a base of operations for hurricane relief for the State of Florida. Fred Pruitt added that the GA apron in front of the Terminal is used by military aircraft during hurricane relief operations though that apron is not rated for heavy aircraft.
- 10. Special events were then discussed. Barbara Beauchat noted that the City of New Orleans will host the Super Bowl in 2024 and the Airport can expect an increase in activity for the event. Close to 600 aircraft used NEW when New Orleans hosted the Super Bowl in 2013. She added that the city hosts the Sugar Bowl each year and NEW usually accommodates approximately 300 aircraft for the bowl game. This can vary depending on which teams are playing. She added that other annual events also generate a lot of extra traffic at NEW (Mardi Gras, Jazz Fest, World War II Festival/Air Show, and the Citation Convention). The Master Plan should study this. K&G asked for any reports that document activity during these events for use in the forecast.
- 11. The hazardous cargo area for aircraft (on Taxiway A) was then discussed. Three flights in 2018 were required to park on the northern tip of the taxiway due to radioactive material. Barbara Beauchat and Tina Wilson suggested that the hazardous cargo area remain in this location since it is relatively isolated from the rest of the airfield and it is easy to evacuate planes in this location, if necessary.
- 12. Barbara Beauchat noted that banner tows also use Taxiway A and that they should remain in this location since Taxiway Q provides a quick exit for them.
- 13. Ms. Beauchat then mentioned another blind spot near the T-Hangars (ATCT cannot see the apron). Any discussion of adding hangars in this area during the Master Plan study needs to take this into consideration.
- 14. Ms. Beauchat stated that at night a portion of the apron near the fuel farm on the northeast side of the airfield at Approach End of Runway 36L gets very dark (pitch black) and it is very difficult for the controllers to see aircraft and vehicles moving in that area, which has resulted

in runway incursions. She suggested that the consultant team and Airport looking into any possible lighting options to better illuminate that area.

- 15. Ms. Wilson discussed the potential to remove unnecessary pavement, infield areas, and any connectors that are not necessary, especially north of the Terminal Building at the Approach End of Runway 27. She also noted that Taxiway C is non-standard and may need to be relocated.
- 16. Barbara Beauchat suggested that the consultant team and the Airport look into renaming a section of Taxiway B on the north end since existing names are confusing.
- 17. Ms. Beauchat asked about including a full service road around the entire perimeter of the airfield. Dave Howard mentioned that a perimeter road will be required if NEW is able to obtain FAR Part 139 certification. NEW is still pursuing this. A new ARFF Station and ARFF gear would be required as well. Terrin Boudreaux mentioned that the existing ARFF radio equipment is obsolete.
- 18. Andy Velayos stated that the FAA will have to prepare a feasibility analysis because it probably will not be possible to pay for all the ideas generated from this group. The consultant may need to prepare several different alternatives with different price tags to evaluate each of them.
- 19. Fred Pruitt noted that NEW has tidal drainage issues. Valves or some other methods are needed to shut out tidal water on the north side of the airfield. The tides in Lake Pontchartrain push water onto the Airport through the existing floodwall. Tina Wilson added that a stormwater master plan is currently being conducted by Michael Baker & GEC and will recommend means to correct this.
- 20. Dave Howard added that all hangar space at NEW is already leased and that pilots do not seem interested in leasing tie-down space due to brackish water (most want covered hangars). The Master Plan must address additional T-Hangars and box hangars in targeted locations (high ground on northeast side, near the ARFF Station). The existing Terminal Ramp will only allow parking for up to three C-130s.

End of NEW TAC Meeting Minutes







New Orleans Lakefront Airport Airport Master Plan/Airport Layout Plan Update

Team Members















New Orleans Lakefront Airport Airport Master Plan/Airport Layout Plan Update

Project Process







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New Orleans Lakefront Airport Master Plan Update



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	Community Advisory Committee Meeting	
	Wednesday, December 19, 2018 - 1:00 PM	
	Lakefront Airport Terminal Building - Airport Conference Center	
P	6001 Stars and Stripes Boulevard New Orleans 1 A 70126	

Initial	Print Name	Organization	Phone	Email
1	George Groh	Kutchins & Groh, LLC	(504) 799-4092	george@kutchins-groh.com
2	Brad Kutchins	Kutchins & Groh, LLC	(682) 518-O681	bradøkutchins-groh.com
3	Darren Persick	Kutchins & Groh, LLC	(504) 799-4098	darren@kutchins-groh.com
4	Lisa Lawson	Kutchins & Groh, LLC	(504) 799-4096	lisa@kutchins-groh.com
5	Chris Groh	Kutchins & Groh, LLC	(504) 799-4090	chris@kutchins-groh.com
6	Gregory Groh	Kutchins & Groh, LLC	(504) 702-6633	greg@kutchins-groh.com
7	Monica Newhouse	Newhouse & Associates, LLC	(317) 669-2662	monica@newhouse.associates
8	Dave "Howie" Howard	New Orleans Lakefront Airport	(504) 293-2478	dhoward@lakefrontairport.com
9 /	Wilma Heaton	NFPAMA/Lakefront Airport Committee	(504) 355-5990	wilmaheaton@lakefrontairport.com
0	The Honorable Wesley Bishop	Louisiana State Senate, District 4	(504) 242-6116	bishopw@legis.la.gov
" San	W Sylvia Scineaux Richard	East NO Neighborhood Advisory Commission	(504) 884-0000	scineaux@bellsouth.net
12	John Williams, Ph.D.	University of New Orleans	(504) 280-6385	jawill14øuno.edu
13	Du theny MARING	GEC	2259784368	amarino CGECINC.
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15				

NOTES FROM 12-19-18 MEETING OF THE COMMUNITY ADVISORY COMMITTEE (CAC) FOR THE NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE

