PRELIMINARY OFFICIAL STATEMENT DATED OCTOBER 18, 2024

NEW ISSUE - BOOK ENTRY ONLY

RATINGS: Moody's: "A2"
Fitch: "A"
(See "BOND RATINGS" herein.)

In the opinions of Butler Snow LLP and Auzenne & Associates, L.L.C., Co-Bond Counsel, assuming compliance with certain covenants to satisfy the applicable requirements of the Internal Revenue Code of 1986, as amended (the "Code") described herein, interest (a) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, and Series 2024C-2 Bonds is excluded from gross income for federal income tax purposes, except that no opinion is expressed as to the status of interest on any Series 2024B Bond or Series 2024C-2 Bond for any period that a Series 2024B Bond or Series 2024C-2 Bond is held by a "substantial user" of the facilities financed by such Series 2024B Bonds or Series 2024C-2 Bonds or by a "related person" within the meaning of Section 147(a) of the Code, (b) on the Series 2024A Bonds and the Series 2024C-1 Bonds is not treated as a preference item in calculating the alternative minimum tax under the Code, (c) on the Series 2024B Bonds and the Series 2024C-2 Bonds is treated as a preference item in calculating the alternative minimum tax under the Code for individuals, (d) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, and Series 2024C-2 Bonds shall be taken into account in determining the annual adjusted financial statement income of applicable corporations (as defined in Section 59(k) of the Code) for the purpose of computing the alternative minimum tax imposed on corporations, (e) on the Series 2024C-3 Bonds is included in the gross income of the owners thereof for federal income tax purposes, and (f) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, Series 2024C-2 Bonds, and Series 2024C-3 Bonds is exempt from all taxation for state, parish, municipal or other purposes in the State of Louisiana. Co-Bond Counsel expresses no opinion regarding any other tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Series 2024 Bonds. See "TAX EXEMPTION" herein and the proposed form of Co-Bond Counsel Opinions attached hereto as Appendix D.

NEW ORLEANS AVIATION BOARD

Louis Armstrong New Orleans International Airport

$47,575,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024A (Non-AMT)

$455,435,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024B (AMT)

$19,875,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-1 (Non-AMT)

$69,395,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-2 (AMT)

$5,120,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-3 (Taxable)

Dated: Date of Delivery **Due: January 1, as shown on inside cover**

The $47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024A (Non-AMT) (the "*Series 2024A Bonds*"), the $455,435,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024B (AMT) (the "*Series 2024B Bonds*"), the $19,875,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-1 (Non-AMT) (the "*Series 2024C-1 Bonds*"), the $69,395,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-2 (AMT) (the "*Series 2024C-2 Bonds*"), the $5,120,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-3 (Taxable) (the "*Series 2024C-3 Bonds*", together with the Series 2024C-1 Bonds and Series 2024C-2 Bonds, the "*Series 2024C Bonds*", and the Series 2024C Bonds together with the Series 2024A Bonds and the Series 2024B Bonds, the "*Series 2024 Bonds*") are being issued by the New Orleans Aviation Board (the "*Issuer*" or the "*Aviation Board*"). Proceeds of the Series 2024A Bonds and the Series 2024B Bonds will defease all of the Issuer's 2015A Bonds and Series 2015B Bonds (together the "*Series 2015 Bonds*"), redeem the Series 2015 Bonds on January 1, 2025, and pay the issuance costs of the Series 2024A Bonds and Series 2024B Bonds. Proceeds of the Series 2024C Bonds will refinance capital improvements initially financed on an interim basis with proceeds of a subordinate bond anticipation note issued February 23, 2024, and will finance additional capital improvements (the "*2024 Capital Improvements*") at the Louis Armstrong New Orleans International Airport (the "*Airport*"), fund capitalized interest and a Debt Service Reserve Fund for the Series 2024C Bonds, and pay the issuance costs of the Series 2024C Bonds. The Series 2024 Bonds will be issued pursuant to the General Revenue Bond Trust Indenture dated as of February 1, 2009 (the "*General Indenture*") among the Aviation Board, The Bank of New York Mellon Trust Company, N.A. (the "*Trustee*"), and the City of New Orleans (the "*City*"), as supplemented and amended through a Ninth Supplemental Trust Indenture dated as of November 1, 2024 (the "*Ninth Supplemental Indenture*" and, together with the General Indenture and prior Supplemental Indentures, the "*Indenture*").

Principal of the Series 2024 Bonds is payable upon maturity or redemption to the registered owners upon presentation and surrender of the Series 2024 Bonds at the principal corporate trust office of the Trustee. Interest on the Series 2024 Bonds is payable semiannually on January 1 and July 1 of each year (each an "*Interest Payment Date*"), commencing on January 1, 2025. The Series 2024 Bonds will be issued initially in book entry only form, registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York ("*DTC*"). DTC will act as securities depository for the Series 2024 Bonds. Purchases of the Series 2024 Bonds may be made only in book entry form in authorized denominations by credit to participating broker dealers and other institutions on the books of DTC, as described herein. Principal, premium (if any) and interest on the Series 2024 Bonds will be payable by the Trustee to DTC, which will remit such payments in accordance with its normal procedures, as described herein. The Aviation Board reserves the right to terminate the use of the book entry only system and issue fully registered certificated Series 2024 Bonds. See "APPENDIX H – Book-Entry Only System".

The Series 2024 Bonds will mature on January 1 in the years and in the principal amounts and will bear interest at the rates set forth on the inside cover page hereof. The Series 2024 Bonds are subject to optional redemption prior to maturity. See "THE SERIES 2024 BONDS" herein.

The Series 2024 Bonds are special, limited obligations of the Aviation Board payable from and secured by a pledge of Net Revenues (as defined herein), which pledge is on parity with the pledge of such Net Revenues made to secure the New Orleans Aviation Board General Airport Revenue Bonds, Series 2017 (the "*Series 2017 Bonds*"), New Orleans Aviation Board General Airport Revenue and Refunding Bonds, Series 2019 (the "*Series 2019 Bonds*"), New Orleans Aviation Board General Airport Revenue Bonds, Series 2023 (the "*Series 2023 Bonds*"), and any Additional Bonds that may be issued pursuant to the General Indenture.

THE SERIES 2024 BONDS ISSUED BY THE AVIATION BOARD UNDER THE INDENTURE ARE NOT INDEBTEDNESS OF THE CITY, AND NEITHER THE CITY'S GENERAL CREDIT NOR TAXING POWER IS PLEDGED FOR THE PAYMENT THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL, STATUTORY OR CHARTER LIMITATIONS. THE AVIATION BOARD HAS NO TAXING POWER.

THIS COVER PAGE CONTAINS INFORMATION FOR QUICK REFERENCE ONLY. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF AN INFORMED INVESTMENT DECISION.

The Series 2024 Bonds are offered when, as, and if issued, subject to the approving opinions of Butler Snow LLP, New Orleans, Louisiana, and Auzenne & Associates, L.L.C., New Orleans, Louisiana, as Co-Bond Counsel, and certain other conditions. Certain legal matters will be passed upon for the Underwriters by Greenberg Traurig, as Underwriters' Counsel. Certain legal matters will be passed upon for the Aviation Board by its General Counsel, Michele D. Allen-Hart, Esq. It is expected that the Series 2024 Bonds in definitive form will be available for delivery in New York, New York, on or about _____, 2024, upon payment therefor.

BofA Securities **J.P. Morgan**

Loop Capital Markets LLC **Stern Brothers**

Blaylock Van, LLC **Samuel A. Ramirez & Co., Inc.** **Raymond James**

The date of this Official Statement is October __, 2024.

* Preliminary, subject to change.

MATURITY SCHEDULE
Base CUSIP†: ______

SERIES 2024A (Non-AMT)

Maturity (January 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP†
2026	$1,175,000				
2027	$1,235,000				
2028	$1,295,000				
2029	$1,360,000				
2030	$1,425,000				
2031	$1,500,000				
2032	$1,575,000				
2033	$1,650,000				
2034	$1,735,000				
2035	$1,820,000				
2036	$1,915,000				
2037	$2,010,000				
2038	$2,480,000				
2039	$3,025,000				
2040	$3,175,000				
2041	$3,335,000				
2042	$3,915,000				
2043	$4,110,000				
2044	$4,310,000				
2045	$4,530,000				

Series 2024B (AMT)

Maturity (January 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP†
2026	$11,215,000				
2027	$11,775,000				
2028	$12,365,000				
2029	$12,980,000				
2030	$13,630,000				
2031	$14,310,000				
2032	$15,030,000				
2033	$15,780,000				
2034	$16,575,000				
2035	$17,395,000				
2036	$18,270,000				
2037	$19,180,000				
2038	$23,655,000				
2039	$28,850,000				
2040	$30,365,000				
2041	$31,955,000				
2042	$37,470,000				
2043	$39,435,000				
2044	$41,510,000				
2045	$43,690,000				

Series 2024C-1 (Non-AMT)

$19,875,000 _____% Term Bonds due January 1, 2054; Yield _____%; Price _____; CUSIP†: ___

Series 2024C-2 (AMT)

Maturity (January 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP†
2029	$1,385,000				
2030	$1,805,000				
2031	$1,895,000				
2032	$1,990,000				
2033	$2,090,000				
2034	$2,195,000				
2035	$2,305,000				
2036	$2,420,000				
2037	$2,540,000				
2038	$2,675,000				
2039	$2,815,000				
2040	$2,965,000				
2041	$3,120,000				
2042	$3,285,000				
2043	$3,455,000				
2044	$3,635,000				
2045	$3,825,000				

$17,425,000 _____% Term Bonds due January 1, 2049; Yield _____%; Price _____; CUSIP†: ___
$7,570,000 _____% Term Bonds due January 1, 2051; Yield _____%; Price _____; CUSIP†: ___

Series 2024C-3 (Taxable)

Maturity (January 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP†
2026	$1,530,000				
2027	$1,595,000				
2028	$1,655,000				
2029	$340,000				

†CUSIP® is a registered trademark of the American Bankers Association. CUSIP data. herein is provided by CUSIP Global Services, which is operated on behalf of the American Bankers Association by FactSet Research Systems Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CUSIP Global Services database. CUSIP data herein is provided for convenience of reference only. None of the Aviation Board, the City, the Municipal Advisor, the Underwriters or their respective agents take any responsibility for the accuracy of such data now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2024 Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Series 2024 Bonds.

* *Preliminary, subject to change.*

NO DEALER, BROKER, SALESMAN, OR OTHER PERSON HAS BEEN AUTHORIZED BY THE AVIATION BOARD, THE CITY, OR THE UNDERWRITERS TO GIVE ANY INFORMATION OR TO MAKE ANY REPRESENTATIONS OTHER THAN THOSE CONTAINED IN THIS OFFICIAL STATEMENT, AND IF GIVEN OR MADE, SUCH OTHER INFORMATION OR REPRESENTATIONS MUST NOT BE RELIED UPON AS HAVING BEEN AUTHORIZED BY THE AVIATION BOARD, THE CITY, OR THE UNDERWRITERS. THIS OFFICIAL STATEMENT DOES NOT CONSTITUTE AN OFFER TO SELL OR THE SOLICITATION OF AN OFFER TO BUY, NOR SHALL THERE BE ANY SALE OF THE SERIES 2024 BONDS BY ANY PERSON IN ANY JURISDICTION IN WHICH IT IS UNLAWFUL FOR SUCH PERSON TO MAKE SUCH OFFER, SOLICITATION OR SALE.

THE INFORMATION SET FORTH HEREIN CONCERNING THE DEPOSITORY TRUST COMPANY ("*DTC*") HAS BEEN FURNISHED BY DTC, AND NO REPRESENTATION IS MADE BY THE AVIATION BOARD, THE CITY, OR THE UNDERWRITERS AS TO THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION.

ALL INFORMATION SET FORTH HEREIN HAS BEEN OBTAINED FROM THE AVIATION BOARD AND OTHER SOURCES WHICH ARE BELIEVED TO BE RELIABLE BUT IS NOT GUARANTEED AS TO ACCURACY OR COMPLETENESS BY, AND IS NOT TO BE CONSTRUED AS A REPRESENTATION BY, THE UNDERWRITERS.

THE UNDERWRITERS HAVE REVIEWED THE INFORMATION IN THIS OFFICIAL STATEMENT IN ACCORDANCE WITH, AND AS PART OF, THEIR RESPONSIBILITY TO INVESTORS UNDER THE FEDERAL SECURITIES LAWS, AS APPLIED TO THE FACTS AND CIRCUMSTANCES OF THIS TRANSACTION, BUT THE UNDERWRITERS DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION.

THE INFORMATION AND EXPRESSIONS OF OPINION HEREIN ARE SUBJECT TO CHANGE WITHOUT NOTICE, AND NEITHER THE DELIVERY OF THIS OFFICIAL STATEMENT NOR ANY SALES MADE HEREUNDER SHALL, UNDER ANY CIRCUMSTANCES, CREATE ANY IMPLICATION THAT THERE HAS BEEN NO CHANGE IN THE AFFAIRS OF ANY OF THE PARTIES DESCRIBED HEREIN SINCE THE DATE HEREOF. THIS OFFICIAL STATEMENT DOES NOT CONSTITUTE A CONTRACT BETWEEN ANY OF THE PARTIES DESCRIBED HEREIN AND ANY ONE OR MORE OF THE PURCHASERS OR REGISTERED OWNERS OF THE SERIES 2024 BONDS.

IN MAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN JUDGMENT AS TO THE TERMS OF THE OFFERING, INCLUDING THE MERITS AND RISKS INVOLVED, INCLUDING WITHOUT LIMITATION, THE RISK FACTORS CONTAINED IN THE SECTION ENTITLED "INVESTMENT CONSIDERATIONS" HEREIN.

BY ITS PURCHASE OF THE SERIES 2024 BONDS, AN INVESTOR IS ACKNOWLEDGING THAT IT HAS REVIEWED ALL THE INFORMATION IT DEEMS NECESSARY TO MAKE AN INFORMED DECISION, AND THAT IT IS NOT RELYING ON ANY REPRESENTATION OF THE UNDERWRITERS OR ANY OF THEIR OFFICERS, REPRESENTATIVES, AGENTS OR DIRECTORS IN REACHING ITS DECISION TO PURCHASE THE SERIES 2024 BONDS.

THE INVESTOR, BY ITS PURCHASE OF THE SERIES 2024 BONDS, ACKNOWLEDGES ITS CONSENT FOR THE UNDERWRITERS TO RELY UPON THE INVESTOR'S UNDERSTANDING OF AND AGREEMENT TO THE PRECEDING PARAGRAPH AS SUCH RELATES TO THE DISCLOSURE AND FAIR DEALING OBLIGATIONS THAT MAY BE APPLICABLE TO THE UNDERWRITERS UNDER APPLICABLE SECURITIES LAWS AND REGULATIONS.

THE SERIES 2024 BONDS HAVE NOT BEEN REGISTERED UNDER THE SECURITIES ACT OF 1933, AS AMENDED, NOR HAS THE INDENTURE BEEN QUALIFIED UNDER THE TRUST INDENTURE ACT OF 1939, AS AMENDED, IN RELIANCE UPON EXEMPTIONS CONTAINED IN SUCH ACTS. THE REGISTRATION OR QUALIFICATION OF THE SERIES 2024 BONDS IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECURITIES LAWS OF THE STATES IN WHICH THE SERIES 2024 BONDS HAVE BEEN REGISTERED OR QUALIFIED AND THE EXEMPTION FROM REGISTRATION OR

QUALIFICATION IN OTHER STATES CANNOT BE REGARDED AS A RECOMMENDATION THEREOF. NEITHER THESE STATES NOR ANY OF THEIR AGENCIES HAVE PASSED UPON THE MERITS OF THE SERIES 2024 BONDS OR THE ACCURACY OR COMPLETENESS OF THIS OFFICIAL STATEMENT. ANY REPRESENTATION TO THE CONTRARY MAY BE A CRIMINAL OFFENSE. IN MAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN EXAMINATIONS OF THIS OFFICIAL STATEMENT AND THE TERMS OF THE OFFERING, INCLUDING THE MERITS AND RISKS INVOLVED.

THE UNDERWRITERS MAY OFFER AND SELL THE SERIES 2024 BONDS TO CERTAIN DEALERS AND OTHERS AT PRICES OR YIELDS LOWER THAN THE PUBLIC OFFERING PRICES OR YIELDS STATED ON THE INSIDE COVER PAGE OF THIS OFFICIAL STATEMENT, AND SUCH PUBLIC OFFERING PRICES OR YIELDS MAY BE CHANGED FROM TIME TO TIME BY THE UNDERWRITERS.

THE AVIATION BOARD WILL UNDERTAKE TO PROVIDE CONTINUING DISCLOSURE ON A PERIODIC BASIS FOR THE BENEFIT OF THE BONDHOLDERS PURSUANT TO THE REQUIREMENTS OF SECTION (b)(5)(i) OF SECURITIES AND EXCHANGE COMMISSION RULE l5c2-12 (17. C.F.R. PART 240, § 140.15C2-12 ("RULE"). SEE "CONTINUING DISCLOSURE" HEREIN.