Attendees: George Groh (K&G), Brad Kutchins (K&G), Darren Persick (K&G), Lisa Lawson (K&G), Chris Groh (K&G) Greg Groh (K&G), Monica Newhouse (Newhouse & Associates), Dave Howard (NEW Airport), Christina Wilson (LADOTD Aviation), Wilma Heaton (NFPAMA), Sylvia Scineaux-Richard (East New Orleans Neighborhood Advisory Commission), and Anthony Marino (GEC)
 Location: NEW Airport Conference Room

Date/Time: 1:00 PM, Wednesday, December 19, 2018

- 1. George Groh of the consulting firm Kutchins & Groh (K&G) began the meeting with introductions of all the participants in attendance and the team of consultants preparing the Master Plan Update. He discussed the roles and responsibilities of the consultant team, the Master Plan Advisory Group, and the Technical Advisory Group.
- 2. Mr. Groh provided the group with an overview of the goals and objectives of the Master Plan Update while outlining and explaining the steps involved in the overall planning process. Mr. Groh was assisted during his presentation by other members of the K&G team. Mr. Groh then opened the floor for questions.
- 3. Wilma Heaton (NFPAMA) asked if the inventory for the Master Plan will address buildings that are no longer standing (damaged during hurricanes). George Groh replied that, to the best of our ability, given the records that are available, the inventory will include them.
- 4. Wilma Heaton asked if drainage of the airfield will be addressed in the Master Plan. George Groh responded that the Master Plan does not include a drainage study but will note drainage issues that are brought to the MP Team's attention and will include it in the inventory section. Possible drainage projects will be included in the CIP.
- 5. Sylvia Richard noted that Access to the Airport especially Downman Road is critical. She stated that she would like to see efforts to improve aesthetics.
- 6. Wilma Heaton added that a group based in England is collaborating with the WWII Museum in downtown New Orleans to bring a big airshow to the area in 2021. Estimates are that up to 40,000 will attend. This is anticipated to be an international event, not just local.
- Ms. Heaton stated that the University of New Orleans has approved a Bachelor of Science degree for Aviation and that they want a presence at NEW. She also noted that Delgado University is restarting an aviation school in New Orleans and will also want a presence at NEW.

- 8. Wilma Heaton stressed the importance of having Sylvia Richard attend the CAC meetings, stating that she represents up to 30 different neighborhood organizations in New Orleans East.
- 9. Wilma Heaton mentioned that Part 139 certification is critical to NEW in order to grow the Airport and added that stakeholders, and the neighborhood, must support charter service.
- 10. Sylvia Richard emphasized that residents in New Orleans East are concerned about traffic in the area, as well as noise from the Airport, and other environmental concerns. They want buffers around the Airport and other environmental protections for the neighbors.
- 11. Ms. Richard asked for a "cheat sheet" on the Master Plan process so that information could be readily shared with citizens. George Groh also stated that we will work with the airport staff to put information on the airport's website as the plan progresses.

End of NEW CAC Meeting Minutes













Role of Advisory Committees

Technical and Community Advisory Committees are established to help mold the development and growth of our airport and to review the progress of the Master Plan.

Each member of the committee will have two basic duties:

- → Attend and participate in the Committee meetings
- → Help deliver the message to the community about the importance of the Airport

Technical Advisory Committee (TAC)

- → Discuss more detailed/technical issues
- + Serve as a sounding board for proposed development concepts
- + Assist in the selection of the ultimate development concept

Community Advisory Committee (CAC)

- → Help mold the development and growth of the Airport
- → Review the progress of the Master Plan
- Discuss planning concerns
































New Orleans Lakefront Airport Master Plan Update



Technical Advisory Committee Meeting	
Thursday, July 18, 2018 - 10:30 AM	
Lakefront Airport Terminal Building - Airport Conference Center	
6001 Stars and Stripes Boulevard, New Orleans, LA 70126	

Initial	Print Name	Name Organization Phone		Email
10	George Groh	Kutchins & Groh, LLC	(504) 799-4092	george@kutchins-groh.com
2 PC	Brad Kutchins	Kutchins & Groh, LLC	(682) 518-0681	brad@kutchins-groh.com
3 DP	Darren Persick	Kutchins & Groh, LLC	(504) 799-4098	darren@kutchins-groh.com
4 LL	Lisa Lawson	Kutchins & Groh, LLC	(504) 799-4096	lisa@kutchins-groh.com
5 6	Chris Groh	Kutchins & Groh, LLC	(504) 799-4090	chris@kutchins-groh.com
6	Gregory Groh	Kutchins & Groh, LLC	(504) 702-6633	greg@kutchins-groh.com
7/2yul	Bruce L.A. Martin	New Orleans Lakefront Airport	(504) 243-4010	bmartin@lakefrontairport.com
8 FS	Felton Suthon, PE	New Orleans Lakefront Airport	(504) 355-5990	fsuthon@nolalakefront.com
9	Louis Capo, CFE, CIA	NFPAMA	(504) 355-5990	lcapo@nolalakefront.com
10	Wilma Heaton	NFPAMA/Lakefront Airport Committee	(504) 355-5990	wilmaheaton@lakefrontairport.com
ĨĨ	Andy Velayos	Federal Aviation Administration	(817) 222-5647	andy.velayos@faa.gov
12	Kimberly Harris	Federal Aviation Administration	(817) 222-5646	kim.harris@faa.gov
13	Barbara Beauchat	Federal Aviation Administration - ATCT	(504) 240-3337	barbara.a.beauchat@faa.gov
-14 5	Darryl Phillips	Federal Aviation Administration - ATCT	(504) 240-3337	darryl.j.phillips@faa.gov
15 TW	Christina Wilson, P.E.	LADOTD - Aviation Division	(225) 379-3048	tina.wilson@la.gov
16	Danielle Gaylor	LADOTD - Aviation Division	(225) 379-3046	danielle.gaylor@la.gov



New Orleans Lakefront Airport

Master Plan Update



Technical Advisory Committee Meeting	
Thursday, July 18, 2018 - 10:30 AM	
Lakefront Airport Terminal Building - Airport Conference Center	
6001 Stars and Stripes Boulevard, New Orleans, LA 70126	Anadampic a traile in a line and

Inicial	Print Name	Organization	Phone	Email
17	Addie Fanguy	Signature Flight Support	(504) 241-2800	NEW@signatureflight.com
18	Wendy Bell	Flightline First	(504) 244-4448	flightlinefirst@gmail.com
19	Ankur Hukmani	New Orleans Aerial Tours & Flight Training	(504) 241-9131	info@flynola.com
20	Robert Claypool	Gulf Coast Aviation	(504) 246-2700	rclaypool@kastrack.com
21	Tyrone R. Powell, Jr.	New Orleans Lakefront Airport	(504) 243-4010	tpowell@lakefrontairport.com
22	Terrin Boudreaux rut.	New Orleans Lakefront Airport	(504) 606-9264	arff@lakefrontairport.com->
23	Fred Pruitt	New Orleans Lakefront Airport	(504) 243-4010	fpruitt@lakefrontairport.com
24	CHRIS HENDERSON	ARFF	504.606.9264	CHENDERSON@ AKEFRONTAIRPORT COM
25 Ju	1 James Mazerat	AREE	504-243-7799	Jmazerate lakefront cirport. open
26 7	FRANK MORAWAY	ARFF	5-4-243-7799	for anaver elakebrantausport.com
27 PM	Peter Mackiewicz	Flightline First	504-710-9827	flightlinefirst Camail.com
28		0		3
13				
14				
15				
16				

NOTES FROM 7-18-19 MEETING OF THE TECHNICAL ADVISORY COMMITTEE (TAC) FOR THE NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE

Attendees:	George Groh (K&G), Brad Kutchins (K&G), Darren Persick (K&G), Lisa Lawson (K&G), Chris Groh (K&G), Greg Groh (K&G), Bruce Martin (NEW Airport), Felton Suthon (NEW Airport), Andy Velayos (FAA – via phone), Darryl Phillips (FAA – via phone), Tina Wilson (LADOT), Addie Fanguy (Signature), Tyrone Powell (NEW Airport), Chris Henderson (NEW ARFF), Frank Moraway (NEW ARFF), James Mazerat (NEW ARFF), Peter Mackiewicz (Flightline First)
Location:	NEW Airport Conference Room
Date/Time:	10:30 AM, Thursday, July 18, 2019

- 1. George Groh of Kutchins & Groh (K&G) began the meeting with introductions of all the participants in attendance and the team of consultants preparing the Master Plan Update. He discussed the roles and responsibilities of the consultant team, the Master Plan Advisory Group, and the Technical Advisory Group. He then provided the group with an overview of the current state of the Master Plan update.
- 2. Chris Groh (K&G) explained the aviation demand forecast, how it is calculated, and the different types of events that affect it.
- 3. Addie Fanguy (Signature) stated that, in terms of the forecast, studying the past ten years may be misleading because, during that timeframe, NEW lost tenants to Hammond because of hurricanes. The loss has now stabilized and NEW is starting to see an increase. The current problems are maintenance of infrastructure and disruption on the airfield caused by storms. Tenants would like to see solid SOP to get NEW running after a storm. The planning team should also investigate what MSY will do with its infrastructure on southside when the new terminal opens. If MSY builds GA/Corporate facilities, this could affect NEW.
- 4. Chris Groh asked if tenants who left after Katrina are coming back now. Addie responded that they are not because they are established elsewhere, especially in Hammond.
- 5. Addie stated that he believes the next interesting trends at NEW will be drone use and services like Uber that will taxi people from NEW to downtown New Orleans.
- 6. Chris Groh responded that the planning team is considering these potential trends, and is also considering special events, especially those involving larger aircraft because NEW doesn't have enough parking to handle them. Addie stated that the last time New Orleans hosted the Superbowl (February 2013), probably in excess of 50% of the aircraft flying into NEW were larger jets.
- 7. Chris addressed the fact that New Orleans is unique in that we have multiple annual events that stress the capacity at NEW (Mardi Gras, Jazz Fest, etc.).
- 8. Darren Persick (K&G) presented two options for future development. Addie asked about the bulkhead at 18R and by how much would threshold 18R be displaced. Darren responded that the planning team is still awaiting the obstruction data.