THE STATEMENTS CONTAINED IN THIS OFFICIAL STATEMENT, AND IN OTHER INFORMATION PROVIDED BY THE AVIATION BOARD THAT ARE NOT PURELY HISTORICAL, ARE FORWARD LOOKING STATEMENTS. ALL FORWARD LOOKING STATEMENTS INCLUDED IN THIS OFFICIAL STATEMENT ARE BASED ON INFORMATION AVAILABLE TO THE AVIATION BOARD ON THE DATE HEREOF, AND THE AVIATION BOARD DOES NOT ASSUME ANY OBLIGATION TO UPDATE ANY SUCH FORWARD LOOKING STATEMENTS. SUCH STATEMENTS ARE SUBJECT TO RISK AND UNCERTAINTIES THAT COULD CAUSE ACTUAL RESULTS TO DIFFER MATERIALLY FROM THOSE CONTEMPLATED IN SUCH FORWARD LOOKING STATEMENTS. READERS ARE CAUTIONED NOT TO PLACE UNDUE RELIANCE ON THESE FORWARD LOOKING STATEMENTS, WHICH SPEAK ONLY AS OF THE DATE HEREOF OR ACCURACY OF SUCH INFORMATION. SEE "INVESTMENT CONSIDERATIONS - Forward-Looking Statements" HEREIN.

THIS PRELIMINARY STATEMENT IS BEING PROVIDED TO PROSPECTIVE PURCHASERS IN ELECTRONIC FORMAT ON THE FOLLOWING WEBSITE: WWW.MUNIOS.COM. THE FINAL OFFICIAL STATEMENT WILL BE PROVIDED TO PROSPECTIVE PURCHASERS EITHER IN BOUND FORM ("ORIGINAL BOUND FORMAT") OR ELECTRONIC FORMAT ON THE SAME WEBSITE. THIS OFFICIAL STATEMENT MAY BE RELIED UPON ONLY IF IT IS IN ITS ORIGINAL BOUND FORMAT OR AS PRINTED IN ITS ENTIRETY DIRECTLY FROM SUCH WEBSITE.

THIS PRELIMINARY OFFICIAL STATEMENT HAS BEEN DEEMED TO BE FINAL AS OF ITS DATE WITHIN THE MEANING OF RULE 15c2-12 UNDER THE SECURITIES ACT OF 1934, EXCEPT FOR THE OMISSIONS OF THE OFFERING PRICE(S), INTEREST RATE(S), SELLING COMPENSATION, AGGREGATE PRINCIPAL AMOUNTS, PRINCIPAL AMOUNT PER MATURITY, DELIVERY DATES, RATINGS AND OTHER TERMS OF THE SERIES 2024 BONDS DEPENDING ON SUCH MATTERS.

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INTRODUCTORY STATEMENT

This Introductory Statement is not a summary of this Official Statement. It is only a brief description of and guide to, and is qualified by, more complete and detailed information contained in this entire Official Statement, including the cover page and Appendices hereto, and the documents summarized or described herein. A full review should be made of the entire Official Statement. The offering of the Series 2024 Bonds (as hereinafter defined) to potential investors is made only by means of this entire Official Statement.

This Official Statement, including the cover page and Appendices attached hereto, and including certain financial information relating to the New Orleans Aviation Board (the "*Issuer*" or the "*Aviation Board*"), is provided to furnish certain information in connection with the issuance of $47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024A (Non-AMT) (the "*Series 2024A Bonds*"), the $455,435,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024B (AMT) (the "*Series 2024B Bonds*"), the $19,875,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-1 (Non-AMT) (the "*Series 2024C-1 Bonds*"), the $69,395,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-2 (AMT) (the "*Series 2024C-2 Bonds*"), the $5,120,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-3 (Taxable) (the "*Series 2024C-3 Bonds*", together with the Series 2024C-1 Bonds and Series 2024C-2 Bonds, the "*Series 2024C Bonds*", and the Series 2024C Bonds together with the Series 2024A Bonds and the Series 2024B Bonds, the "*Series 2024 Bonds*"). The Bank of New York Mellon Trust Company, N.A. will act as Trustee, Paying Agent, and Bond Registrar for the Series 2024 Bonds (the "*Trustee*") pursuant to the General Revenue Bond Trust Indenture among the Aviation Board, the City of New Orleans (the "*City*"), and the Trustee, dated as of February 1, 2009 (the "*General Indenture*"), as supplemented and amended through a Ninth Supplemental Indenture dated as of November 1, 2024 (the "*Ninth Supplemental Indenture*" and, together with the General Indenture and all prior Supplemental Indentures, the "*Indenture*").

The Series 2024 Bonds are limited obligations of the Aviation Board payable solely from and secured by the Trust Estate, consisting of Net Revenues and certain amounts deposited into the accounts held under the General Indenture and the Ninth Supplemental Indenture, including Net PFC Revenues (as herein defined) that may be deposited at the discretion of the Aviation Board to the Transferred PFC Account of the Debt Service Fund. None of the properties of the Louis Armstrong New Orleans International Airport is subject to any mortgage or other lien for the benefit of the owners of the Series 2024 Bonds.

BONDS ISSUED BY THE AVIATION BOARD UNDER THE INDENTURE ARE NOT INDEBTEDNESS OF THE CITY, AND NEITHER THE CITY'S GENERAL CREDIT NOR TAXING POWER IS PLEDGED FOR THE PAYMENT THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL, STATUTORY OR CHARTER LIMITATIONS. THE AVIATION BOARD HAS NO TAXING POWER.

See "**SECURITY FOR BONDS**" herein.

This Official Statement speaks only as of its date, and the information contained herein is subject to change. This Official Statement, including the cover page, contain brief descriptions of, among other matters, the Series 2024 Bonds, the Indenture, and the Report of the Aviation Consultant dated October 16, 2024 (the "*Consultant Report"*). All references herein to the aforementioned documents are qualified in their entirety by reference to such documents included in the Appendices hereto.

* Preliminary, subject to change.

This Official Statement and the other documents described herein may be obtained upon request and upon payment of reproduction costs and postage through the office of the Trustee, The Bank of New York Mellon Trust Company, N.A., 601 Travis Street, Houston, Texas 77002; telephone number: (713) 483-6151. This Official Statement is also available online at www.emma.msrb.org. CUSIP______

All capitalized terms used, and not otherwise defined, in this Official Statement shall have the meanings ascribed thereto in the Indenture.

THE AVIATION BOARD

The Aviation Board is charged with the power and authority to administer, operate, and maintain airport facilities owned by the City, including the airport known as the Louis Armstrong New Orleans International Airport (the "*Airport*" or "*MSY*"). The Aviation Board consists of nine members appointed by the Mayor of the City (the "*Mayor*") with the approval of the City Council for terms of five years. As a matter of custom, the Mayor appoints one member of three nominated by the City of Kenner (the city in which the largest portion of the Airport is located) and another of three nominated by the President of the Parish of St. Charles (the parish in which a small portion of the Airport is located).

The members of the Aviation Board as of the date of this Official Statement are as follows:

Name	Term Expiration Date
Hon. Michael G. Bagneris, Chairman	June 30, 2028
J. Douglas Thornton, Vice Chairman	June 30, 2021*
Chief Justice Bernette J. Johnson	June 30, 2024*
Ruth Kullman	June 30, 2022*
Roger H. Ogden	June 30, 2022*
Octave "Todd" J. Francis III	June 30, 2019*
Gregory W. Carroll	June 30, 2027
Hon. Neil C. Abramson	June 30, 2027

*Board Members with expired terms have a legal seat on the Aviation Board until they resign, or another person is appointed.

Brief biographies for the Aviation Board members follow:

Hon. Michael G. Bagneris, Judge (Retired), was appointed to the Aviation Board on March 28, 2019, and was elected Chairman of the Aviation Board on May 16, 2019. Judge Bagneris attended Yale University where he received two Bachelor of Arts degrees, one in American History and the other in African-American History. In 1975, he received his Juris Doctorate from Tulane Law School. While in law school, Judge Bagneris clerked for the Law Firm of Fine & Waltzer, and became an associate upon graduation; in 1979, he became a partner and the firm was renamed Fine, Waltzer & Bagneris; in 1980 he became Executive Counsel to Mayor Ernest "Dutch" Morial; in 1986, he returned to his law practice at Waltzer & Bagneris; in 1993, he was elected Judge in the Orleans Parish Civil District Court. After serving 20 years on the bench, Judge Bagneris retired on December 11, 2013. As a judicial educator, Judge Bagneris lectures extensively, primarily on evidence, personal injury, legal experts, ethics, and professionalism. He serves as a Bar Examiner for the Louisiana State Bar. He is a former member of the Louisiana Judicial College, Supreme Court Ethics Committee, and Supreme Court Pro Se Litigation Committee. In addition to his service as Chairman of the Aviation Board, Judge Bagneris is a member of numerous professional and civic organizations, including the American Bar Association, American Judges Association, Jazz & Heritage Festival Foundation, Judicial Council-NBA, Louis A. Martinet Society, Louisiana District Judges Association, Louisiana Judicial Council-NBA, Louisiana State Bar Association, National Bar Association, National Urban League, New Orleans Bar Association, and New Orleans Museum of Art.

Mr. J. Douglas Thornton serves as the Vice Chairman of the Aviation Board. He was first appointed to the Aviation Board on June 17, 2010. Mr. Thornton serves as the Chairman for the Aviation Board Construction Committee. Mr. Thornton is the Executive Vice President, for ASM Global, an international facility management firm that operates Stadiums, Arenas, Theaters and Convention Centers around the world, including the Caesars Superdome and Smoothie King Center in New Orleans.

Chief Justice Bernette J. Johnson (Retired) was first appointed to the Aviation Board on February 11, 2021. Chief Justice Johnson served as the 25th Chief Justice in the Court's history, the first African American Chief Justice, and the second female Chief Justice of the Louisiana Supreme Court. Chief Justice Johnson graduated from Walter L. Cohen High School in New Orleans as valedictorian and Spelman College in Atlanta, Georgia. Before law school she spent summers working with attorneys of the NAACP Legal Defense Fund, working for the integration of public schools in the south. She was one of the first two African American females to attend and graduate from Louisiana State University Law School in 1969. She then worked as managing attorney at New Orleans Legal Assistance Corporation (NOLAC) (now Southeast Louisiana Legal Services, SLLS). In 1984, she was elected the first female Orleans Civil District Court Judge and became Chief Judge in 1994. In 1994, she was elected to serve on the Louisiana Supreme Court, making history as the first African American female to sit on that bench. In February 2013, she became Chief Justice of the Louisiana Supreme Court. Chief Justice Johnson retired from the Supreme Court in December 2020.

Ms. Ruth Kullman is the owner of Kullman Consulting, a firm which specializes in non-profit consulting and political fundraising. Previous clients include educational and cultural non-profits, including the Louisiana Children's Museum, the Louisiana Philharmonic Orchestra, Jewish Endowment of Louisiana, and Kingsley House. She also has served as Finance Director for Mitch Landrieu during his terms as Lieutenant Governor of the State of Louisiana, as well as during his two terms as Mayor of the City of New Orleans. Prior to Kullman Consulting, she served as Campaign Director of the Jewish Federation of Greater New Orleans. Ms. Kullman also is involved in many civic and community organizations. She has served as President of Planned Parenthood of Louisiana, Touro Synagogue, and Touro Infirmary. Other board service includes the Institute of Mental Hygiene and Live Oak Wilderness Camp. She is the immediate past Board Chair of LCMC, an eight-hospital system based in New Orleans and the Northshore. Ms. Kullman is proud to serve as Board chair of the advisory committee of E Pluribus Unum, an organization focused on cultivation and empowering who work to advance racial equity. Ruth Kullman was first appointed to the Aviation Board in July 2017

Mr. Roger H. Ogden was first appointed to the Aviation Board in August 2011. Mr. Ogden is a real estate developer, civic leader and philanthropist. Mr. Ogden is co-founder of Stirling Properties where for 20 years he led the company as principal and CEO. He was the founding chairman of the Southeast Super Region Committee, a collaboration between GNO Inc. and the Baton Rouge Area Chamber, that united the Southeast Louisiana region in economic development initiatives. Additionally, Mr. Ogden serves on the boards of GNO Inc., Business Council of New Orleans, BioDistrict New Orleans, and Board of LSU Foundation. Mr. Ogden is also a New Orleanian of the year by Gambit magazine and Times Picayune (Loving Cup), an inductee into the Greater New Orleans Business Hall of Fame; and past Chairman of LSU Board of Supervisors.

Mr. Octave J. Francis III, MBA, CIMA®, AIF® was first appointed to the Aviation Board in June of 2013. Mr. Francis is a Managing Director, Senior Vice-President, Investments with Raymond James & Associates, Inc. (RJA). Octave's affiliation with Raymond James began on March 21, 2018. Prior to his employment by Raymond James & Associates, Inc., Octave was the Founder (January 2001) and Managing Principal of FFC Capital Markets, a Louisiana headquartered municipal securities advisory, investment advisory (IA) and banking (BD) enterprise. Additional past professional affiliations include Howard-Weil, Legg Mason, PaineWebber and Prudential Securities.

Mr. Gregory W. Carroll was first appointed to the Aviation Board in September 2023. Mr. Carroll is the Director of Programs at the Office of the Orleans Parish Sheriff. He also served as Councilman for District 1 on the Kenner City Council from 2009 to 2022. Mr. Carroll has served on the Jefferson Parish Economic Development Commission and the Jefferson Parish Democratic Executive Committee. He has also served as an Emergency Preparedness Assessment Coordinator for the U.S. Strategic Petroleum Reserve; District Manager for hurricane recovery in Plaquemines Parish, Louisiana for Louisiana Spirit; and Recreation Assistant Director for the City of Kenner Department of Parks and Recreation. Mr. Carroll's civil and community participation includes being a Buddy Lawson Playground academic tutor and coach for over 30 years, a member of Mothers Against Drunk Drivers, and the United Negro College Fund.

Neil C. Abramson was appointed to the Aviation Board on September 5, 2019. He received a Bachelor of Arts in Government from Dartmouth College in New Hampshire in 1989 and his Juris Doctorate from Louisiana State University Law Center in 1992 where he finished first in his class. He was an intern to former United States Senator J. Bennett Johnston, Jr., and former U.S. Representative Jimmy Hayes of Louisiana's 7th congressional district, since disbanded. Mr. Abramson also was a clerk to U.S. District Judge Frank J. Polozola of the United States District Court for the Middle District of Louisiana. Mr. Abramson was elected to the Louisiana House of Representatives during the 2007 general election, re-elected for a second term on October 22, 2011, and re-elected for third term in 2015. Mr. Abramson served on the following committees during his time as Representative: Ways and Means, Civil Law and Procedure, select Committee on Hurricane Recovery, Health and Welfare, Judiciary, Joint Legislative Committee on Capital Outlay, Joint Legislative Committee on Budget, and State Bond Commission. He served as Chairman of the Committee on Ways and Means (2016–2020), and previously served as Chairman of the Joint Legislative Committee on Capital Outlay (2016–2018); Chairman of the Committee on Civil Law and Procedure (2012–2016); Chairman of the Select Committee on Hurricane Recovery (first chairman of committee) and Vice Chair of Judiciary from 2007-2011. In addition to his service as a member of the Aviation Board, he serves as a Board Member of YMCA Camp Coniston in Gratham, New Hampshire. Mr. Abramson is a litigation attorney at the law firm of Liskow & Lewis in New Orleans, Louisiana.

PLAN OF FINANCE

Proceeds of the Series 2024A Bonds and Series 2024B Bonds will be used (i) to defease the outstanding Series 2015A Bonds and the Series 2015B Bonds (together, the "*Series 2015 Bonds*") by depositing a portion of such proceeds to an Escrow Fund established with the Trustee as escrow paying agent pursuant to a Defeasance and Escrow Deposit Agreement (the "*Escrow Agreement*") effective as of November __, 2024 (the "*Defeasance Date*") and to redeem the Series 2015 Bonds on January 1, 2025 (the "*Series 2015 Bonds Optional Redemption Date*") and (ii) to pay issuance costs of the Series 2024A Bonds and the Series 2024B Bonds. See "**VERIFICATION OF COMPUTATIONS**" herein. The Series 2015 Bonds were issued to finance a portion of the costs of developing and constructing the North Terminal and associated facilities on the north campus of the Airport.

Proceeds of the Series 2024C Bonds will be used to pay down a portion of the Series 2024 Notes and finance or refinance a portion of the costs, including capitalized interest, of capital improvement projects at the Airport, to pay issuance costs of the Series 2024C Bonds, and to fund the incremental portion of the Debt Service Reserve Fund associated with the issuance of the Series 2024C Bonds. See "**CAPITAL IMPROVEMENT PROGRAM**" herein.

THE SERIES 2024 BONDS

General

The Series 2024 Bonds will be dated the date of delivery and will bear interest at the rates per annum and mature on January 1 in the years and in the principal amounts indicated on the inside cover page of this Official Statement. Interest on the Series 2024 Bonds will be payable each January 1 and July 1 (each an "*Interest Payment Date*"), commencing January 1, 2025.

The Series 2024 Bonds will be issued in fully registered form, without coupons, in denominations of $5,000 or any integral multiple thereof, and will be numbered from No. R-1 upwards issued initially as one certificate per maturity as set forth on the inside cover page hereof. The Series 2024 Bonds will be registered in the name of Cede & Co., as nominee for the Depository Trust Company ("*DTC*"), New York, New York, which will act as the securities depository for the Series 2024 Bonds. Purchasers of the Series 2024 Bonds will not receive certificates representing the interest in the Series 2024 Bonds purchased. Purchases of the beneficial interests in the Series 2024 Bonds will be made in book-entry only form in authorized denominations by credit to participating broker-dealers and other institutions on the books of DTC as described herein. Any purchaser of beneficial interests in the Series 2024 Bonds must maintain an account with a broker or dealer who is or acts through a DTC Participant in order to receive payment of the principal of and interest on such Series 2024 Bonds. See "**APPENDIX H - Book-Entry Only System**" hereto.