- 9. Peter Mackiewicz (Flightline) noted that Flightline currently uses the parking space shown on the plan for removal and stated that they need that space to function properly. Darren replied that he will revise the drawing to keep the area for parking and designate it as airside use.
- 10. Addie asked if the Master Plan will suggest changes to the area on the west side of Taxiway Alpha. Darren replied that the area could possibly be used to house new hangars.
- 11. James Mazerat (NEW ARFF) asked about a solution for the hot spot where 36L and Foxtrot connect and noted that the glide slope indicator needs to be relocated when the threshold is displaced.
- 12. Peter Mickiewicz (Flightline) asked the planning team to be careful on the east side not to limit Flightline with any changes, adding that their biggest aircraft are housed in a hangar there.
- 13. Tina Wilson (LADOT) asked if there will be any consideration on the west side to add facilities there and noted that it might be costly to rehabilitate the area. Addie noted that that is an overflow parking area and adding facilities in that location could cause major disruption.
- 14. Bruce Martin (NEW Airport) stated that the planning team will look at positioning some facilities on the Terminal Ramp.
- 15. Darryl Phillips (FAA ATCT) asked if NEW charges for parking on overflow areas and if they available to anyone? Bruce replied that there is a fee and use of the area is not limited to a particular FBO, so anyone can rent space there. Andy Velayos (FAA) added that fees should be higher for parking with direct access to a runway.
- 16. Addie asked about the ballpark costs for moving the seawall. George responded that it's probably around \$40-50 million.
- 17. Andy stated that he likes the idea of extending the runway, if that's the conclusion reached by the Master Plan study, adding that it may not actually occur for 20 years or more.
- 18. Tina added that a Modification of Standard (MOS) for the runway project addressed grading outside of the runway.
- 19. Addie asked for date of the last Master Plan. George replied that it was prepared in 2013. Tina added that it primarily focused on restoring NEW to a pre-Hurricane Katrina state and that it didn't really address new development. She added that it did not go through the FAA approval process. The staff at NEW had changed and the 2013 Master Plan was basically scrapped.
- 20. Summary of comments on Option One:
 - a) The Master Plan needs to consider access to new aprons behind Delgado Hangar.
 - b) If 18R threshold is displaced, the Glide Slope Indicator and some of parallel Taxiway B will need to be relocated.
 - c) Flightline is concerned about giving up any of its leasehold.
 - d) The Master Plan needs to address how much, if any, of the 36L displacement can be recovered with the removal of the inner floodwall.
- 21. Summary of comments on Option Two:
 - a) Correct the RPZ for Runway 9 to ensure it is in the proper place in the drawing.
 - b) The Master Plan must address the MOS that is in place for the north half of 18R/36L to address grading issues.

End of NEW TAC Meeting Minutes













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- → Discuss more detailed/technical issues
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- → Help mold the development and growth of the Airport
- → Review the progress of the Master Plan
- Discuss planning concerns





























NOTES FROM 7-18-19 MEETING OF THE COMMUNITY ADVISORY COMMITTEE (TAC) FOR THE NEW ORLEANS LAKEFRONT AIRPORT MASTER PLAN UPDATE

Attendees:There were no attendees at the 7-18-19 CAC meetingLocation:NEW Airport Conference RoomDate/Time:1:30 PM, Thursday, July 18, 2019

End of NEW CAC Meeting Minutes

New Orleans Lakefront Airport

Master Plan Update



Analysis of Runway 9-27 Decommissioning



White Paper

Runway 9/27 Decommissioning and Relocation of Taxiway 'F'

1. INTRODUCTION

The New Orleans Lakefront Airport (NEW) is a publicly owned facility operated by the Lakefront Management Authority (the Authority), which consists of 15 members. All members are appointed by various local organizations, including the City of New Orleans Council, the Mayor of the City of New Orleans, Louisiana State Representatives, and Louisiana State Senators. All members are subject to Louisiana State Senate confirmation. The term length for each member is four years. The Authority manages, controls, regulates, operates, and maintains any non-flood protection facility or improvement asset or function within a levee district within the jurisdiction of a flood protection authority. This includes the New Orleans Lakefront Airport.

The Airport is a publicly owned facility that leases property to General Aviation facilities and serves as a reliever to the Louis Armstrong New Orleans International Airport (MSY). Lakefront was the original municipal airport for the City of New Orleans. It was built on a man-made peninsula that projects into Lake Pontchartrain. It is located about 8 miles northeast of the Central Business District of the City of New Orleans, Louisiana, in Orleans Parish. The Airport occupies approximately 559 acres.

In June 2020, the New Orleans Lakefront Airport completed the Final Draft of the Airport Master Plan Update, which included an update to the Airport's Airport Layout Plan (ALP). This Master Plan Update will serve as a general guide to the orderly, timely, and logical development of the Airport so that it can continue to serve the aviation needs and support the economic development of the region for the next 20 years. Additionally, one of the major objectives and goals of the Master Plan is to ensure that maximum operational efficiency is maintained, and the airport environment continues to provide a safe and efficient flow of aircraft in and around the airfield.

As outlined in the Master Plan, an alternatives analysis was conducted to accommodate the Airport's projected requirements for future airfield, landside, and support facilities. The assessment of alternatives began with a range of airfield options and subsequent selection of a preferred airfield layout capable of meeting the forecasted activity demands at the Airport. This analysis resulted in the identification of the preferred airfield, landside, and ancillary development concepts, as depicted on **Exhibit 1: Recommended Development Plan (RDP).**

Following this analysis, several airfield improvement projects were identified that will allow the Airport to meet the immediate needs of its tenants and customers in a fashion that allows for future growth and expansion as demand dictates, as well as ensuring that the Airport continues to provide a safe and efficient environment for all users of the Airport. Among the projects identified is the closure/decommissioning of Runway 9-27, which includes the Relocation/Realignment of Taxiway 'F' and the relocation of the non-movement area boundary.

This White Paper summarizes existing airfield conditions/configurations at the Airport, a review of existing Airfield Hot Spots, a brief overview of the current Federal Aviation Administration (FAA) design standards and their impacts to the airfield, and airfield development projects that can be completed to mitigate existing Hot Spots and portions of the airfield that do not meet current FAA Design Standards.



NEW ORLEANS LAKEFRONT AIRPORT WHITE PAPER: RUNWAY 9-27/TAXIWAY 'F'







EXHIBIT 1 RECOMMENDED DEVELOPMENT PLAN

2. BACKGROUND AND OVERVIEW

An analysis of existing airfield conditions, as compared to existing and current FAA Design Standards, outlined in Advisory Circular (AC) 150-5300-13, Airport Design, was conducted as part of the Master Planning process. This analysis also included a review of the existing and historical wind data for all published runways; runway approach and departure surfaces, pursuant to Title 14 of the Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*; and, all airfield hot spots currently affecting the safe and efficient movement of aircraft on the airfield.

3. EXISTING CONDITIONS

The collection of existing conditions establishes the baseline information needed to assess the safety of the current airfield configuration, specifically Runway 9-27 and Taxiway 'F'. Information collected includes runway and taxiway design standards, historical wind conditions, runway and taxiway design surfaces, and taxiway to runway separation requirements.

3.1 Airfield Facilities

The primary airfield facilities include runways, taxiways, apron areas, and associated navigational aids (NAVAIDs). This section also discusses Federal Aviation Regulations (FAR) Part 77 imaginary surfaces, obstructions, and airfield critical areas such as Runway Safety Areas (RSA) and Runway Protection Zones (RPZ).

As stated in Advisory Circular (AC) 150/5300-13A, *Airport Design*, the design aircraft for the purposes of airport geometric design is a composite aircraft representing a collection of aircraft classified by three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG) and Taxiway Design Group (TDG).

These parameters represent the aircraft that are intended to be accommodated by the Airport. Since any operation by an aircraft that exceeds design criteria of the Airport may result in either an unsafe operation or a lesser safety margin unless Air Traffic Control (ATC) Standard Operating Procedures (SOPs) are in place for those operations, the AC recommends that consideration be given to the safe operation of any aircraft likely to use the Airport.

3.1.1 Runway Design Code

The FAA has established several imaginary surfaces to protect aircraft operational areas and keep them free from obstructions. These include the runway safety area (RSA), runway object free area (ROFA), runway obstacle free zone (ROFZ), and runway protection zone (RPZ). In addition, standards for separation of facilities and aircraft have been established. **Table 1, Current Runway and Taxiway Design Standards** outlines the runway design standards currently in place at the New Orleans Lakefront Airport (RDG C-II).

When calculating the Runway Design Group for a runway or airport, the selected AAC, ADG, and approach visibility minimums are combined to form the Runway Design Code (RDC). The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). See **Table 2**, Airport Approach Category.





The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height; whichever is most restrictive, of the largest aircraft expected to operate on the runway and taxiways adjacent to the runway (see **Table 3**, **Airplane Design Group**).

The third component relates to the visibility minimums expressed by Remote Visual Range (RVR) values in feet of 1200, 1600, 2400, 4000, and 5000 (corresponding to lower than 1/4 mile, lower than 1/2 mile but not lower than 1/4 mile, lower than 3/4 mile but not lower than 1/2 mile, lower than 1 mile but not lower than 3/4 mile, and not lower than 1 mile, respectively) (see **Table 4, Visibility Minimums**). The third component should read "VIS" for runways designed with visual approach use only. Generally, runway standards are related to aircraft approach speed, aircraft wingspan, and designated or planned approach visibility minimums. Runway to taxiway and taxiway/taxilane to taxiway/taxilane separation standards are related to ADG, TDG, and approach visibility minimums.

Based on the recommendations and guidelines outlined in AC 150/5300-13A, the Runway Design Code (RDC) for the Airport is set at a C-II. Currently, the airfield facilities meet Runway Design Code (RDC) C-II criteria—runways and taxiways can accommodate aircraft with approach speeds of up to 141 knots and wingspans of up to 79 feet. Airplane Design Group (ADG) II aircraft include the Gulfstream G400, the Gulfstream V, and the Challenger 600.

	Runway End	18R	36L	18L	36R	9	27
Aircraft Approac	h Category (AAC)/Airplane Design Group (ADG)	C-II	C-II	B-II	B-II	A-I	A-I
	Visibility Minimums	3/4 Mile	1 Mile	Visual	Visual	Visual	Visual
Runway	Length beyond departure end (ft.)	1,000	1,000	300	300	240	240
Safety	Length prior to threshold (ft.)	600	600	300	300	240	240
Area	Width (ft.)	500	500	150	150	120	120
Runway	Length beyond runway end (ft.)	1,000	1,000	300	300	240	240
Object	Length prior to threshold (ft.)	600	600	300	300	240	240
Free Area	Width (ft.)	800	800	500	500	250	250
Runway Obstacle	Length (ft.)	200	200	200	200	200	200
Free Zone	Width (ft.)	400	400	250	250	120	120
	Length (ft.)	1,700	1,700	1,000	1,000	1,000	1,000
Approach Runway	Inner Width (ft.)	1,000	500	500	500	250	250
	Outer Width (ft.)	1,510	1,010	700	700	450	450
Departure Runway Protection Zone	Length (ft.)	1,700	1,700	1,000	1,000	1,000	1,000
	Inner Width (ft.)	500	500	500	500	250	250
	Outer Width (ft.)	1,010	1,010	700	700	450	450
	Runway Centerline to:						
_	Parallel runway centerline (ft.)	700	700	700	700	700	700
Runway	Holding Position (ft.)	250	250	200	200	125	125
Separation	Parallel taxiway/taxilane centerline (ft.)	300	300	240	240	150	150
	Aircraft parking area (ft.)	400	400	250	250	125	125
TSA	Taxiway Safety Area – Width (ft.)	79	79	79	79	49	49
TOFA	Taxiway Object Free Area – Width (ft.)	131	131	131	131	89	89
Taxilane – OFA	Taxilane Object Free Area – Width (ft.)	115	115	115	115	79	79
Taxiway	Taxiway Centerline to Parallel Taxiway/Taxilane (ft.)	105	105	105	105	70	70
Separation	Taxiway Centerline to Fixed or Movable Object (ft.)	65.5	65.5	65.5	65.5	44.5	44.5