The principal of the Series 2024 Bonds shall be payable to the registered owners thereof upon surrender of the Series 2024 Bonds at the principal corporate trust office of the Trustee except as otherwise provided in "**APPENDIX H - Book-Entry Only System.**" Interest on the Series 2024 Bonds, when due and payable, shall be paid by check or draft mailed by the Trustee on such due date to DTC or the Registered Owner of a Series 2024 Bond, at the address appearing on the Bond Register maintained by the Trustee at the close of business on the applicable date ("*Record Date*") irrespective of any transfer or exchange of the Series 2024 Bonds subsequent to such Record

Date and prior to such Interest Payment Date, unless the Aviation Board shall default in payment of interest due on such Interest Payment Date. The Registered Owner of $1,000,000 or more in aggregate principal amount of Series 2024 Bonds may request payment by wire transfer if such Registered Owner have requested such payment in writing to the Trustee, which request shall be made no later than the Record Date and shall include all relevant bank account information and shall otherwise be acceptable to the Trustee. Such notice shall be irrevocable until a new notice is delivered not later than a Record Date. In the event of any such default, such defaulted interest shall be payable on a payment date established by the Trustee to the persons in whose names the Series 2024 Bonds are registered at the close of business on a special record date for the payment of such defaulted interest established by notice mailed by the Trustee to the registered owners of the Series 2024 Bonds not less than fifteen (15) days preceding such special record date. Payment as aforesaid shall be made in such coin or currency of the United States of America as, at the respective times of payment, is legal tender for the payment of public and private debts.

The Bank of New York Mellon Trust Company, N.A. is serving as Trustee, Paying Agent, and Bond Registrar under the Indenture and has a principal corporate trust office in Houston, Texas.

Optional Redemption

The Series 2024 Bonds maturing on or after [___________] are subject to redemption at the option of the Aviation Board, in whole or in part on any date on or after [___________] in the order directed by the Aviation Board, in minimum aggregate principal amounts of $5,000 and integral multiples thereof, from any available moneys in the Redemption Fund at the price of par plus accrued interest to the redemption date. The Aviation Board shall give the Trustee at least twenty (20) days' notice of any optional redemption to be made specifying the redemption date and principal amounts to be redeemed.

Selection of Series 2024 Bonds to be Redeemed

If less than all Series 2024 Bonds outstanding are to be redeemed through optional redemption, the principal amount of Series 2024 Bonds of each maturity to be redeemed may be specified by the Aviation Board by written notice to the Trustee, or, in the absence of timely receipt by the Trustee of such notice, shall be selected by the Trustee by lot or by such other method as the Trustee shall deem fair and appropriate; provided, however, that the principal amount of Series 2024 Bonds of each maturity to be redeemed may not be larger than the principal amount of Series 2024 Bonds of such maturity then eligible for redemption and may not be smaller than the smallest Authorized Denomination; provided, however that so long as DTC is acting as securities depository for the Series 2024 Bonds, such selection will be made in accordance with DTC's practice.

Notice of Redemption

In the event any of the Series 2024 Bonds are called for redemption, the Trustee shall, upon receipt from the Aviation Board of notice of its intention to redeem at least thirty (30) days prior to the date fixed therefore, give notice in the form provided by the Aviation Board to the Registered Owners and the Trustee in the name of the Aviation Board, of the redemption of such Series 2024 Bonds. Such notice shall be given by mail at least twenty (20) days prior to the date fixed for redemption to the registered owners of the Series 2024 Bonds to be redeemed; provided, however, that failure to give such notice by mail to any registered owner, or any defect therein, shall not affect the validity of any proceedings for the redemption of any other of the Series 2024 Bonds. If a notice of redemption shall be unconditional, or if the conditions of a conditional notice of redemption shall have been satisfied, then upon presentation and surrender of Series 2024 Bonds so called for redemption at the place or places of payment, such Series 2024 Bonds shall be redeemed.

The Series 2024 Bonds which have been duly selected for redemption and which are deemed to be paid in accordance with the Indenture shall cease to bear interest on the specified redemption date.

SOURCES AND USES OF FUNDS

The proceeds to be received from the sale of the Series 2024 Bonds, along with monies in existing trust funds, are to be applied as follows:

Sources of Funds

	Series 2024A Bonds	Series 2024B Bonds	Series 2024C-1 Bonds	Series 2024C-2 Bonds	Series 2024C-3 Bonds	Total
Par Amount of Series 2024 Bonds	$	$	$	$	$	$
Net Original Issue Premium/(Discount)	$	$	$	$	$	$
Debt Service Reserve Fund Release	$	$	$	$	$	$
Other Indenture Funds	$	$	$	$	$	$
Total Sources of Funds	$	$	$	$	$	$

Uses of Funds

	Series 2024A Bonds	Series 2024B Bonds	Series 2024C-1 Bonds	Series 2024C-2 Bonds	Series 2024C-3 Bonds	Total
Project Fund	$	$	$	$	$	$
Escrow Fund	$	$	$	$	$	$
Series 2024A-2 Redemption Fund	$	$	$	$	$	$
Debt Service Reserve Fund Deposit	$	$	$	$	$	$
Capitalized Interest Fund Deposit	$	$	$	$	$	$
Issuance costs*	$	$	$	$	$	$
Total Uses of Funds	$	$	$	$	$	$

*Issuance costs include, among other things, underwriters' discount, rating agency, legal, advisory, and underwriting fees.

SECURITY FOR BONDS

Pledge of Airport Net Revenues

Bonds issued under the General Indenture, which include the Series 2017 Bonds, Series 2019 Bonds, Series 2023 Bonds, and Series 2024 Bonds following issuance herein, are secured on a first lien parity basis by the Net Revenues of the Airport. Net Revenues are Revenues after deducting current expenses of operation, maintenance and current repair of the Airport System and other facilities of the Aviation Board.

The ability of the Aviation Board to generate sufficient Net Revenues to pay debt service on the Bonds is dependent upon a number of factors. See "**INVESTMENT CONSIDERATIONS**" herein.

Municipal Bond Insurance Option

The Aviation Board may apply for bond insurance through a [[licensed] [nationally recognized] municipal bond insurance provider] (the "*Bond Insurer*") for a municipal bond insurance policy (the "*Policy*") to guarantee the scheduled payments of principal of and interest on the Bonds. A commitment to provide the Policy has neither been applied for nor issued, and representatives of the Issuer have yet to determine whether, if such commitment is issued, the Policy will be purchased. If the Policy is purchased, the following are risk factors relating to bond insurance generally.

The Bond Insurer may direct, and must consent to, any remedies that are exercised and the Bond Insurer's consent may be required in connection with amendments to the Indenture.

In the event the Bond Insurer is unable to make payment of principal and interest as such payments become due under the Policy, any Bonds will be payable solely from the moneys received by the Trustee pursuant to the Indenture. In the event the Bond Insurer becomes obligated to make payments with respect to any Bonds, no assurance is given that such event will not adversely affect the market price of the Bonds or the marketability (liquidity) of the Bonds.

The long-term ratings on any insured Bonds would be dependent in part on the financial strength of the Bond Insurer and its claims paying ability. The Bond Insurer's financial strength and claims paying ability are predicated upon a number of factors which could change over time. No assurance is given that the long-term ratings of the Bond Insurer and of the ratings on any Bonds insured by the Bond Insurer will not be subject to downgrade and such event could adversely affect the market price or the marketability (liquidity) of such Bonds.

Any insured Bonds would be general obligations of the Bond Insurer and in an event of default by the Bond Insurer, the remedies available may be limited by applicable bankruptcy law or other similar laws related to insolvency.

None of the Aviation Board, Bond Counsel, the Financial Advisor (as defined herein), the Underwriter (as defined herein) or any of their counsel, will make any independent investigation of the claims paying ability of the Bond Insurer, and no assurance or representation regarding the financial strength or projected financial strength of the Bond Insurer will be given. Thus, when making an investment decision, potential investors should carefully consider the ability of the Aviation Board to pay principal and interest with respect to the Bonds and the claims paying ability of the Bond Insurer, particularly over the life of the investment.

Definition of Revenues

"*Revenues*" and "*Revenues of the Airport System*" shall mean all revenues derived by the Aviation Board from the use and operation of the Airport System, excluding (i) Special Facility Revenues, except after the payment of any Special Facility Bonds used to finance such Special Facility as permitted by the General Indenture, (ii) any gifts, grants or other amounts, the use of which is restricted by the donor or grantor or by law or regulation, (iii) the proceeds of any passenger facility charge or other per passenger charge defined in the General Indenture as the "*PFC*" established by the Aviation Board for use by the Aviation Board, (iv) any sums received by the Aviation Board or the City from the State or the United States of America, including the avails of any tax, (v) the proceeds of any rental car customer facility charge defined as the "*CFC*" in the General Indenture, (vi) any Released Revenues, (vii) interest accruing on, and any profit resulting from the investment of monies in any fund or account of the Aviation Board that is not available by agreement or otherwise for deposit into the Operation Fund, (viii) insurance proceeds which are not deemed to be revenues in accordance with generally accepted accounting principles, (ix) the proceeds of any condemnation awards, and (x) security deposits and the proceeds of the sale of any property constituting all or any portion of the Airport; provided however the Aviation Board may in the future pledge any CFC, PFC, or Released Revenues as additional security for one or more series of Bonds, Subordinated Bonds or Swaps or other obligations issued under the Indenture and the amount of any such pledged CFC, PFC, or Released Revenues deposited into any one of the Airport Operating Accounts or a sub-account created therein, the Debt Service Fund or any account or sub-account created therein, or any account or sub-account created within any fund or account created under the General Indenture or created for a particular Series of Bonds, Subordinated Bonds, Swap or any other obligation by the Applicable Supplemental Indenture authorizing such Series, Swap or other obligations shall constitute Revenues. Without limiting the generality of the foregoing, "*Revenues*" include all the income from the ownership and operation of the Airport System including landing fees and charges, ground rentals, space rentals in buildings, charges of every character made to concessionaires, all fees received by the Aviation Board or the City on account of the operation of ground transportation to and from any Airport System facility, earnings from the operation of the parking facilities, earnings on the investments of the Aviation Board including, without limitation, investment earnings of proceeds of the Bonds, except as specifically excluded in items (i) through (x) above.

For a historical summary of the Revenues of the Airport System, see "**AIRPORT FINANCIAL INFORMATION – Historical Airport Revenues and Expenses**" herein.

Flow of Revenues Under the General Indenture

Revenues are deposited daily as received by the Aviation Board into the Airport Operating Fund established under the General Indenture. On the second Business Day preceding the first Wednesday of each calendar month, the Aviation Board and/or the City, as applicable, debits or transfers from the Airport Operating Fund amounts required to be applied to the following purposes in the following order (except that payments required by item (b) below shall be made in the normal course of business):

(a) Arbitrage Rebate Fund: to the payment of any sums required to be deposited in the Arbitrage Rebate Fund;

(b) Operation and Maintenance Fund: to the payment of all Operation and Maintenance Expenses;

(c) Debt Service Fund: an amount which together with other amounts on deposit in such Fund will equal the Debt Service Fund Requirement as of the first day of the next ensuing month;

(d) Debt Service Reserve Fund: an amount which together with the amounts on deposit therein will equal the Funded Debt Service Reserve Fund Requirement as of the first day of the next ensuing month; provided, however, if there is a Reimbursement Obligation due the Provider of any Reserve Asset sums payable pursuant to this item (d) shall be applied first pro-rata to the reimbursement of the Providers of such Reserve Asset so as to reinstate the amounts available thereunder and second to the replenishment of the Funded Debt Service Reserve Fund Requirement;

(e) Improvement Account: such amount as shall be required, if any, by the Commercial Airline Leases or the Airport System budget;

(f) Operation and Maintenance Reserve Fund: an amount equal to one-twelfth (1/12th) of the difference between the sums credited to such Fund and the Operation and Maintenance Reserve Fund Requirement until there has been accumulated therein an amount equal to the Operation and Maintenance Reserve Fund Requirement and thereafter in the event of a withdrawal therefrom, an amount equal to 1/36th of the amount which, together with the amounts on deposit therein as of the date of any such withdrawal, will equal the Operation and Maintenance Reserve Fund Requirement as of the first day of the 36th month following such withdrawal;

(g) General Purpose Account: an amount equal to the General Purpose Account Requirement consisting of such amounts as specified in the Commercial Airlines Leases. The sums credited to the General Purposes Account may be applied by the Aviation Board to any lawful use or purpose of the Aviation Board, including without limitation, Operation and Maintenance Expenses, the purchase or payment of Bonds, and the payment of the cost of any Capital Improvement; and

(h) Rollover Coverage Account: the amounts required, if any, by the provisions of the Commercial Airline Leases with terms commencing subsequent to December 31, 2008, in the order of priority established by the General Indenture if required by such Commercial Airline Leases. The sums in the Rollover Coverage Account may only be used for the purposes provided in the Commercial Airlines Leases. The sums in the Rollover Coverage Account on the last day of each Fiscal Year shall be included as Net Revenues in the calculation of the required rates and charges for the next succeeding Fiscal Year to the extent required by the Commercial Airline Leases. The sums credited to the Rollover Coverage Account on the first Business Day of each Fiscal Year shall be transferred to the Airport Operating Account or as otherwise provided in the Commercial Airline Leases at such time is in effect with a term commencing subsequent to December 31, 2008.

See "**APPENDIX B - Summary of Certain Provisions of the General Indenture, Indenture and the Ninth Supplemental Indenture**" herein.

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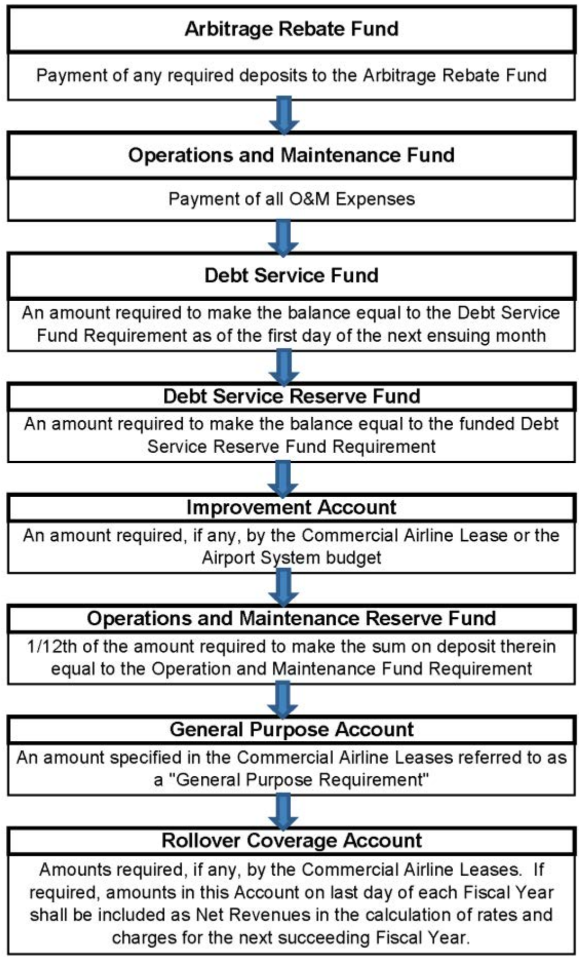
A diagram showing the flow of funds is set forth below:



Bonds are Special, Limited Obligations of the Aviation Board

BONDS ISSUED BY THE AVIATION BOARD UNDER THE INDENTURE ARE NOT INDEBTEDNESS OF THE CITY, AND NEITHER THE CITY'S GENERAL CREDIT NOR TAXING POWER IS PLEDGED FOR THE PAYMENT THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL, STATUTORY OR CHARTER LIMITATIONS. THE AVIATION BOARD HAS NO TAXING POWER.

Rate Covenants under the General Indenture

The Aviation Board has covenanted under the General Indenture to impose and collect rates, fees, rentals, or other charges for the Airport System Rates and Rentals sufficient to produce:

1. Revenues in each Fiscal Year at least sufficient to make all the payments required in order to pay (i) all sums due as arbitrage rebate with respect to Bonds, (ii) all Operation and Maintenance Expenses of the Airport System, (iii) the annual debt service requirements on all Bonds, (iv) any amounts required to be deposited into the Debt Service Reserve Fund, (v) any amounts required to be deposited into the Improvement Account if required by the Commercial Airline Leases, (vi) any amounts required to be deposited to the Operation and Maintenance Reserve Fund, (vii) all obligations due any Provider under a Credit Facility, Liquidity Facility, or a Reserve Asset instrument including interest and fees, and (viii) scheduled payments of principal and interest on all Subordinated Bonds; and

2. Net Revenues (together with the sum on deposit in the Rollover Coverage Account on the last day of the immediately preceding Fiscal Year, if required or permitted by the Commercial Airline Leases at the time of such computation) at least equal to 125% of the Bond Debt Service Requirement with respect to the Bonds for such Fiscal Year (collectively, the "*Rate Covenant*").

Net PFC Revenues deposited into the Transferred PFC Account of the Debt Service Fund to pay debt service on Bonds are included in the computation of Net Revenues for purposes of satisfying the Rate Covenant. The Consultant Report assumes the Aviation Board will deposit sufficient funds into the Rollover Coverage Account to fund the incremental Debt Service Coverage (calculated to be 25 percent of Debt Service, net of PFCs) through the maturity of the Series 2024 Bonds; however, the Consultant Report does not assume any PFCs will offset debt service on the Series 2024C Bonds. See Sections 4.2 and 4.4.1 of the Consultant Report attached as "**APPENDIX C"** herein.