Table 1: Current Runway and Taxiway Design Standards





Aircraft Approach Category	V _{REF} / Approach Speed			
A Approach Speed less than 91 knots				
В	Approach Speed 91 knots or more but less than 121			
С	Approach Speed 121 knots or more but less than 141 knots			
D	Approach Speed 141 knots or more but less than 166 knots			
E	Approach Speed 166 knots or more			

Table 2: Airport Approach Category (AAC)

Table 3: Airplane Design Group (ADG)

Group #	Tail Height (Feet)	Wingspan (Feet)
I	< 20'	< 49'
II	20' - < 30'	49' - < 79'
	30' - < 45'	79' - < 118'
IV	45' - < 60'	118' - < 171'
V	60' - < 66'	171' - < 214'
VI	66' - < 80'	214' - < 262'

Table 4: Visibility Minimums

RVR (Feet) ¹	Instrument Flight Visibility Category (Statute Mile)
5000	Not lower than 1 mile
4000	Lower than 1 mile but not lower than ¾ mile
2400	Lower than 3/4 mile but not lower than 1/2 mile
1600	Lower than 1/2 mile but not lower than 1/4 mile
1200	Lower than 1/4 mile

3.1.2 Runways and Instrument Procedures

New Orleans Lakefront Airport has three active runways. Runway 18R-36L is the primary runway and it is generally oriented in a north-south alignment. It is 6,879 feet in length, has an Instrument Landing System (ILS) precision approach and an Area Navigation/Global Positioning Satellite (RNAV/GPS) non-precision instrument approach to the Runway 18R end. Runway 36L is equipped with a Very High Frequency (VHF) Omnidirectional Range (VOR) Approach and an RNAV/GPS non-precision instrument approach.

Runway 18L-36R is 3,697 feet in length and Runway 9-27 is 3,114 feet in length. All four runway ends have only visual approaches.

3.2 Wind Coverage

During the takeoff and landing phases of flight, aircraft performance is enhanced when operating into the prevailing wind. Wind coverage is the comparison of runway orientation to the prevailing winds at the Airport. The more the runways are aligned with the prevailing winds, the higher the wind coverage. Wind coverage is evaluated based on general groupings of aircraft size and performance. Larger, high-performance aircraft are generally able to operate with a greater crosswind component (i.e., wind not aligned with the runway) than smaller aircraft. The wind coverage is evaluated for multiple runway usage combinations and weather conditions. It is important to understand the wind coverage for these varying conditions as the different aircraft types have





unique runway length requirements potentially limiting their ability to use individual runways, and the Airport's runways have differing instrumentation and accessibility in varying weather conditions. Weather conditions evaluated include:

- Visual Flight Rules (VFR) having cloud ceiling greater than or equal to 3,000 feet above ground level and forward visibility greater than or equal to 1 mile
- → Instrument Flight Rules (IFR) having cloud ceiling less than 3,000 feet above ground level and forward visibility less than 1 mile
- → All weather

Table 5, Wind Coverage, presents the wind coverage for the individual runways and runway combinations, and for the varying weather conditions.

	Weather Condition Crosswind Component											
Runway	All Weather Conditions			VFR Conditions			IFR Conditions					
	10.5 Knots	13 Knots	16 Knots	20 Knots	10.5 Knots	13 Knots	16 Knots	20 Knots	10.5 Knots	13 Knots	16 Knots	20 Knots
18/36	85%	91%	97%	97%	86%	92%	98%	99%	80%	87%	94%	97%
9/27	79%	87%	94%	98%	81%	88%	94%	98%	76%	83%	91%	97%
					Runw	vay End						
18	47%	50%	52%	53%	50%	53%	54%	55%	42%	44%	47%	48%
36	38%	42%	45%	47%	40%	44%	47%	48%	44%	48%	52%	55%
9	49%	54%	57%	59%	51%	55%	59%	61%	51%	55%	59%	62%
27	31%	34%	37%	39%	34%	37%	40%	42%	30%	33%	37%	40%
Combined												
18/36 & 9/27	96%	99%	99%	99%	97%	99%	99%	99%	94%	98%	99%	99%

Table 5: Wind Coverage

The wind coverage for the combined runways is equal to or greater to 98% in all weather conditions with crosswind components of 13 knots, 16 knots, and 20 knots. In other words, the wind alignment with the runways and aircraft and the associated wind speeds are within acceptable levels for the aircraft using the Airport greater than 98 percent of the year, when the crosswind components are at or above 13 knots. When the crosswind component is 10.5 knots, the combined wind coverage, as depicted in the above table, is 96% during all weather conditions, 97% during IFR weather conditions, and 94% during IFR weather conditions. The FAA recommends minimum wind coverage at 95%.

3.3 Runway Design Surfaces/Runway and Taxiway Separations

The FAA provides airport geometric design standards and recommendations regarding the safety, efficiency, economy, and longevity of airports. Safety design standards were analyzed specifically for the design group aircraft that utilize the Airport. The Airport Reference Codes (ARC) for NEW are Class B-II for Runway 18L, Class C-II for Runway 18R and Class A-I for Runway 9-27.





Based on this design group, the key safety design standards examined for each runway were the Runway Safety Area (RSA), Object Free Area (OFA), and Runway Protection Zones (RPZ). For the purposes of clarity, as pertaining to the purpose of this White Paper, the following sections only discuss and detail the design standards for Runway 9-27 and Taxiway 'F' that do not currently meet the FAA design standards, as outlined in FAA AC 150/5300-13. For a complete list and explanation of all design standards at the Airport, please refer to the Airport Master Plan.

3.3.1 Runway Protection Zone (RPZ)

The Runway Protection Zone (RPZ) is defined as an area off the runway end to enhance the protection of people and property on the ground. The RPZ begins 200 feet from the end of the runway and is trapezoidal in shape. The RPZ should be kept clear of all incompatible objects, activities, and land uses.