Parity Obligations

Bonds issued under the Indenture are secured by a first lien on Net Revenues. Accordingly, upon their issuance, the Series 2024 Bonds will be secured by and be payable from the Net Revenues on parity basis with Outstanding Series 2017 Bonds, Series 2019 Bonds, and Series 2023 Bonds. The Aviation Board has the right to issue additional parity debt if certain tests for the issuance of such parity debt are satisfied. See "**SECURITY FOR BONDS – Additional Bonds Test**" herein.

Pledge of Net PFC Revenues Deposited to PFC Account of Debt Service Fund

Pursuant to a Fourth Supplemental Trust Indenture to the PFC General Indenture, the Aviation Board and the City mutually covenanted and agreed that no additional PFC Bonds shall be issued under the PFC General Indenture unless such PFC Bonds are issued solely to refund Outstanding PFC Bonds. No PFC Bonds are outstanding under the PFC Indenture; nevertheless, Net PFC Revenues will continue to be deposited daily to a Receipts Fund under the PFC Indenture. Unless otherwise intercepted and deposited to other funds under the PFC General Indenture for other purposes, such as Pay-As-You-Go PFC Projects approved by the Federal Aviation Administration ("*FAA*"), Net PFC Revenues will flow to an Excess PFC Fund established under the PFC General Indenture. Net PFC Revenues that flow down and are deposited to the Excess PFC Fund may be transferred by the Aviation Board to the Transferred PFC Account in the Debt Service Fund established under the Aviation Board's General Indenture to pay debt service on the allocable portion of Bonds which financed a PFC Project approved by the FAA. When Net PFC Revenues are so deposited to the PFC Account in the Debt Service Fund under the General Indenture, they are immediately pledged and applied to pay debt service on Bonds.

Additional Bonds Test

Additional Bonds may be issued by the Aviation Board under the General Indenture for purposes not expressly prohibited by applicable law if the requirements of either (a) or (b) below are met:

(a) Historical Test for Net Revenues and Debt Service Requirement: the sum of (I) Net Revenues of the Airport System and (II) 1/12 of the amount of Rollover Coverage provided for each Fiscal Year of each month included within the below described period of calculation as certified by an Authorized Officer of the Aviation Board for any period of twelve (12) consecutive calendar months out of the eighteen (18) calendar months next preceding the date of issuance of such series of Additional Bonds shall have equaled not less than one hundred twenty-five percent (125%) of the aggregate Debt Service Fund Requirement on all Outstanding Bonds and the proposed Additional Bonds for such twelve (12) month period; or

(b) Prospective Test for Net Revenues and Debt Service Requirement: Both (I) the sum of (A) Net Revenues of the Airport System and (B) 1/12 of the amount of Rollover Coverage provided for each Fiscal Year of each month included within the below described period of calculation as certified by an Authorized Officer of the Aviation Board for any period of twelve (12) consecutive calendar months out of the eighteen (18) calendar months next preceding the date of issuance of such series of Additional Bonds shall have equaled not less than one hundred twenty-five percent (125%) of the aggregate Debt Service Fund Requirement on all Outstanding Bonds and (II) the Net Revenues of the Airport System estimated by the Aviation Consultant to be derived during the three (3) consecutive calendar years commencing with the calendar year next following the issuance of such Series or with respect to the acquisition or construction of any income producing capital asset at the end of the Period of Construction of the project or projects, if any, to be financed by such series of Additional Bonds (as estimated by the Aviation Consultant) and projecting that the estimated Net Revenues for each year of the applicable forecast period shall equal not less than one hundred twenty-five percent (125%) of the Debt Service Fund Requirement for each of such three (3) consecutive calendar years of all Bonds then outstanding and the Additional Bonds proposed to be issued.

See "**APPENDIX B - Summary of Certain Provisions of the General Indenture and the Ninth Supplemental Indenture**" herein.

The Series 2024 Bonds are being issued under, pursuant to, and in accordance with the authority of the General Indenture and the Ninth Supplemental Indenture. The Series 2024A Bonds and the Series 2024B Bonds are issued as Refunding Bonds under the General Indenture. The Series 2024C Bonds are issued as Additional Bonds and Secured Obligations under the General Indenture pursuant to the Prospective Test under the General Indenture.

The following table illustrates the historical debt coverage ratio from Fiscal Year 2019 through FY 2023, together with the sum on deposit in the rollover coverage account on the last day of the immediately preceding fiscal year.

Revenues:	**2019**	**2020**	**2021**	**2022**	**2023**
Airline rentals and landing fees	$ 47,793,220	$ 38,535,498	$ 28,488,751	$ 49,808,633	$ 51,201,562
Other operating revenues	48,116,723	21,837,059	36,747,088	56,397,455	58,525,090
Nonoperating revenues	5,049,046	3,323,784	2,079,699	6,174,810	7,183,466
Transferred PFCs	26,631,750	25,764,204	23,963,000	23,766,100	21,763,000
Federal funding	-	41,677,226	41,413,062	4,300,020	7,377,000
Rollover coverage	13,586,508	16,505,151	16,508,343	16,701,793	16,925,759
Total revenues	**$ 141,177,247.00**	**147,642,922**	**149,199,943**	**157,148,811**	**162,975,877**
Less expenses:					
Operation and maintenance expenses	52,911,620	56,213,688	59,740,968	71,508,340	74,880,995
Net revenues	$ 88,265,627	$ 91,429,234	$ 89,458,975	$ 85,640,471	$ 88,094,882
Debt service fund requirement:					
Principal payments	$ 20,220,000	$ 17,740,000	$ 18,335,000	$ 18,975,000	$ 18,130,000
Interest expense	47,853,534	48,277,558	47,681,271	47,289,529	47,109,178
Total debt service fund	**$ 68,073,534**	**$ 66,017,558**	**$ 66,016,271**	**$ 66,264,529**	**$ 65,239,178**
Historical debt service coverage ratio	1.30	1.38	1.36	1.29	1.35

Source: New Orleans Aviation Board

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The Consultant Report forecasts Debt Service by Bond Series, PFC Revenues Transferred to Debt Service Funds, and Debt Service Net of PFCs, and Net Debt Service by Cost Center. See Table 33 "**Projected Annual General Airport Revenue Bond Debt Service**" on page 117 of the Consultant Report attached as "**APPENDIX C**" herein. Table 43 on page 140 of the Consultant Report copied below describes how the Series 2024 Bonds satisfy the Prospective Test based on debt service coverage.

	Budget		Projected			
	2024	2025	2026	2027	2028	2029
Airline Revenues [1]	$ 57,164,830	$ 72,423,146	$ 78,698,652	$ 95,265,350	$ 99,073,867	$ 99,782,848
Nonairline Revenues	73,022,230	77,436,293	78,540,049	81,951,812	85,188,366	88,448,152
Net PFC Revenues [2]	21,763,350	21,762,100	19,763,850	18,763,100	18,769,600	18,762,600
Total Revenues	$ 151,950,410	$ 171,621,538	$ 177,002,551	$ 195,980,263	$ 203,031,834	$ 206,993,600
Less: O&M Expenses [3]	$74,105,700	$88,850,531	$91,866,029	$95,505,366	$99,298,051	$103,250,893
Net Revenues	$ 77,844,710	$ 82,771,007	$ 85,136,522	$ 100,474,896	$ 103,733,782	$ 103,742,706
Plus Other Sources (per Rate Covenant):						
Debt Service Coverage Fund	16,504,068	19,120,891	19,123,016	22,935,042	23,744,216	23,740,654
Revenue Plus Other Sources	$ 94,348,778	$ 101,891,898	$ 104,259,538	$ 123,409,939	$ 127,477,999	$ 127,483,360
Debt Service	$ 67,140,824	$ 76,483,562	$ 76,492,062	$ 91,740,169	$ 94,976,866	$ 94,962,616
Debt Service Coverage	**1.41**	**1.33**	**1.36**	**1.35**	**1.34**	**1.34**

Compiled by Unison Consulting, Inc.
Source: Compiled by Unison Consulting, Inc., based on Aviation Board records.
[1] Airline revenues for 2024 and 2025 include prior year adjustments, based on rates and charges calculations pursuant to the provisions of the Airline Agreement.
[2] In accordance with the terms of the Indenture, the deposit of Net PFC Revenues to the Transferred PFCs Account to pay debt service on the GARBs constitutes such Net PFC Revenues as Revenues pledged under the Indenture.
[3] O&M Expenses are shown net of federal relief funds applied to O&M Expenses in 2024.

Completion Bonds

A Series of Completion Bonds may be issued without the necessity of producing any of the certificates required for the issuance of Additional Bonds if such Completion Bonds do not exceed in original principal amount ten percent (10.0%) of the total costs of the Capital Improvement(s) for which they are issued to complete. The Series 2024C Bonds are issued as Additional Bonds and not as Completion Bonds.

Refunding Bonds

One or more Series of Refunding Bonds may be issued under the General Indenture for the purpose of refunding all or any part of one or more Series of Outstanding Bonds if the Aviation Board obtains a certificate from an Authorized Bond Representative demonstrating that the refunding will reduce the total debt service payments on the refunded Bonds on a present value basis. The Series 2024A Bonds and the Series 2024B Bonds are issued as Refunding Bonds under the General Indenture and will reduce the total debt service payments on the Series 2015 Bonds on a present value basis.

Debt Service Reserve Fund Requirement

The Debt Service Reserve Fund Requirement for all Bonds issued under the Indenture is the least of: (i) the Maximum Annual Debt Service coming due in any Fiscal Year with respect to Bonds, (ii) 125% of average annual Bond Debt Service Requirement on all Bonds Outstanding, or (iii) 10% of the principal amount of Bonds; provided that the amount so calculated may not exceed the maximum amount permitted under the Code and the regulations promulgated thereunder with respect to Tax-exempt Bonds outstanding. Prior to the issuance of the Series 2024 Bonds, the Debt Service Reserve Requirement was funded at $72,349,250 solely with cash. The Series 2024 Bonds are designated Reserve Bonds by the Ninth Supplemental Indenture; accordingly, the Aviation Board and the Trustee must maintain the Debt Service Reserve Fund Requirement for Series 2024 Bonds. The Debt Service Reserve Fund Requirement following issuance of the Series 2024 Bonds is $___________ which is funded solely with cash. In the event that funds in the Debt Service Fund and Redemption Fund are insufficient to pay the principal and Redemption Price of and interest on the Bonds then due or to make other payments required to be made from the Debt Service

Fund, there shall be withdrawn from the Debt Service Reserve Fund and deposited in the Debt Service Fund the amount necessary to meet the deficiency.

Subordinate Obligations

Subordinated Obligations may be issued by the Aviation Board pursuant to the General Indenture without regard to any additional subordinate bonds test or limitation. See "**AIRPORT FINANCIAL INFORMATION – Subordinate Obligations"** herein.

Released Revenues

Upon delivering to the Trustee specified items under the General Indenture, the Aviation Board is authorized to eliminate amounts (the "*Released Revenues*") from Revenues which may otherwise be pledged to Bonds issued under the General Indenture. No Released Revenues have been authorized and the Aviation Board has no plan or intention to authorize any Released Revenues. See "**APPENDIX A – Master Definition List**" herein.

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DEBT SERVICE REQUIREMENTS FOR BONDS

Bond Year Ending January 1	Outstanding Prior Bonds*	Series 2024A Principal	Series 2024A Interest	Series 2024B Principal	Series 2024B Interest	Series 2024C-1 Principal	Series 2024C-1 Interest	Series 2024C-2 Principal	Series 2024C-2 Interest	Series 2024C-3 Principal	Series 2024C-3 Interest	Total Debt Service
2025	$66,291,950											
2026	66,285,700											
2027	66,289,350											
2028	66,283,350											
2029	66,293,600											
2030	66,286,600											
2031	66,285,350											
2032	66,286,600											
2033	66,282,100											
2034	66,293,850											
2035	66,287,600											
2036	66,293,950											
2037	66,291,350											
2038	69,901,300											
2039	69,894,100											
2040	69,897,250											
2041	69,899,000											
2042	72,349,000											
2043	72,349,250											
2044	72,345,250											
2045	70,535,750											
2046	70,534,250											
2047	70,537,750											
2048	70,533,750											
2049												
2050												
2051												
2052												
2053												
2054												
TOTALS	**$1,640,528,000**											

*Including Series 2015A/B Bonds

THE AIRPORT

The Air Service Area

The Airport is owned by the City and is located in both Jefferson Parish and St. Charles Parish, approximately 14 miles west of the City's central business district. It is the largest primary commercial service airport serving Southeast Louisiana. The Airport primarily serves passengers whose travel originates or terminates in the Air Service Area which consists of the following parishes: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St John the Baptist, and St. Tammany. There are six other primary commercial service airports in Louisiana, all of which are classified by the FAA as small hub or nonhub airports. By comparison, the Airport is classified as a medium hub airport. The Consultant's Report attached as "**APPENDIX C**" references the most recent full year for which national FAA statistics are available and states on page 4 that "the Airport's 6.3 million enplanements accounted for approximately 0.67 percent of total U.S. system enplanements, and the FAA ranked the Airport as the 38th largest airport among all U.S. commercial service airports." Outside of Louisiana, there are two primary commercial service airports within a 200-mile drive from the Airport; Gulfport-Biloxi International Airport and Jackson-Evers International Airport, both of which are significantly smaller than the Airport. See Table 3 of the Consultant Report on page 15 attached as "**APPENDIX C**" herein entitled "Selected Commercial Airports within Approximately Three Driving Hours of the Airport."

The Airport's market reach extends beyond its primary air service area, the New Orleans Metropolitan Statistical Area ("*MSA*") to the rest of Louisiana and areas between the Airport and the nearest major commercial service airports: George Bush Intercontinental Airport and William P. Hobby Airport in Houston, Texas; Memphis International Airport in Memphis, Tennessee; and Hartsfield-Jackson Atlanta International Airport in Atlanta, Georgia.

The City and MSA

The City is located in the State of Louisiana and is on the Mississippi River, 110 miles from its mouth.

The New Orleans MSA includes Jefferson, Orleans, St. Bernard, St. Charles, Plaquemines, St. John the Baptist, and St. James Parishes. The New Orleans MSA previously included St. Tammany Parish but St. Tammany Parish is now designated as a separate MSA (the Slidell-Mandeville-Covington, LA MSA). The Air Service Area is composed of the New Orleans MSA and beyond. The New Orleans MSA ranked as the 58th largest MSA in the United States, with a population of 962,165, primarily concentrated in Jefferson and Orleans Parishes. The Airport's passenger market extends beyond the MSA boundaries, potentially including approximately 3.2 million people residing within a two-hour drive. See Consultant Report attached as "**APPENDIX C**" herein.

The City has one of the largest seaports in the United States, a major trade and service market, and a world-wide tourism market and major convention center. The City has been recognized as one of the world's premier tourist destinations. From world class food, music, architecture, museums, sporting events, festivals, and shopping, New Orleans is unique, truly unlike any other city in the world. In 2019, the last full year before the start of the COVID-19 pandemic, Tripadvisor ranked New Orleans among the top 10 "Most Excellent Global Tourism Destinations." According to a study commissioned by New Orleans & Company published in New Orleans Magazine, in 2019, the City attracted 19.75 million visitors who spent over $10.0 billion, the highest spending in the City's history. The City's distinctive jazz music and various festivals, including Mardi Gras, all contribute to its attractiveness to tourists. In 2022, Travel Pulse named New Orleans as the "Best Culinary Destination". New Orleans was named the #3 Top Destination for City Lovers in the United States for 2022. The New Orleans region overwhelmingly represents the largest share of Louisiana travel and is the most profitable travel region in the State. In February 2025, New Orleans will host its 11th Super Bowl.

New Orleans is a popular and growing port-of-call being served by several cruise lines, including Carnival, Norwegian, Disney, American, Viking, and Royal Caribbean, with a total of 2.1 million cruise visitors in 2019. The Consultant Report as "**APPENDIX C**" noted that about 90 percent of cruise tourists are from out of state, generating around 306,000 hotel room nights annually and that approximately one-third of cruise passengers use MSY, generating enplanements at the Airport. In its February 2024 Cruise Industry News reported from a press release of the Port of New Orleans ("*Port NOLA*") that Port NOLA concluded 2023 with nearly 1.2 million cruise passenger movements, surpassing pre-pandemic levels and that the port set a record in March 2023 for oceangoing and river cruises with

155,225 passenger movements and 39 cruise ship calls. Port NOLA's previous monthly record was set in February 2020 with 154,409 passenger movements and 31 calls before the cruise industry came to a halt in March of that year due to COVID-19. See further discussion of Tourism and Leisure and Business Travel in Section 2.3.3 of the Consultant Report attached as "**APPENDIX C**" herein.

The City is home to seven institutions of higher education (Tulane University, University of New Orleans, Loyola University New Orleans, Southern University at New Orleans, Xavier University of Louisiana, Dillard University, and University of Holy Cross) as well as Delgado Community College, the LSU Health Sciences Center-New Orleans, and other similar hospital facilities which are also located in the City.

Airport Management

The Airport is managed by the Aviation Board. The Aviation Board-appointed Director of Aviation and Deputy Directors are responsible for day-to-day operations and planning for the Airport. They are currently:

Mr. Kevin Dolliole	Director of Aviation
Mr. Walter J. Krygowski	Deputy Director of Operations and Maintenance
Ms. Norman White	Deputy Director of Finance and Administration
Ms. Michele D. Allen-Hart	Chief Legal Counsel and Deputy Director of Legal Affairs
Ms. Michelle Wilcut	Deputy Director of Customer Service
Ms. Kristina Bennett-Holmes	Deputy Director of Commercial Development
Mr. James McCluskie	Deputy Director of Planning, Development and Construction

Below are brief biographies for these individuals:

Mr. Kevin Dolliole is the Airport's Director of Aviation. He led the team that that brought the $1 billion New Terminal Project (the "*New MSY*") online in November 2019. He has over 40 years of experience in various facets of the aviation industry. Under his leadership, the Airport was named "Best Airport in North America" among airports serving 5-15 million passengers in 2021, 2022, and 2023 by Airports Council International's Airport Service Quality program and ranked as the number one large airport in North America for customer satisfaction based on J.D. Power's 2021 North America Airport Satisfaction Study. Dolliole was also selected as Airport Minority Advisory Council's William "Bill" Jennings Airport Director of the Year in 2024, Airport Experience News' 2020 Director of the Year in the Medium Airports Category as well as Biz New Orleans Magazine's 2019 CEO of the Year. Mr. Dolliole is involved in many organizations that are dedicated to the advancement of aviation and related industries. He currently serves as Chair of the Board of Directors for Airports Council International-North America (ACI-NA). He is also a member of the Airports Council International-World (ACI-World) Governing Board, American Association of Airport Executives' (AAAE) Policy Review Council, and previously served on the Board of Directors for Airports Consultants Council. A New Orleans native, he began his aviation career at the Airport before going on to serve as the Director of Aviation at the San Antonio International Airport and the St. Louis Lambert International Airport. Mr. Dolliole received a Bachelor of Science in Business Administration from Xavier University and a Master of Business Administration from the University of New Orleans.

Mr. Walter J. Krygowski is the Airport's Deputy Director of Operations and Maintenance and was part of the executive team that that brought the $1 billion New Terminal Project (the "*New MSY*") online in November 2019. Mr. Krygowski has been involved in aviation management for over 24 years, and possesses a Juris Doctorate from the University of Dayton School of Law. Mr. Krygowski previously served as Senior Airport Counsel, Deputy Director of Aviation and Interim Director of Aviation at Dayton International Airport. He is a member of the Ohio State Bar, ACI-NA, and AAAE. At the Airport, Mr. Krygowski is responsible for the oversight of all operations and maintenance, including airfield and terminal operations, airport communications, security, airfield and terminal maintenance, landside operations, ground transportation, and Airport Rescue and Fire Fighting. Responsibilities also include emergency management with oversight and implementation of the Airport's Emergency Plans.

Mr. Norman White is the Airport's Deputy Director of Finance and Administration, and is responsible for Finance, Accounting, Human Resources, Procurement, Information Technology, and Concessions. Mr. White has more than 25 years of accounting, finance, and senior- level management experience. Before his current position at the Airport, he worked for the City of New Orleans as Chief Financial Officer. In that role, he was responsible for the development and monitoring of the City's $1.5 billion budget which includes 50 City departments and agencies. Mr. White also served as the Chief Financial Officer for the City of Detroit where he was responsible for a $3.7 billion budget which included 43 city departments and agencies. He has also led the Department of Transportation in Michigan as the Executive Director and then returned to spearhead a $600 million light rail project as General Manager of the Department's Woodward Light Rail System. Mr. White received a bachelor's degree in accounting from Georgia College and State University. He also served in the United States Air Force.

Ms. Michele D. Allen-Hart is the Airport's Chief Legal Counsel and Deputy Director of Legal Affairs and has served in this role since December 2014. She served as part of the executive team that that brought the New MSY online in November 2019, overseeing and managing all legal issues related to the new terminal's construction, financing, and operations. Ms. Allen-Hart is a business and property attorney and experienced litigator. She has served as a lead trial attorney and coordinated hundreds of cases prior to bringing her experience from the private sector to the Aviation Board. She has negotiated and drafted and amended numerous professional, service, and construction contracts; leases and permits; and solicitation documents for procurements. Ms. Allen-Hart received her Bachelor of Arts in Political Science from the University of Miami and her Juris Doctorate of Law from St. Thomas University School of Law. Ms. Allen-Hart is licensed to practice law in Louisiana, Florida, Mississippi, and Texas.

Ms. Michelle Wilcut is the Airport's Deputy Director of Customer Service and oversees the Janitorial, Training, and Customer Service departments at the Airport. She was part of the executive team that that brought the New MSY online in November 2019. Ms. Wilcut began her career at the Airport in the Operations Department and moved to the Training Department to institute training programs for airport employees. She was promoted to Public Relations Manager where she served as the media liaison and airport spokesperson. She holds a bachelor's degree in aviation management from Embry-Riddle Aeronautical University.

Ms. Kristina Bennett-Holmes is the Airport's Deputy Director of Commercial Development and oversees all air service development initiatives for passenger and cargo airline recruitment, business development of airport real estate, and management of airport lease and permit agreements. She was part of the executive team that brought the New MSY online in November 2019. Prior to her services to the Aviation Board, Ms. Bennett-Holmes was Vice President of Business Development for Thanks Again and the Director of Marketing and Business Development for Gulfport-Biloxi International Airport. She holds a bachelor's degree in business administration from the University of Southern Mississippi and earned her master's in business administration from William Carey University. She is a Certified Member of AAAE and currently serves as Co-Chair of ACI-NA's Committee Coordination Council and Immediate Past Chair of the ACI-NA U.S. International Air Service Program. Ms. Bennett-Holmes also serves on the Board of the Jefferson Convention & Visitors Bureau and is a member of the International Trade Council of the World Trade Center of New Orleans.

Mr. James McCluskie is the Deputy Director of Planning, Development, and Construction. He has over 30 years in planning and construction, with 17 years of airport experience. At the Airport, Mr. McCluskie oversaw the completion of the New MSY. Prior to joining the Airport, Mr. McCluskie was the Director of Planning and Development at the Fort Lauderdale Hollywood International Airport that oversaw the $1.5 billion elevated runway and terminal modernization program. Additionally, Mr. McCluskie served as Vice President of Planning, Engineering, and Construction of the Reno-Tahoe Airport Authority. In that role, he oversaw the construction of the terminal redevelopment program and construction of two major runways. Mr. McCluskie has a master's degree in urban Regional Planning from Florida Atlantic University, specializing in urban design and economic development. At the Airport, Mr. McCluskie is responsible for the Airport's Master Plan and its implementation into a new Airport Capital Construction Program as well as day-to-day Planning, Environmental, Design, Development and Construction activities.

Airline-Airport Use and Lease Agreement

The Airline-Airport Use and Lease Agreement between the Aviation Board and Signatory Airlines dated and effective as of January 1, 2009 (the "*Airline Agreement*"), as amended, establishes rentals, fees, and charges payable by all airlines which execute an Airline Agreement with the Aviation Board (the "*Signatory Airlines*") during the term of the Airline Agreement. Through multiple amendments, the term of the Airline Agreement was extended to December 31, 2025.

The list below represents all of the Signatory Airlines currently operating at the Airport charged a Signatory Agreement Rate:

Southwest Airlines, Co.
Delta Air Lines, Inc.
American Airlines, Inc.
United Airlines, Inc.
JetBlue Airways Corporation
Federal Express Corp.
United Parcel Service, Inc.
Spirit Airlines Inc.

Other Airlines operating at the Airport who are not party to the January 1, 2009, Airline Agreement are charged the Non-Signatory Agreement Rate in accordance with a Non-Signatory Agreement:

Air Canada Inc. (Jazz Air)
Alaska Airlines, Inc.
Allegiant Air, LLC
Breeze Aviation Group, Inc.
British Airways
Frontier Airlines Inc.
Sun Country Airlines and Sun Country
Kalitta Air and Kalitta Charter (DHL)*
Swift Air*
ABX Air*

*Charged Non-Signatory Agreement Rate but not party to Non-Signatory Agreement

In addition to the foregoing Non-Signatory Airlines, Avelo Airlines is anticipated to start new service at the Airport in November 2024 as a Non-Signatory Airline. Initially planned service out of MSY by Avelo Airlines will be twice weekly seasonal service to New Haven, CT.

The list below represents all of the Signatory Airlines currently operating at the Airport, their FY 2023 enplanements at the Airport, and their enplanements as percentage of the 6,366,640 total enplanements at the Airport in FY 2023:

	FY 2023 Enplanements	**As % of Total**
Southwest Airlines, Co.	2,160,462.00	33.93%
Delta Air Lines, Inc.	1,022,907	16.07%
American Airlines, Inc.	1,014,364	15.93%
United Airlines, Inc.	851,042	13.37%
Spirit Airlines Inc	676,732	10.63%
JetBlue Airways Corporation	218,916	3.44%
Federal Express Corp.	0	0
United Parcel Service, Inc	0	0
Total Signature Airline Enplanements	5,944,423	93.37%
All Enplanements at Airport	6,366,640	100.00%

Source: Airport Records

COVID-19

On March 11, 2020, the World Health Organization declared a novel strain of coronavirus ("*COVID-19*") a global health pandemic and recommended containment and mitigation measures worldwide. Subsequent to that date, the Mayor of the City of New Orleans ordered citizens and businesses to follow specific measures designed to slow the spread of the virus. As a result, the Airport experienced a significant decrease in operations and a decline in passenger enplanements and Airline services. The Airport revised its 2020 and 2021 budgets by making reductions in non-essential items that did not compromise safety, security, critical operations, and customer service.

Federal COVID-19 relief funds were made available by the City to support critical operations, including workforce retention, debt service, and certain capital project costs, at the Airport.

- The Coronavirus Aid, Relief, and Economic Security ("*CARES*") Act was established in March 2020 by the United States Treasury to provide financial assistance to States and eligible units of local government impacted by the COVID-19 pandemic.
- The Coronavirus Response and Relief Supplemental Appropriations Act ("*CRRSA*") of 2021 includes billions in supplemental appropriations for COVID-19 relief that were allocated to the transit industry during the COVID-19 outbreak.
- The American Rescue Plan Act ("*ARPA*") Fund was passed by Congress in March 2021 to provide additional relief to address the continued impact of COVID-19.

The City was awarded approximately $106.8 million dollars combined CARES Grant Funds, CRRSA Grant Funds, and ARP Grant Funds for the Airport (collectively, the "*COVID-19 Relief Grants*"). As of December 1, 2023 the City had drawn approximately $98.9 million of the COVID-19 Grants Funds for reimbursement of: (a) certain debt service payments relating to General Airport Revenue and Refunding Bonds in the amount of approximately $47 million and (b) certain operating expenses in the amount of approximately $22.7 million, all of which were incurred in Fiscal Year 2020 and Fiscal Year 2021. The following Table 36 on page 124 of the Consultant Report attached as "**APPENDIX C**" presents a summary of the allocation and utilization of the federal relief funds, all of which are expected to be expended by end of FY 2024.

	Total	Amounts Applied to Eligible Expenditures					
	Awarded	2020	2021	2022	2023	2024	Total
CARES Funds							
O&M and Capital	$ 42,793	$ 32,771	$ 5,352	$ -	$ 4,114	$ 557	$ 42,793
CRRSA Funds							
O&M and Debt Service	12,382	8,906				3,476	12,382
Concession Relief	1,472		1,472			-	1,472
Total CRRSA Funds	$ 13,854	$ 8,906	$ 1,472	$ -	$ -	$ 3,476	$ 13,854
ARPA Funds							
O&M and Debt Service	44,278		28,700	4,300	7,377	3,901	44,278
Concession Relief	5,889			5,889			5,889
Total ARPA Funds	$ 50,167	$ -	$ 28,700	$ 10,189	$ 7,377	$ 3,901	$ 50,167
Total Federal Relief Funds	$106,814	$ 41,677	$ 35,524	$ 10,189	$ 11,491	$ 7,934	$106,814

Note: Not all numbers on the above table foot due to rounding to nearest thousand.

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Airline Market Share of MSY Enplaned Passengers FYs 2019-2023.

The table below shows the enplanements at the Airport by Airline in each fiscal year from FY 2019 through FY 2023.

	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023	
Airlines	Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share	Enplanements	Share
Alaska Airlines	123,568	1.81%	46,124	1.74%	45,646	1.13%	59,937	1.01%	96,787	1.52%
Allegiant Air	55,018	0.81%	19,485	0.73%	24,249	0.60%	22,700	0.38%	15,024	0.24%
American	1,030,785	15.09%	486,628	18.35%	786,083	19.54%	965,362	16.23%	1,014,364	15.93%
Boutique Air	0	0.00%	0	0.00%	45	0.00%	0	0.00%	0	0.00%
Breeze Airlines	0	0.00%	0	0.00%	28,279	0.70%	56,562	0.95%	117,773	1.85%
Delta	1,132,008	16.57%	395,592	14.92%	579,093	14.40%	898,116	15.10%	1,022,907	16.07%
Frontier	170,070	2.49%	55,938	2.11%	81,147	2.02%	114,466	1.93%	95,950	1.51%
JetBlue	198,866	2.91%	56,089	2.11%	97,766	2.43%	183,329	3.08%	218,916	3.44%
Silver Airways	0	0.00%	0	0.00%	2,201	0.05%	7,599	0.13%	9,351	0.15%
Southwest	2,373,445	34.74%	924,343	34.85%	1,364,856	33.93%	2,092,392	35.19%	2,160,462	33.93%
Spirit	770,239	11.27%	325,358	12.27%	494,018	12.28%	727,911	12.24%	676,732	10.63%
Sun Country	16,313	0.24%	5,426	0.20%	3,021	0.08%	13,462	0.23%	12,857	0.20%
Sunwing/Swift	703	0.01%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
United	846,090	12.38%	303,745	11.45%	504,613	12.54%	749,881	12.61%	851,042	13.37%
Air Canada	29,193	0.43%	8,155	0.31%	0	0.00%	15,886	0.27%	24,149	0.38%
All Others	86,103	1.26%	25,418	0.96%	11,570	0.29%	38,680	0.65%	50,326	0.79%
TOTALS:	**6,832,401**	**100%**	**2,652,301**	**100%**	**4,022,587**	**100%**	**5,946,283**	**100%**	**6,366,640**	**100%**

Source: New Orleans Aviation Board

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Nonstop Services

Large numbers of market routes with multiple airlines serving the same market routes from the Airport help keep airfares competitive. Between 2019 and 2023, the number of nonstop destinations served at the Airport stayed substantially similar. As of 2023, 71 destinations have flights scheduled from MSY with 145 average daily departures. As projected through the end of 2024, there will be 69 destinations with flights scheduled from MSY with 145 average daily departures. The following Table 10 on page 68 of the Consultant Report attached as "**APPENDIX C**" illustrates the trends in Scheduled Service at the Airport between 2019 and 2024 (Advance):

Scheduled Service at MSY						**Advance**
Airline	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
Southwest						
Number of Nonstop Destinations	28	26	25	23	26	26
Average Daily Departures	59	36	34	48	53	51
Average Daily Seats	8,754	5,434	5,197	7,611	8,329	8,121
American						
Number of Nonstop Destinations	9	12	8	8	8	9
Average Daily Departures	27	18	22	24	25	25
Average Daily Seats	3,537	2,181	2,811	3,281	3,516	3,644
Delta						
Number of Nonstop Destinations	11	11	7	9	10	11
Average Daily Departures	24	11	15	18	20	20
Average Daily Seats	3,695	1,766	2,357	2,930	3,371	3,451
United						
Number of Nonstop Destinations	17	15	13	16	17	7
Average Daily Departures	21	11	15	18	20	20
Average Daily Seats	2,873	1,373	1,842	2,517	2,854	2,987
Spirit						
Number of Nonstop Destinations	21	20	15	19	15	17
Average Daily Departures	17	9	11	16	13	16
Average Daily Seats	2,929	1,519	1,980	2,783	2,342	2,883
Other						
Number of Nonstop Destinations	25	24	30	31	43	32
Average Daily Departures	15	7	8	12	15	14
Average Daily Seats	2,288	1,090	1,247	1,867	2,280	2,225
All Airlines						
Number of Nonstop Destinations	56	56	58	60	71	62
Average Daily Departures	163	92	106	137	145	146
Average Daily Seats	24,077	13,362	15,435	20,989	22,691	23,311

Source: OAG Schedules Analyzer, last accessed June 10, 2024. Advance schedules for 2024 beyond the last access date are subject to change.

Note: Number of Nonstop Destinations counts unique airport destinations only. Airport destinations in the "Other" and "All Airlines" categories that are served by multiple airlines are only counted once.

Airport's Top 25 O&D Markets in Year 2023

The Airport serves a broad national market. Long distance destinations New York, NY, Washington, DC, and Dallas/Fort Worth, TX were the top three Origin and Destinations ("*O&D*") locations in calendar year 2023. Having a large number of routes with multiple airlines serving these routes from the Airport helps to keep airfares competitive. The table below presents the domestic passenger origin-destination patterns by metro market destination for calendar year 2023:

Top 25 MSY O&D Markets, CY2023 (Ranked on descending pax share)

Rank	Metro Market Destination	Airports	Est. O&D Passengers	Avg. Daily PAX	Market Share
1	New York City, NY (Metropolitan Area)	EWR, LGA, JFK	926,610	2,539	8.5%
2	Washington, DC (Metropolitan Area)	BWI, DCA, IAD	605,730	1,660	5.5%
3	Dallas/Fort Worth, TX	DAL, DFW	580,630	1,591	5.3%
4	Los Angeles, CA (Metropolitan Area)	LAX, SNA, BUR, LGB, ONT	550,350	1,508	5.0%
5	Miami, FL (Metropolitan Area)	MIA	538,000	1,474	4.9%
6	Houston, TX	IAH, HOU	537,960	1,474	4.9%
7	Chicago, IL	ORD, MDW	496,100	1,359	4.5%
8	Atlanta, GA (Metropolitan Area)	ATL	472,810	1,295	4.3%
9	Orlando, FL	MCO	453,960	1,244	4.1%
10	Denver, CO	DEN	366,610	1,004	3.3%
11	Boston, MA (Metropolitan Area)	BOS, PVD	313,420	859	2.9%
12	San Francisco, CA (Metropolitan Area)	SFO, OAK, SJC	281,740	772	2.6%
13	Las Vegas, NV	LAS	268,880	737	2.5%
14	Austin, TX	LAS	257,280	705	2.3%
15	Tampa, FL (Metropolitan Area)	TPA	244,860	671	2.2%
16	Seattle, WA	SEA	212,050	581	1.9%
17	Philadelphia, PA	PHL	211,400	579	1.9%
18	Detroit, MI	DTW	186,230	510	1.7%
19	Nashville, TN	BNA	185,320	508	1.7%
20	Phoenix, AZ	PHX, AZA	171,180	469	1.6%
21	Raleigh/Durham, NC	RDU	135,020	370	1.2%
22	Minneapolis/St. Paul, MN	MSP	133,840	367	1.2%
23	Charlotte, NC	CLT	131,150	359	1.2%
24	St. Louis, MO	STL	119,280	327	1.1%
25	San Diego, CA	SAN	114,890	315	1.0%
...	Other		2,453,820	6,723	22.4%
	Top 25 Subtotal		**8,495,300**	**23,275**	**77.6%**
	Total MSY		**10,949,120**	**29,998**	**100.0%**

Sources: U.S. Department of Transportation DB1B, and OAG Schedules Analyzer, last accessed June 7, 2024.