The RPZs for both parallel runways meet current FAA requirements; however, the Runway 9-27 RPZ contains areas that are classified as incompatible land use and must be removed or mitigated. These areas, located within the Runway 27 RPZ, include buildings and/or structures and transportation facilities (public roads).

3.3.2 Airport Airspace Analysis

As part of the Airport Master Plan, an update to the Airport Layout Plan (ALP) was also completed, which included an airspace analysis with the intent of capturing and assessing all pertinent areas surrounding an airport runway configuration to help evaluate and ultimately enhance safety from an airspace utilization standpoint.

To accomplish this, electronic obstruction/survey data was obtained, which was analyzed from a navigable airspace regulatory perspective, namely the FAA's 14 CFR Part 77 – *Objects Affecting Navigable Airspace*. Any object that constituted a penetration to a navigable airspace surface has been identified and described in the airspace drawings of the ALP. Of the objects identified, the floodwall at the approach end of Runway 9, which lies within the 20:1 Inner Approach Surface for Runway 9, was identified as an obstruction. However, this obstruction has already been identified in previously completed studies and is currently lighted, per FAR Part 77 requirements.

3.3.3 Airfield Hot Spots (HS)

The FAA defines a Hot Spot as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. Additionally, a Hot Spot is also classified as a runway safety related problem area or intersection on an airport. Typically, it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. A confusing condition may be compounded by a miscommunication between a controller and a pilot and may cause an aircraft separation standard to be compromised. The area may have a history of surface incidents or the potential for surface incidents. This may be due to any mix of causes, including airport geometry, ground traffic flow, markings, signage, or lighting, or human factors. Hot Spots will remain charted on airport diagrams until such time as the increased risk has been reduced or eliminated.

Currently, as outlined the FAA Airport/Facility Directory (A/FD) for the New Orleans Lakefront Airport, three Hot Spot locations have been identified. As depicted on **Exhibit 2:** Airfield Hot Spots, Hot Spot 1 is located at Taxiway 'F', south of Runway 9-27, Hot Spot 2 is located at Taxiway 'F' at the approach end of Runway 27, and Hot Spot 3 (not depicted on exhibit)





is located at Taxiway 'B' at Runway 36L. According to the A/FD for NEW, the FAA provides the following descriptions for each of the three Hot Spots.

- → Hot Spot 1: Runway Incursion Risk at Taxiway 'F' and Runway 9-27; Wide intersection
- → Hot Spot 2: Runway Incursion Risk at Taxiway 'F' and Runway 9-27; Existing Hold Line is at apron exit on Taxiway 'F'
- → Hot Spot 3: Runway Incursion Risk at Taxiway 'B' and Runway 36L; Apron exit east of Runway 36L is inside Hold Lines





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JUNE 2020



PREPARED BY: KUTCHINS & GROH, LLC









4. **AIRFIELD ALTERNATIVES ANALYSIS**

Following the analysis of the existing airfield conditions and current FAA airport design standards, various airfield concepts have been identified, which outline a plan of action to decrease or eliminate the risks associated with Hot Spot 1, Hot Spot 2, obstructions to the Runway 9 Approach, and the incompatible land use within the Runway 27 Runway Protection Zone. These concepts, briefly described in the subsequent sections, include the removal and/or reconfiguration of existing taxiway pavement, removal of excess taxiway pavement, decommissioning and closure of Runway 9-27, and the relocation of Taxiway 'F'.

4.1 **Option 1: Full Compliance with FAA Design Standards**

Option 1 reflects the airfield pavement geometry modifications that would be required to achieve full compliance with FAA airfield design standards. As illustrated on **Exhibit 3**, Option 1 will result in the following projects:

- ✤ Removal of Taxiway 'F'/Runway 9-27 connector taxiway
- → Removal of Taxiway 'D'
- → Removal of Taxiway 'M'
- ✤ Reconfiguration of Taxiway 'E' at the Approach End of Runway 27
- ✤ Reconfiguration/Relocation of Taxiway 'F'
- Remove excess pavement at the approach end of Runway 27
- → Future taxiway connector from the East Ramp to the existing National Guard Apron
- → Removal of Excess Pavement at Hot Spot 3
- Decommissioning/Closure of Runway 9-27

To mitigate Hot Spot 1, the wide intersection must be addressed and can be accomplished through the removal of Taxiway 'D' and Taxiway 'M'. Previous planning efforts conducted by the Airport, in conjunction with the FAA Air Traffic Control Tower (ATCT) and the Airport Tenants, identified the possibility of the removal of the taxiway pavement on the west and east sides of the Taxiway 'F'/Runway 9-27 Connector Taxiway, which is currently painted green. While this option does alleviate the wide expanse of pavement, as noted in the A/FD, it will result in a multiple node taxiway. Pursuant to AC 150/5300-13, the FAA has adopted a three-node concept for taxiway intersections to eliminate complex intersections. Taxiway intersections should not provide more than three movement options. Currently, the entrance to Runway 9-27 at Taxiway 'F' results in four movement options. For that reason, the removal of the taxiway pavement on the west and east sides of a viable option.

While posing a similar runway incursion risk as Hot Spot 1 and being associated with Taxiway 'F and Runway 9-27, Hot Spot 2 involves existing runway hold markings at an apron exit/entrance. In June 2016, the Airport had extensive conversations among FAA ATCT, Louisiana Department of Transportation and Development (LADOTD) Aviation, and the Airport engineer of record regarding the location of the hold short line near the National Guard Hangar. As a result, it was decided by the parties involved that the hold short line and the non-movement area boundary be relocated, to its current location, to provide additional width for aircraft exiting and entering the apron, thus reducing the risks of a runway incursion. However, given the design and location of the apron, it was determined that the hold short line and non-movement area boundary be relocated according to Aircraft Design Group (ADG) III standards, instead of the required ADG II standards. This was largely due in part to the larger type of aircraft using the ramp and Taxiway 'F', which often fit into the ADG III category. So, for safety reasons, these





boundaries were located accordingly, and a Modification of Standards was issued for this portion of Taxiway 'F'. While the relocation of the runway hold line markings provided for a safer environment, it did not mitigate the risks associated with Hot Spot 2.