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Commercial Aircraft Landed Weight at Airport

The percent of total aircraft landed weight by Carrier in each fiscal year from FY 2018 through FY 2023 is as follows:

Major and other airlines(a)	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023
Southwest Airlines	33.65%	33.46%	34.54%	29.10%	31.79%	33.11%
Delta Airlines	15.74%	15.93%	13.22%	14.65%	14.14%	14.90%
American Airlines/US Airways	14.71%	14.55%	15.96%	17.46%	15.03%	14.75%
United Airlines	12.30%	12.20%	10.15%	12.20%	12.30%	13.01%
Spirit	9.01%	9.56%	9.97%	10.12%	10.54%	8.58%
Cargo	4.94%	4.77%	9.08%	9.39%	7.39%	5.46%
JetBlue	3.00%	2.79%	2.13%	2.42%	2.90%	3.16%
Breeze Airways	0.00%	0.00%	0.00%	1.09%	1.00%	1.72%
Scheduled Int. (Other)	2.27%	2.13%	0.95%	0.06%	1.76%	2.22%
Frontier	2.29%	1.92%	1.46%	1.61%	1.69%	1.33%
Allegiant	1.01%	1.70%	0.68%	0.70%	0.32%	0.19%
Alaska/Virgin	1.38%	0.75%	1.66%	1.03%	0.80%	1.25%
Sun Country	0.10%	0.25%	0.20%	0.12%	0.22%	0.16%
Boutique Air	0.00%	0.00%	0.00%	0.00%	0.00%	0.16%
Silver Airways	0.00%	0.00%	0.00%	0.05%	0.11%	0.00%
Totals	100%	100%	100%	100%	100%	100%

Source: Airport Records

Total Aircraft Landed Weight

The total aircraft landed weight in thousand pounds at the Airport for fiscal years 2010 through 2023 sourced from the Airport Records was as follows:

Fiscal Year	Landed Weight	Airport Growth
2010	5,501,940	6.32%
2011	5,613,632	2.03%
2012	5,479,289	-2.39%
2013	6,032,372	10.09%
2014	6,122,519	1.49%
2015	6,499,788	6.16%
2016	6,771,515	4.18%
2017	7,328,602	8.23%
2018	7,888,855	7.64%
2019	8,232,139	4.35%
2020	4,479,734	-45.58%
2021	5,365,624	19.78%
2022	7,352,552	37.03%
2023	7,988,795	8.65%

AIRPORT FINANCIAL INFORMATION

The Airport is structured as an enterprise fund of the City. The financial statements for the Airport are prepared on the accrual basis of accounting, revenues are recognized when earned, and expenses are recognized when incurred. Capital asset, except land, are capitalized and depreciated over their useful lives. The City and the Aviation Board are required by Louisiana law to have their financial statements audited annually. Historically, the City has engaged an auditing firm to perform a combined audit of the City's and the Aviation Board's financial statements. The audited financial statements of the Aviation Board by Carr, Riggs & Ingram, L.L.C. for fiscal years ended December 31, 2023 (the "*Airport Audit*") are attached hereto as **"APPENDIX F"**.

POTENTIAL INVESTORS ARE ADVISED TO REVIEW THE AIRPORT AUDIT IN FULL

Historical Airport Revenues and Expenses

The following Table 37 on page 127 of the Consultant Report attached as "**APPENDIX C**" sets forth the historical financial information derived from the Airport's audited financial statements for the Airport for the five-year period of FY 2019 through FY 2023.

	Actual					CAGR
	2019	2020	2021	2022	2023	2019 - 2023
Airline Revenues						
Terminal Building Rental Revenue	$ 32,480,113	$ 27,672,469	$ 23,232,226	$ 37,068,572	$ 43,098,602	7.33%
Landing Fee Revenue	11,591,052	8,411,503	2,135,219	8,684,307	4,163,332	-22.58%
Apron Use Fee Revenue	2,508,804	1,448,455	2,138,037	3,921,707	3,781,672	10.80%
Loading Bridge Use Fees	79,618	-	-		-	N/A
Total Airline Revenues	**$ 46,659,587**	**$ 37,532,427**	**$ 27,505,482**	**$ 49,674,587**	**$ 51,043,606**	**2.27%**
Non-Airline Revenues						
Airside Revenues						
Hangars, Buildings, & Other Ground Rentals	$ 2,627,931	$ 2,645,615	$ 2,852,023	$ 2,318,014	$ 2,222,217	-4.11%
Other Airside Rentals and Fees	1,847,363	766,800	701,179	1,387,731	1,631,688	-3.06%
Total Airside Revenues	$ 4,475,294	$ 3,412,415	$ 3,553,202	$ 3,705,745	$ 3,853,906	-3.67%
Terminal Building and Area						
Food and Beverage Concessions	$ 5,485,324	$ 2,337,621	$ 1,295,928	$ 5,667,101	$ 6,481,654	4.26%
Retail Concessions	4,542,486	2,029,194	2,019,672	4,354,803	4,954,087	2.19%
Advertising Concessions	786,262	1,082,818	922,023	1,617,325	2,094,913	27.76%
Non-Airline Space Rentals	1,227,639	1,836,720	1,757,418	1,879,722	1,862,514	10.98%
Other Terminal Concessions	561,478	973,132	1,233,753	5,167,692	5,546,739	77.29%
Total Terminal Building and Area	$ 12,603,189	$ 8,259,485	$ 7,228,795	$ 18,686,644	$ 20,939,906	13.53%
Apron Area						
Overnight Parking Charges	$ 299,288	$ 166,285	$ 145,199	$ 134,046	$ 157,956	-14.77%
Ground Transportation & Other Areas						
Rental Cars	$ 11,231,908	$ 5,754,003	$ 9,346,403	$ 12,561,311	$ 12,088,912	1.86%
Automobile Parking	14,718,210	3,328,312	14,937,777	19,549,255	19,121,071	6.76%
Ground Transportation	5,340,815	1,773,233	2,243,988	4,257,111	4,560,976	-3.87%
Off-Airport Parking	577,491	146,398	274,991	387,027	398,249	-8.87%
Downtown Heliport	4,161	-	-	-	-	N/A
Other Ground Transportation	-	-	-	85,261	15,999	N/A
Total Ground Transportation & Other Areas	$ 31,872,585	$ 11,001,946	$ 26,803,160	$ 36,839,966	$ 36,185,207	3.22%
Other Non-Operating Revenues	5,049,046	3,323,784	2,079,699	6,174,810	7,183,466	9.21%
Total Non-Airline Revenues	**$ 54,299,402**	**$ 26,163,915**	**$ 39,810,056**	**$ 65,541,211**	**$ 68,320,440**	**5.91%**
Total Airport Revenues	**$ 100,958,989**	**$ 63,696,341**	**$ 67,315,538**	**$ 115,215,798**	**$ 119,364,046**	**4.28%**

Source: Airport Records.

Projected Revenues

The following Table 38 on page 128 of the Consultant Report attached as "**APPENDIX C**" projects the Revenues for the period FY 2024 through FY 2029.

	Budget		Projected				CAGR
	2024	2025	2026	2027	2028	2029	2025 - 2029
Airline Revenues [1]							
Terminal Building Rental Revenue	$ 44,034,733	$ 63,601,152	$ 60,974,401	$ 72,178,106	$ 71,114,912	$ 71,544,844	2.4%
Landing Fee Revenue	9,613,226	5,125,910	13,908,070	19,120,439	23,884,796	24,052,563	36.2%
Apron Use Fee Revenue	3,516,871	3,696,084	3,816,180	3,966,805	4,074,159	4,185,442	2.5%
Total Airline Revenues	**$ 57,164,830**	**$ 72,423,146**	**$ 78,698,652**	**$ 95,265,350**	**$ 99,073,867**	**$ 99,782,848**	**6.6%**
Non-Airline Revenues							
Airside Revenues							
Hangars, Buildings, and Other Ground Rental	$ 3,672,497	$ 3,756,964	$ 3,843,374	$ 3,931,772	$ 4,022,203	$ 4,114,713	1.8%
Other Airside Rentals and Fees	1,772,280	1,963,042	1,854,742	1,897,401	1,941,041	1,985,685	0.2%
Total Airside Revenues	$ 5,444,776	$ 5,720,006	$ 5,698,116	$ 5,829,173	$ 5,963,244	$ 6,100,399	1.3%
Terminal Building and Area							
Food and Beverage Concessions	$ 8,808,240	$ 9,589,675	$ 9,781,449	$ 10,292,706	$ 10,891,616	$ 11,490,046	3.7%
Retail Concessions	5,910,580	6,287,188	6,563,631	6,906,699	7,308,584	7,710,148	4.2%
Advertising Concessions	2,357,601	2,911,826	2,467,298	2,524,045	2,582,098	2,641,487	-1.9%
Non-Airline Space Rentals	2,222,416	3,280,247	3,129,452	3,729,272	3,668,413	3,685,927	2.4%
Other Terminal Concessions and Revenues	1,952,234	2,046,640	2,120,464	2,207,654	2,311,658	2,413,451	3.4%
Total Terminal Building and Area Revenues	$ 21,251,071	$ 24,115,575	$ 24,062,293	$ 25,660,377	$ 26,762,369	$ 27,941,059	3.0%
Apron Area							
Overnight Parking Charges	$ 541,780	$ 540,000	$ 540,000	$ 540,000	$ 540,000	$ 540,000	0.0%
Ground Transportation and Other Areas							
Rental Cars	$ 12,885,083	$ 13,862,489	$ 14,308,736	$ 15,056,626	$ 15,932,737	$ 16,808,147	3.9%
Automobile Parking	21,264,536	21,171,444	21,674,360	22,294,464	23,061,318	23,781,429	2.4%
Ground Transportation	5,146,736	5,384,563	5,461,283	5,617,530	5,810,754	5,992,201	2.2%
Off-Airport Parking	351,132	363,947	372,592	383,252	396,435	408,814	2.4%
Other Ground Transportation	53,387	54,615	55,871	57,156	58,470	59,815	
Total Ground Transportation & Other Areas	$ 39,700,875	$ 40,837,058	$ 41,872,842	$ 43,409,028	$ 45,259,715	$ 47,050,406	2.9%
Other Non-Operating Revenues	6,083,728	6,223,654	6,366,798	6,513,234	6,663,038	6,816,288	1.8%
Total NonAirline Revenues	**$ 73,022,230**	**$ 77,436,293**	**$ 78,540,049**	**$ 81,951,812**	**$ 85,188,366**	**$ 88,448,152**	**2.7%**
Total Revenues	**$ 130,187,060**	**$ 149,859,438**	**$ 157,238,701**	**$ 177,217,163**	**$ 184,262,234**	**$ 188,231,000**	**4.7%**

Source: Airport Records and Unison Consulting, Inc.

[1] Airline Revenues include Signatory and Non-signatory airline revenues. Amounts for 2022 and 2023 do not include mid-year and prior year adjustments.

Analysis of Airport Revenues

Airline Revenues

Signatory Airlines to the Airline Lease agree to rates and charges to satisfy the Rate Covenant for Bonds issued under the Indenture. Total Airline Revenues from Terminal Building Rental Revenue, Landing Fee Revenue, and Apron Use Fee Revenue are projected to total $57,164,830 in 2024 and to increase to $99,557,011 in 2029 representing a CAGR of 6.0%.

North Terminal Concessions

The North Terminal hosts offerings from local New Orleans restaurants, chefs, bars and retailers. The unique and undeniable flavors of Cajun and Creole cooking and New Orleans institutions can be found throughout the Airport concessions program in Mondo, Leah's Kitchen, Ye Olde College Inn, MoPho, Folse Market, Emeril's Table, Cafe Du Monde, Lucky Dogs, Midway Pizza, Bar Sazerac and Cure. Leah's Kitchen, named for famed chef Leah Chase, offers full-scale meal options with Creole and Cajun flavors not fond anywhere else serving dishes like redfish, fried chicken, seafood gumbo, and more. Cafe Du Monde is another example of an internationally known New Orleans institution that cannot be found in any other airport.

On the retail side, local retailers Fleurty Girl, Dirty Coast and NOLA Couture further the sense of place in the terminal with gifts and apparel that feature local flair, sayings and recognizable icons and people. There are twenty-nine food and beverage concepts, sixteen news, gift and specialty retail concepts and one common use passenger lounge. In addition, two new specialty retail concepts are planned for opening in 2025.

Since opening in October 2019, the North Terminal has received the following Concessions Program Awards:

- Best Overall Concessions Program, Airport Experience Awards, 2023
- Best Concessions Program Design, Airport Experience Awards, 2023
- Best Local-Inspired Restaurant for Emeril's Table, (Medium/Small Airports Division), Airport Experience Awards, 2023
- #1 Best Airport for Dining, USA Today's 2023 10 Best Reader's Choice Award Poll
- #3 Best Large Airport, USA Today's 2023 10 Best Reader's Choice Award Poll
- #6 Best Airport Bar - Bar Sazerac, USA Today's 2023 10 Best Reader's Choice Award Poll
- #2 Best U.S. Airport for Food and Restaurants Far and Wide, 2023
- One of 10 Best U.S. Airports for Food, Food & Wine, 2023

Concession agreements for the provision of food and beverages and for commercial retail sales in the North Terminal require concessionaires to pay to the Aviation Board the greater of the percentage payments specified in the concession agreements or a minimum annual guarantee ("*MAG*"). With the continued recovery of passenger activity following the COVID-19 pandemic, the Aviation Consultant forecasts food and beverage concession revenues to total $8.808 million in 2024 and to increase to $11.490 million in 2029 representing a CAGR of 3.7%; retail concession revenues to total $5.910 million in 2024 and to increase to $7.710 million in 2029 representing a CAGR of 4.2%; other terminal concessions, which include coin-operated devices, other commissions and shared service/wifi, to total $1.952 million in 2024 and to increase to $2.413 million in 2029 representing a CAGR of 3.4%. Total Terminal Building and Area Revenues are projected to total $21.251 million in 2024 and to increase to $27.931 million in 2029 representing a CAGR of 2.9%. The historical revenues include Lease Interest Revenues which are described in the Report of the Aviation Consultant.

Ground Transportation and Parking Revenue

The Aviation Board derives revenues from parking fees, rental car customer facility charges, and other ground transportation fees, including fees collected from Transportation Network Companies ("*TNCs*"), taxis, limousines, buses, vans, and other commercial modes of transportation. TNCs pay $4.00 per trip fee for all trips departing from the Airport. The Airport collects an annual decal fee of $250.00 for each taxi operating at the Airport and an annual decal fee of $350.00 for each commercial vehicle (such as limousines, busses, crew shuttles, hotel courtesy vehicles, etc.) to access the Airport's Ground Transportation Center for customer pick-up.

Airport public parking facilities compete with off-airport facilities operated by private companies near the Airport. The off-airport facilities offer approximately 1,885 remote parking spaces for Airport passengers. The Airport currently offers 8,063 public parking spaces in a Short-Term Garage, a Long-Term Garage, and a Surface Lot on the north side of the Airport. An Economy Garage on the south side of the Airport offers remote parking. MSY has a total of 10,163 spaces which include extended economy and valet parking spaces.

The Short-Term Garage offers 2,190 public parking spaces with a convenient walkway from the fourth floor to the Ticketing and Check-in area of the North Terminal and ground floor access to the Baggage Claim area of the North Terminal. Parking in this Short-Term Garage is free for the first ½ hour and was $2 for each additional ½ hour with a maximum charge of $22 for 24 hours; effective March 1, 2024, the rate increased to $3 for each additional ½ hour with a maximum charge of $26 for 24 hours.

The Long-Term Garage offers 2,750 public parking spaces across from the arrival area on the east side of the North Terminal. Public parking in the Long-Term Garage is $4 for the first ½ hour and $2 for each additional ½ hour with a maximum charge of $20 before March 1, 2024, and $22 on or after March 1, 2024, for 24 hours.

The Surface Lot has 685 public parking spaces and is a short walk from the North Terminal. Public Parking in the Surface Lot is free for the first ½ hour and $2 for each additional half hour with a maximum charge of $18 before March 1, 2024, and $20 on and after March 1, 2024, for 24 hours.