As depicted on **Exhibit 3**, Option 1 would realign Taxiway 'E' at the Approach End of Runway 27 and provide for a 90-degree runway entrance taxiway. Additionally, this option provides a true parallel taxiway for Runway 9-27, while meeting the 150-foot runway/taxiway separation requirements, as well as depicting the removal of the excess east of the Runway 27 threshold, which is currently closed and painted green. Since this area of pavement is being depicted as being removed, thus removing access to the East Apron, a new connector taxiway will need to be constructed between the two existing aprons. Given the separation requirements needed, this taxiway will be restricted to Airplane Design Group (ADG) II aircraft.

4.2 Option 2: Decommissioning/Closure of Runway 9-27

As opposed to addressing each Hot Spot and/or design standards individually, Option 2 reflects an alternate approach to the airfield pavement geometry modifications that would be required to achieve full compliance with FAA airfield design standards, as well as mitigating the three Hot Spots. As illustrated on **Exhibit 4**, Option 2 will result in the following projects:

- → Decommissioning/Closure of Runway 9-27
- → Relocation of Taxiway 'F'
- Removal of Excess Pavement at Hot Spot 3

As depicted on **Exhibit 4**, Runway 9-27 is highlighted as decommissioned/closed. Following the closure of the runway, Taxiway 'F' will be relocated to the northern edge of the runway and the existing Taxiway 'F' will become a taxilane. Since Runway 9-27 will no longer be classified as a runway, the incompatible land use in the Runway 27 RPZ will no longer need to be mitigated. This also applies to the obstructions in the Runway 9 Approach Surface.

Additionally, with the closure of the runway and the relocation of Taxiway 'F', the location of the non-movement area boundary in front of the Terminal, as well as the hangars along the East Ramp, no longer present an issue and will not impact the parking of aircraft, as it currently does, thus providing ample space for the full use of the apron and providing additional revenue for the Airport. This, coupled with the opportunity for the Airport to develop the east side of the airfield at the former approach end of Runway 27, will allow the Airport to generate much needed revenue, better serve the needs of the community, and make the Airport more self-sufficient.





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EXHIBIT 3 OPTION 1: FULL COMPLIANCE WITH FAA DESIGN STANDARDS





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EXHIBIT 4 OPTION 2: DECOMMISSIONING/CLOSURE OF RUNWAY 9-27





4.3 Alternatives Matrix

To better evaluate each option and analyze the pros and cons of each, a matrix was developed. The table below outlines each option and lists the benefits and negative effects of each by using the data previously discussed.

Airfield Alternative	Pros	Cons
	Mitigates Hot Spot 1	Aircraft utilizing East Apron will be restricted
	Mitigates Hot Spot 2	Incompatible land use in Runway 27 RPZ will have to be addressed
Option 1	Removal of excess pavement	Aircraft parking and clearances near Terminal Building are not resolved
Option 1	Airport keeps its crosswind runway	Airport is unable to generate additional revenue through the development of east side of the airfield
	Provides for the 50-foot taxiway/runway separations required by FAA design standards	Fuel trucks accessing the East Ramp will have to enter movement area
	Provide a right-angle intersection to the approach end of Runway 27	
Airfield Alternative	Pros	Cons
	Mitigates Hot Spot 1	Would reduce number of active runways from three to two
	Mitigates Hot Spot 2	No crosswind runway with coverage lower than 95% during certain crosswind scenarios
	Removal of excess pavement	Without a crosswind runway, some users may be impacted
Option 2	Option of additional revenue through the development of east side of the airfield	
Option 2	Provide for additional aircraft parking and additional revenue for Airport and FBO's	
	Direct connections from aprons to runways will be eliminated	
	Would mitigate incompatible land use in the Runway 27 RPZ	
	Would eliminate the existing obstructions (seawall) to the Runway 9 Approach Surface	

Table 6: Alternatives Matrix




5. SUMMARY

As outlined and discussed in the previous the sections, as well as I the Airport Master Plan, the advantages of decommissioning Runway 9-27 and relocating Taxiway 'F' to the northern edge of Runway 9-27 outweigh the disadvantages, as depicted in **Table 6**. If Runway 9-27 were to remain open and operational and the projects depicted on **Exhibit 3** (Option 1) were completed, buildings, parking, and roadways within the Runway 27 Runway Protection Zone (RPZ) would still need to be addressed, along with the taxiways providing direct access from apron to runway, the hazards in Runway 9/27 Safety Area (Hump at the approach end of Runway 27), and the obstruction (floodwall) to Runway 27 Approach (lighted per FAR Part 77).

Additionally, it is anticipated that the closure of Runway 9-27 would not adversely impact overall operations at the Airport. Runway 18R/36L and Runway 18L/36R are considered adequate to supply the current and future demand of NEW. Although, the closure would impact light aircraft activity during certain wind conditions, the closure could have a net safety benefit by mitigating Hot Spot One and Hot Spot Two, as well as eliminating the direct connections from aprons to runways, mitigating incompatible land use in the Runway 27 Runway Protection Zone (RPZ), eliminating the existing obstructions (floodwall) to the Runway 9 Approach Surface, and providing for the opportunity for the expansion of Terminal Apron, thus providing additional aircraft parking.