The Economy Garage on the south side of the Airport has 2,438 public parking spaces and with a bus shuttle to and back from the North Terminal operating 24 hours a day, 7 days a week. Public Parking in the Economy Garage Facility is $4 for the first ½ hour and $2 for each additional ½ hour with a maximum charge of $12 for 24 hours. The

Airport offers valet parking for $36 per day. No changes to the Economy Garage or Valet Parking rates were made in 2024.

Parking revenues are projected by the Aviation Consultant to be $21.264 million in FY 2024 and $23.781 million in FY 2029 representing a CAGR of 2.4%.

The Aviation Consultant projects Total Ground Transportation & Other Areas revenues at the Airport to total $39.700 million in FY 2024 and $47.050 million in FY 2029 representing a CAGR of 2.9%.

Rental Cars

Three on-Airport rental car companies, representing nine brands, currently operate out of the MSY Consolidated Car Rental Center ("*CONRAC*") on the south side of the Airport, approximately 4.6 miles from the North Terminal. The MSY Rental Car Lot Shuttle operates 24 hours a day and 7 days week with shuttles departing every 5 minutes from the North Terminal and the CONRAC. The shuttle takes approximately 15-20 minutes to drive back and forth between the CONRAC and the North Terminal. Rental car companies operate under a lease agreement with the Aviation Board. The Car Rental Agreements currently require rental car payments equal to the greater of a percentage rent equal to 10% of gross revenues or a MAG. The current Car Rental Concession Agreements expire on November 30, 2024. Based on a new solicitation for Rental Car Concessions issued by the Airport earlier this year, an additional rental car brand, Sixt Rent a Car, LLC, will lease space in the CONRAC facility. The term of the new concession agreements, now with the ten rental car brands, will begin December 1, 2024, and will continue for five years, with a single two-year renewal term at the Airport's option.

The Aviation Consultant determined that current CFC rate of $7.95 per Transaction Day will be insufficient to meet the CFC Rate Covenant for the next Bond Year without increasing the current existing CFC rate. In accordance with the recommendation of the Rate Consultant assuming an increase in the CFC rate beginning January 1, 2025, to $10.00 per Transaction Day, the Aviation Board adopted a resolution on August 5, 2025, authorizing and approving a CFC rate of $10.00 per Transaction Day beginning January 1, 2025. On-Airport rental car companies are projected by the Aviation Consultant to generate revenues to the Airport of $12.885 million in FY 2024 and $16.808 million in FY 2029 representing a CAGR of 3.9%.

Costs Per Enplaned Passenger

The Airport Audit defines costs per enplaned passenger ("*CPE*") as a measure by the airline industry to reflect the costs an airline pays to operate at an airport based on the number of enplaned passengers for the airport. The CPE increased from $6.71 in 2019 to $13.51 in 2020 and decreased to $6.81 in 2021. The CPE was $8.38 in 2022 and $8.04 in 2023. Table 44 on page 141 of the Consultant Report attached as "**APPENDIX C**" projects CPE to be $8.57 in FY2024 and to increase to $12.83 in 2029.

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Operating Results for the first 6 months of Fiscal Year 2024 (unaudited)

The table below was prepared by the Aviation Board to show major sources of operating revenues and expenses on an unaudited basis for the six-month period ended June 1, 2024, compared to the unaudited results for the six-month period ended June 1, 2023.

	YEAR TO DATE 6/30/2024	YEAR TO DATE. 6/30/2023	2024 OVER/ (UNDER) PRIOR	% CHANGE CURR/PRIOR
OPERATING REVENUE				
AIRLINE REVENUE				
LANDING FEES	6,550,442.81	2,168,136.41	4,382,306.40	202.12%
APRON FEES	2,242,013.03	1,811,424.89	430,588.14	23.77%
LOADING BRIDGE FEES	0.00	0.00	0.00	0.00%
TERMINAL /SPACE RENT	23,929,825.74	18,485,365.84	5,444,459.90	29.45%
TOTAL AIRLINE REVENUE	**32,722,281.58**	**22,464,927.14**	**10,257,354.44**	**45.66%**
NON-AIRLINE REVENUE				
TERMINAL BUILDING RENT	1,052,340.66	936,255.90	116,084.76	12.40%
FACILITIES & GROUND RENT	1,842,592.55	1,630,674.19	211,918.36	13.00%
FOOD & BEVERAGE CONCESSIONS	5,040,694.28	4,845,481.49	195,212.79	4.03%
NEWS & GIFTS CONCESSIONS	3,002,116.15	2,921,223.76	80,892.39	2.77%
ADVERTISING CONCESSIONS	1,244,333.64	1,031,833.43	212,500.21	20.59%
RENTAL CAR CONCESSIONS	6,518,172.07	6,230,996.98	287,175.09	4.61%
PARKING OPERATIONS				
LONG TERM	3,253,631.00	2,505,964.00	747,667.00	29.84%
SHORT TERM	7,923,424.00	7,254,349.00	669,075.00	9.22%
OFF AIRPORT	197,982.18	191,813.04	6,169.14	3.22%
GROUND TRANSPORTATION	2,592,346.00	2,383,093.92	209,252.08	8.78%
FIXED BASED OPERATIONS	257,430.71	242,119.61	15,311.10	6.32%
OTHER REVENUE	1,046,831.55	968,525.55	78,306.00	8.09%
TOTAL NON-AIRLINE REVENUE	**33,971,894.79**	**31,142,330.87**	**2,829,563.92**	**9.1%**
TOTAL OPERATING REVENUE	**66,694,176.37**	**53,607,258.01**	**13,086,918.36**	**24.4%**
NON-OPERATING REVENUE				
INTEREST INCOME	1,029,459.33	356,766.76	672,692.57	188.55%
MISCELLANEOUS	1,985,492.84	2,672,137.42	(686,644.58)	(25.70)%
TOTAL NON-OPERATING REVENUE	**3,014,952.17**	**3,028,904.18**	**(13,952.01)**	**(0.5%)**
TOTAL REVENUE	**69,709,128.54**	**56,636,162.19**	**13,072,966.35**	**23.1%**
OPERATING EXPENSES:				
WAGES & SALARIES	7,722,961.08	6,858,288.30	864,672.78	12.61%
FRINGE BENEFITS	2,603,657.87	2,261,970.62	341,687.25	15.11%
SECURITY SERVICES	1,692,350.77	1,248,488.62	443,862.15	35.55%
LEGAL SERVICES				
OUTSIDE COUNSEL	174,485.28	199,152.44	(24,667.16)	(12.39)%
INSURANCE AND INDEMNITY	3,975,293.61	3,144,121.53	831,172.08	26.44%
ADMINISTRATIVE SERVICES	360,816.21	456,328.71	(95,512.50)	(20.93)%
PROFESSIONAL SERVICES	658,723.50	709,897.17	(51,173.67)	(7.21)%
AIRSERVICE DEVELOPMENT	33,918.52	28,498.37	5,420.15	19.02%
MARKETING	209,919.07	269,810.68	(59,891.61)	(22.20)%
JANITORIAL SERVICES	3,151,124.11	2,670,555.24	480,568.87	18.00%
MATERIAL AND SUPPLIES	1,006,438.91	1,583,706.86	(577,267.95)	(36.45)%
UTILITIES AND TELECOM	3,392,950.99	3,228,580.30	164,370.69	5.09%
REPAIR AND MAINTENANCE	4,495,204.97	5,274,634.24	(779,429.27)	(14.78)%
PARKING OPERATIONS	1,029,034.06	1,023,587.99	5,446.07	0.53%
AIRLINE MARKETING INCENTIVES	116,405.50	187,596.60	(71,191.10)	(37.95)%
INFRASTRUCTURE REPAIRS	64,508.89	0.00	64,508.89	0.00%
SUB-TOTAL	**30,687,793.34**	**29,145,217.67**	**1,542,575.67**	**5.3%**
OTHER ENTITIES' EXPENSES:				
CITY INDIRECT EXPENSES	1,072,933.00	1,072,933.00	0.00	0.00%
CITY FIRE DEPARTMENT	2,771,560.16	2,900,451.50	(128,891.34)	(4.44)%
POLICE SERVICES	2,806,618.42	2,741,774.81	64,843.61	2.37%
SUB-TOTAL	**6,651,111.58**	**6,715,159.31**	**(64,047.73)**	**(1.0%)**
TOTAL OPERATING EXPENSES	**37,338,904.92**	**35,860,376.98**	**1,478,527.94**	**4.1%**

Unrestricted Cash

As of December 31, 2023, the Aviation Board had 157 days cash on hand (calculated based upon an unrestricted cash balance of $32.2 million and operation expenses of $74.9 million. The following table presents a summary of certain sources of liquidity in million dollars available to the Aviation Board as of December 31, 2019, December 31, 2020, December 31, 2021, December 31, 2022, and December 31, 2023.

	As of 12/31/19	As of 12/31/20	As of 12/31/21	As of 12/31/22	As of 12/31/23
Unrestricted					
Operating Accounts	$ 69.1	$ 39.4	$ 49.1	$ 45.0	$ 32.2
Restricted					
Debt Service Reserve Accounts	$ 95.3	$ 94.9	$ 94.7	$ 91.6	$ 96.8
Other Available Funds:					
PFC Fund Balance	$ 98.8	$ 80.6	$ 72.8	$ 82.1	$ 76.5
Undrawn Available Interim Financing Capacity	$ 15.9	$ 14.9	$ 14.4	$ 13.9	$ 13.9
Undrawn COVID-19 Relief Grants	N/A	$ 57.8	$ 23.7	$ 19.4	$ 7.9

Source: Airport records.

Financial Statements

The financial statements of the Airport attached as **"APPENDIX F"** to this Official Statement have been audited by Carr, Riggs & Ingram, L.L.C., Metairie, Louisiana. The Airport's financial statements are audited as a part of the audit of the City's financial statements.

The Airport's independent auditors have not compiled, examined, or performed any procedures with respect to the prospective financial information contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and assume no responsibility for, and disclaim any association with, the prospective financial information.

Outstanding Debt

Parity Debt as of October 31, 2024

The Series 2024A Bonds and the Series 2024B Bonds are issued as Refunding Bonds under the General Indenture. The Series 2024C Bonds are issued as Additional Bonds and Secured Obligations under the General Indenture. The Series 2024 Bonds are issued on a parity with the Aviation Board's Series 2017, Series 2019 Bonds, and Series 2023 Bonds. All Bonds issued under the Indenture are secured by a first lien on the Net Revenues of the Airport. The outstanding principal amount of each series of Bonds, as of October 15, 2024, is as follows:

Series 2015	$552,895,000*
Series 2017	$338,865,000
Series 2019	$20,895,000
Series 2023	$22,610,000
Total:	**$935,265,000**

*Expected to be refunded with the Series 2024A Bonds and Series 2024B Bonds.

Subordinate Obligations

The Aviation Board authorized and issued on September 29, 2022, a General Airport Revenue Interim Drawdown Note (AMT) (North Terminal Project) Series 2022 (the "*Series 2022 Note*") payable to Regions Bank in a principal amount not to exceed $75,000,000 to refinance a prior Series 2017A Note. The Series 2022 Note is a Subordinate Obligation that matures on October 1, 2025. As of August 31, 2024, the Aviation Board drew down $61,053,499.58.

On February 23, 2024, the Board issued General Airport Revenue Draw-Down Bond Anticipation Notes, Series 2024 (the "*Series 2024 Notes*") in the aggregate principal amount not to exceed $125,000,000 to reimburse the Aviation Board for certain prior capital expenditures paid from the general fund and to advance funds for other capital improvements. As of September 18, 2024, the cumulative amount drawn on the Series 2024 Notes was approximately $49.7 million of which approximately $32.3 preliminarily financed a portion of the capitalized costs of projects to be paid with proceeds of the Series 2024C Bonds. Proceeds of the Series 2024C Bonds will pay down $32.3 million of the outstanding principal amount of the Series 2024 Notes that preliminarily financed such capitalized costs.

The Aviation Board anticipates issuing future bond anticipation notes ("*BANS*") to finance capital improvements in advance of future Bonds that will pay off the BANS. The Consultant report forecasts Additional Bonds in 2027 to pay down the remaining outstanding principal balance of the Series 2024 Notes.

Future Debt

Table 33 on page 117 of the Consultant Report attached as "**APPENDIX C**" provides the expected Projected Annual General Airport Revenue Bond Debt Service over the forecast period ending in 2029 following issuance of the Series 2024 Bonds. Table 33 evidences a combination of additional short term bond anticipation notes and future Bonds to finance components of the CIP. The Aviation Board's Capital Program includes the current CIP and future capital projects that are being developed as part of the Master Planning process. The financial projections presented in the Consultant Report identify project components of the Airport's Capital Improvement Program to be financed by an issue of Series 2025 Bonds with an estimated par amount of approximately $231.5 million. These project components have not yet been approved and they will require approval from the Airline Affairs Committee. The financial projections also assume a Series 2027 Bond issue to refinance the Series 2024 Notes and future BANS with an estimated par amount of approximately $102.9 million. The Consultant Report assumes that annual debt service on the Series 2025 Bonds and the Series 2027 Bonds will be recovered through the annual airline rates and charges process.

Table 1 on page 5 of the Consultant Report attached as "**APPENDIX C**" also forecasts Future Bonds with an estimated par amount of $1.546 billion to finance project components identified in the Aviation Board's Capital Improvement Program that are outside of the forecast period. The projects identified as "Future Funding Sources or Bonds" in Table 1 of the Consultant's report, as noted in Footnote 3 of Table 1, are not proposed to be completed during the forecast period and their impact is not reflected in Section 4 of the Consultant Report. Future projects and future funding sources will be assessed as part of the ongoing master planning process. The Aviation Board has not yet approved the future project components which also require approval from the Airline Affairs Committee. See **Section 4.2 "Debt Service and Plan of Finance"** beginning on page 114 within the Consultant Report attached as "**APPENDIX C**" for a more detailed explanation of Future Debt.

Pension Plans and Post-Retirement Benefit Obligations

Pension Plans

The Airport participates in the City's Employees' Retirement System of the City of New Orleans, a defined benefit contributory retirement plan established by statute, which provides retirement, disability, and death benefits to plan members and beneficiaries (the "*City Plan*"). Note 8 of the Airport Audit describes the Employee and Employer Contributions as well as the retirement allowance based upon age, years of service, and the employee's accumulated contributions. The Airport's Net Pension Liability of $25,367,734 and $20,409,487 were measured as of December 31, 2023, and 2022, respectively. See **Note (8) – PENSION PLANS** within **"APPENDIX F"**, pages 46-54 of Airport Audit.

The City's annual pension cost and related actuarial methods and assumptions for the Employees' Plan are described in the City's Independent Auditors' Report by Carr, Riggs & Ingraham, L.L.C. dated July 1, 2024, as of and for the year ended December 31, 2023 (the "*City Audit*"). See Note (10) on pages 53-62 of the City Audit for a description of the City's Pension Plans and Postretirement Healthcare Benefits and Note (11) on pages 62-64 for a description of Postretirement Healthcare Benefits and Life Insurance Benefits. The City's total OPEB liability of $146,600,701 was measured as of December 31, 2023, as determined by an actuarial valuation as of that date. The 2023 Annual Comprehensive Financial Report of the City of New Orleans is available in PDF format at the City's website using the following link:

https://nola.gov/nola/media/Finance/2023-Annual-Comprehensive-Financial-Report.pdf

In addition, the 2023 Annual Comprehensive Financial Report can be viewed at the Municipal Securities Rulemaking Board – Electronic Municipal Market Access (MSRB-EMMA) site using the following link:

https://emma.msrb.org/P21828113-P21401239-P21842949.pdf

Separate financial reports on the Employees' Plan for the year ended December 31, 2022 and 2021 are available from the City of New Orleans Director of Finance, 1300 Perdido Street, Room 1E12, New Orleans, Louisiana, 70112, (504) 658-1850.

The four separate City sponsored and administered single-employer, contributory defined benefit pension plans issue annual publicly available financial report that includes financial statements and required supplementary information for each plan. Each of the Systems issues an annual publicly available financial report that includes financial statements and required supplementary information for the system. These reports may be obtained by writing, calling, or downloading the reports as follows:

Employees' Retirement System of the City of New Orleans
1300 Perdido Street, Suite 1E12, New Orleans, Louisiana 70112
(504) 658-1850

Police Pension Fund of the City of New Orleans
715 S. Broad, Room B23, New Orleans, Louisiana 70119
(504) 826-2900

Firefighters' Pension and Relief Fund of the
City of New Orleans (Old and New Systems)
3520 General DeGaulle Drive, New Orleans, Louisiana 70114
(504) 366-8102

Municipal Police Employees' Retirement System
7722 Office Park Boulevard, Baton Rouge, Louisiana 70809
(800) 443-4248
lampers.org

Post-retirement Healthcare Benefits Obligations

See **Note (9) – OTHER POST-EMPLOYMENT RETIREMENT BENEFITS** within the Airport Audit attached as **"APPENDIX F"**, pages 52-55, that describes how the Airport provides certain continuing health care and life insurance benefits for its retired employees, the benefits provided, and the number of active employees (188) and inactive employees (52) on December 31, 2023. The Airport's proportionate share (3.79% and 3.93%) of the total OPEB liability was $6,406,280 and $6,004,876, was measured as of December 31, 2023, and 2022, respectively and was determined by an actuarial valuation as of January 1, 2023, and 2022 for the years ended December 31, 2023 and 2022, respectively. The proportionate share of the total OPEB liability was based on a percentage of payroll of active employees of the Airport in proportion to total payroll of active employees for all participating entities. Note 9 also describes the actuarial assumptions and other inputs used to determine actuarial valuation.

SUMMARY OF INSURANCE FOR NEW ORLEANS AVIATION BOARD

The Aviation Board currently maintains an all risk primary property insurance policy and an excess property insurance policy for property not insured by others with per occurrence and aggregate limits totaling $500 million, with a $500 thousand retention, exclusive of named storms. The property insurance policies contain certain specific sub-limits. The property insurance policies also include coverage for business interruption that pays certain fixed costs, including the annual debt service payments on the Aviation Board's indebtedness, in the event revenues are lost due to damage or loss to an asset. Additionally, the Aviation Board maintains a $100 million aggregate limit for property losses caused by named windstorm(s), with a per location, per occurrence wind deductible. The policies provide open-perils protection as opposed to specifically named-perils protection on a replacement cost basis which includes coverage for boiler and machinery, and loss of business income up to the policy limit per occurrence, with certain sub limits resulting from a covered property loss, including covered terrorism losses. Renovations to existing facilities not insured by others are included as covered losses under the Aviation Board's current property insurance up to limits described herein. The Aviation Board also maintains builders' risk insurance, when required for construction projects not covered by other property policies. It is expected that property insurance limits may be adjusted in the future, as is prudent in the airport industry and as insurance markets continue to evolve.

The Aviation Board also maintains public official's liability, auto liability, crime, terrorism, cyber, art, and airport owners and operators' liability insurance. The Aviation Board's airport liability insurance has a limit of $300 million annually including war and related exposures. The Aviation Board maintains workers compensation insurance with statutory limits and associated employers' liability insurance. An independent risk management and insurance consultant also reviews the insurance policies.

The Aviation Board requires its contractors and consultants to procure and maintain commercial general liability, auto, worker's compensation, and if applicable, professional liability and pollution liability coverage, on all projects and consulting assignments, in amounts commensurate with the scale and complexity of the work or services. Moreover, all construction projects are additionally secured by payment and performance bonds for the full contract value.

The Aviation Board uses an independent risk management and insurance consultant who works with legal counsel in designing an insurance program which is in the best interest of the Aviation Board, including evaluation, negotiation and recommendation of coverages and quotations.

Self-Insurance

The Airport is insured for hospitalization and unemployment losses and claims under the City's self-insurance program. The Airport pays premiums to the City's unemployment self-insurance program. The Airport and its employees pay premiums to the City's hospitalization self-insurance program.

Commitments

In the normal course of business, the Airport enters into various commitments and contingent liabilities, such as construction contracts and service agreements, which are not reflected in the accompanying financial statements.

Claims and Judgments

There are several pending lawsuits in which the Airport is involved. Based upon review and evaluation of such lawsuits and the advice of legal counsel, management does not believe that the ultimate outcome of such litigation will be material to the Airport's financial position.

THE PASSENGER FACILITY CHARGE PROGRAM

General

Under the Aviation Safety and Capacity Expansion Act (the "*PFC Act*") the FAA may authorize a public agency which controls a qualifying airport to impose a PFC of $1, $2, or $3 for each qualifying enplaned passenger at such airport, subject to certain limitations and exceptions. As discussed in the next paragraph, the $3 amount may be increased to as much as $4.50 of per qualified enplaned passenger. Proceeds of an authorized PFC may be used only to fund specific airport projects approved by the FAA, or to pay debt service and other financing costs on bonds issued to fund such specific projects, that (i) preserve or enhance capacity, safety or security of the national air transportation system, (ii) reduce noise impacts resulting from an airport or (iii) furnish opportunities for enhanced competition among air carriers. Under certain circumstances, the FAA may also grant approval to impose a PFC ("impose" or "impose only" approval) before approval to spend the PFC on approved projects ("use" approval) is granted. Approval to both collect and spend PFCs is referred to as "impose and use" approval. The approval of each project (a "*PFC Project*") includes a specific dollar amount for (i) capital costs and (ii) if requested by the airport operator, may also include interest and other financing costs. In some instances, the interest and other financing costs are specified separately.

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century ("*AIR-21*"), signed into law on April 5, 2000, enables a public agency to apply to the FAA to increase the PFC level that it may charge to $4.00 or $4.50. For a public agency to qualify for a PFC level above $3, AIR-21 required that the FAA must review the public agency's application or amendment request to make specified findings that are additional to those already required under the PFC Act and regulation. These required findings were modified by the Federal Aviation Administration Reauthorization Act of 2018 (the "*2018 FAA Act*"). Currently, the FAA must find if the project is an eligible surface transportation or terminal project, that the public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

PFCs may be used by the Aviation Board only to pay "allowable costs" of specific airport projects approved by the FAA, including debt service and other financing costs on bonds issued to finance such specific projects. Final Agency Decisions (formerly Records of Decision) of the Federal Aviation Administration (FAA) allow the imposition and/or use of PFCs for the Airport (collectively the "*Approvals*").

PFCs are all PFCs collected from passengers for the use of the Airport pursuant to 14 Code of Federal Regulations ("*CFR*") Part 158, and approved by the FAA in the Approval and all Future Approvals after deducting all collection compensation due to the Carriers or other entities pursuant to Section 158.53 of 14 CFR Part 158 including such amounts authorized in Future Approvals other than Operational Expense Approvals, including any interest earned thereon after receipt by the Aviation Board.

Since April 1, 1993, the initial effective date of the Aviation Board's PFC program, the Aviation Board estimates that over 90% of all passenger enplanements at the Airport have qualified and been subject to the passenger facility charge. The Aviation Board expects that a similar percentage of passenger enplanements will continue to be subject to its PFC.

Prior to passage of the 2018 FAA Act, a medium or large hub airport had to demonstrate that a project will make a significant contribution to improving air safety and security, increasing competition among air carriers, reducing current or anticipated congestion, or reducing the impact of aviation noise on people living near the airport. The FAA determined that the Aviation Board had not made this showing for the North Terminal Program, and approved PFC collections for the program at the $3.00 level. As a result, the PFC rate of collection at the Airport was originally scheduled to decline from $4.50 to $3.00 on February 1, 2026.

The 2018 FAA Act eliminated the "significant contribution" test for medium and large hub airports. Consequently, on October 4, 2019, the Aviation Board submitted an amendment request to increase the Airport's PFC collection rate from $3.00 to $4.50. The FAA approved the amendment on October 11, 2019, with an estimated charge expiration date of August 1, 2034. As a result, the Airport's PFC collection rate will remain at $4.50 throughout the forecast period presented in the Consultant Report.

Net PFC Revenues for Debt Service on Bonds

The Aviation Consultant's funding plan assumes that the collection level of PFCs will remain at the current rate of $4.50 throughout the forecast period. The Airport currently has a total PFC collection authority of approximately $965.6 million, including $389.3 million for PFC-eligible costs (plus financing and interest costs) of the North Terminal and ancillary projects. The Report of the Airport Consultant assumes PFCs available in the Excess PFC Fund under the PFC Indenture to be transferred to the Transferred PFCs Account of the Debt Service Fund under the Indenture to pay debt service on the Series 2017 Bonds and Series 2019 Bonds. The Consultant Report describes Debt Service by Bond Series, Net PFC Revenues Transferred to Debt Service Fund, and Debt Service Net of PFCs Allocated by Cost Center. See Table 33 "**Projected Annual General Airport Revenue Bond Debt Service**" on page 117 of the Consultant Report attached as "**APPENDIX C"** herein.

The Consultant Report forecasts that Revenues will be sufficient to ensure that all Operation and Maintenance Expenses, debt service, and fund deposit requirements can be generated through reasonable user fees. Consultant Report is based on a number of assumptions and projections. The Consultant Report has been included herein in reliance upon the knowledge and experience of Unison Consulting, Inc. as the Aviation Consultant. As stated in the

Consultant Report, forecasts of commercial aviation activity are based on information available at the time of analysis, measurable factors that drive air travel demand, and assumptions about the availability and characteristics of airline service at the Airport. Any projection is subject to uncertainties; therefore, there are likely to be differences between the projections and actual results, and those differences may be material. See "**Forecast Risk and Uncertainty**" in Section 3.11 of Consultant Report for a discussion of dynamic environment with various interconnected factors, many of which are subject to volatility and uncertainty, introducing downside and upside risks to forecast activity.

Prospective Financial Information

The Consultant Report included as "**APPENDIX C"** of this Official Statement was prepared by the Aviation Consultant and contains prospective financial information. This prospective financial information was not prepared with a view toward compliance with the guidelines established by the American Institute of Certified Public Accountants for preparation and presentation of prospective financial information. Other prospective financial information included in this Official Statement, including summaries of prospective financial information from the Consultant Report and budget information, has been prepared by, and is the responsibility of, the Aviation Board's management. Carr, Riggs &Ingram, L.L.C., independent auditors, has neither examined nor compiled this prospective financial information and, accordingly, Carr, Riggs & Ingram, L.L.C. does not express an opinion or offer any other form of assurance with respect thereto.

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CAPITAL IMPROVEMENT PROGRAM

Based on estimates provided by the Aviation Board's capital planning team, Table 1 of the Consultant Report attached as "**APPENDIX C**" details the project components of the Airport's Capital Improvement Program (the "*CIP*") and their estimated costs and funding sources. The total cost of the CIP is currently estimated to be $212,302,992. The costs of the CIP to be financed with proceeds of the Series 2024C Bonds amount to $97,440,491. The project component costs identified in Table 1 on page 5 the Consultant Report attached as "**APPENDIX C**" are based on 2024 construction cost estimates, plus estimated soft costs (design, planning, project management, and associated costs), plus an escalation factor through the anticipated mid-point of construction.

In addition to the Series 2024C Bonds, funding sources for the Airport's CIP include Series 2024 Notes, Future BANS, and a Future Series 2025 Bond issue, FAA Airport Improvement Program Grants, and Airport Terminal Program funds under the Bipartisan Infrastructure Law. The Consultant Report assumes that the Aviation Board will issue Additional Bonds later in 2025 to finance $211,575,000 of Future Projects. The financial impact of the Additional Bonds expected to be issued in 2025 is included in Table 43 on page 140 of the Consultant Report attached as "**APPENDIX C**".

A narrative description of the project components of the CIP to be financed within the five-year forecast period, including project components to be financed with the proceeds of the Series 2024C Bonds, is copied below along with Table 1 of the Consultant Report attached as "**APPENDIX C**".

			Funding Sources				
			Bipartisan Infrastructre Law (BIL)		Airport Improvement Grants	2024 BANS[1]	Future BANS[1]
Project Name	**Total Costs**	**Series 2024 Bonds**	**AIG**	**ATP**			
CIP Projects							
Checked Baggage Inspection System Expansion - 5th EDS	$ 36,922,204	$ -	$ -	$ -	$ -	$ 22,654,635	$ 14,267,569
North / South Connector - Enabling	29,602,349		13,526,976	7,000,000		5,711,725	3,363,648
Pavement and Piles - Terminal, Conc Connector	20,743,174					20,011,808	731,366
Baggage Handling System Upgrade - DeviceNet to Ethernet	14,801,175					14,279,313	521,862
Sewer Force Mains - Concourse B	11,920,287	11,920,287					
Sewer - Terminal	12,793,598					12,342,519	451,079
Checked Baggage Inspection System Expansion	16,092,153	16,092,153					
Runway 11-29 Mill & Overlay	9,536,230	9,536,230					
Concourse C Sewer Repair	8,281,671	8,281,671					
Taxiway Golf - Barriere CO #4	7,223,629	2,365,769			4,857,860		
Baggage Handling System Recontrol	5,262,071	5,262,071					
Electrical Improvements	5,195,658	5,195,658					
South Terminal West Terminal Boiler Replacement	5,182,734	5,182,734					
Phase 1 Pavement Maintenance	4,500,000	4,500,000					
Overflow Parking Lot - Phase 1	4,172,101	4,172,101					
Overflow Parking Lot - Phase 2	4,172,101	4,172,101					
Inbound & Outbound Elevated Ramps	3,135,554	3,135,554					
CUP Valve Replacement	2,850,504	2,850,504					
Ingress/Egress Roadway	2,677,576	2,677,576					
Universal Water Softener	2,653,560	2,653,560					
North Terminal - Airline - Support	2,929,655	2,929,655					
North Terminal - Landside -On Airport Roadway	827,194	827,194					
North Terminal - Airside - Apron	656,265	656,265					
North Terminal - Airside - Loading Bridges	171,548	171,548					
Total CIP Projects	**$ 212,302,992**	**$ 92,582,631**	**$ 13,526,976**	**$ 7,000,000**	**$ 4,857,860**	**$ 75,000,000**	**$ 19,335,525**

CBIS Expansion: The Checked Baggage Inspection System ("*CBIS*") will be expanded to accommodate two additional Explosive Detection System ("EDS") machines and four additional checked baggage inspection tables. The project includes a 5,000 square foot addition to the North Terminal, reconfiguration of the existing program within the building, and associated utility relocations.

North/South Connector – Enabling: The economy parking garage, employee parking garage, and CONRAC facility currently located in the South Campus of the Airport are still being utilized. This location requires a bus operation to move people between the South Campus facilities and the North Terminal. This roadway system contains 4 traffic lights, is subject to congestion, and leads to excessive travel times, 15 to 25 minutes on average, depending on traffic, a downgraded level of service, and additional costs. The Aviation Board desires to have a dedicated shuttle road for these busses to connect and improve the North Terminal roadway and South Campus facilities roadway. This project will provide for the planning, design, and construction of an asphalt and concrete bus road adjacent to and connecting the existing access road to the South Campus. Ultimately the roadway system will include pile supports to alleviate concerns of future settlement.

Pavement and Piles – Terminal and Concourse Connector: Pavement elevation issues must be addressed to improve the sewer systems' and ramp traffic's operational performance and reliability. The project will replace the airside pavement at the Baggage Makeup doors. The new pavement will be pile-supported and require the use of steel-segmented piles to minimize impacts on operations. The gravity sewer system currently serving the Terminal will be relocated, tunneled below the slab, and replaced with pile-supported sewer lift stations and force mains.

BHS Upgrade – DeviceNet to Ethernet: This project will upgrade the existing baggage handling equipment to ensure adequate serviceability and the availability of future parts. DeviceNet devices are no longer in production, and spare parts have become increasingly difficult to obtain. This project will involve upgrading all existing DeviceNet devices to Ethernet devices to ensure the system will perform as expected.

Sewer Force Mains – Concourse B: Due to the ongoing settlement of the apron around the terminal and concourses, the gravity sewer lines are being improved with force mains. This project is a continuation of the process for the Concourse B sewer lines.

Sewer – Terminal: This project is necessary to improve the operational performance of the existing sanitary sewer system. The existing sanitary sewer will be removed, and the existing gravity sewer system along Concourse C will be upgraded to a force main system and multiple grinder pumps.

Runway 29 Mill & Overlay: Due to the age of the runway, Runway 11-29 requires rehabilitation. This project will include rehabilitation of a section of the runway.

Concourse C Sewer Repair: Due to settlement of the existing soils around the North Terminal and the constructed design, the existing sanitary sewer system is experiencing settlement of elements of the sewer system. The repairs will reconfigure the existing service laterals to discharge into new manholes that will serve as lift stations and pump the effluent to downstream structures and eliminate the risk of sewer backups from blockages due to settlement.

Taxiway Golf – Barriere CO #4: Unexpected conditions encountered during the demolition and excavation of Taxiway Golf led to additional costs. This project represents the additional costs incurred, which include the repair of utilities damaged during construction, increased energy fees, large pavement quantities, and additional airfield signage changes.

BHS Recontrol: The existing BHS was improved to increase operational efficiency and the system's capacity. This project recontrols the existing software to increase the BHS's efficiency and improve the system's maintenance.

Electrical Improvements: Due to settlement of the existing soils around and under the North Terminal and the constructed design, maintenance and repair of the underground electrical system is being performed. As the soil continues to shift, occasional breaks of the electrical lines occur. To best resolve the situation, the underground electrical lines will be run overhead within the building to the electrical rooms. This would eliminate any future potential for breaks due to soil movement.

South Terminal West Terminal Boiler Replacement: The existing infrastructure in the South terminal and South Campus is 50 years old. The Airport's long-term vision includes redeveloping the south campus, including reutilizing parts of the south terminal. The boilers that serve the western half of the south terminal have exceeded their useful life and cannot be repaired due to age. The boilers were required to be decommissioned by the State Fire Marshall's Office.

Phase 1 Pavement Maintenance: Due to settlement of landside and airside pavements, several areas are in need of repair. This project will include the removal and replacement of sections of pavement to minimize operational hazards.

Overflow Parking Lot - Phase 1: With multiple special events and changes in the dynamics of parking, additional parking areas are required. This parking can be used during peak times when the garages are full. For Phase 1, approximately 200 spaces will be developed east of the Long-Term Parking Garage. The project includes the design and construction of a paved parking lot, signage, lighting, and a traffic-controlled pedestrian crosswalk.

Overflow Parking Lot - Phase 2: Phase 2 of the Overflow Parking Lot will provide an additional 200 spaces, for a total of 400 spaces, east of the Long-Term Parking Garage. The project includes the design and construction of a paved parking lot, signage, lighting, and a traffic-controlled pedestrian crosswalk.

Inbound & Outbound Elevated Ramps: The existing approach slabs along the Elevated Departures Road need repairs due to excessive settlement. This project will remove existing slabs and driving piles and will install new slabs. The project will be phased to allow continuous traffic to utilize the Elevated Departures Roadway.

CUP Valve Replacement: The potable water supplied by the City of Kenner contains high calcium levels. As a result, the existing water distribution system components are suffering from an accumulation of calcium deposits. These deposits have significantly damaged the valves in the Central Utility Plant. Replacing the failing valves is critical for the functionality and servicing of the boilers and chillers serving the entire terminal building. This project will replace those valves. To prevent this issue, a water softener has been installed for the north terminal.

Ingress/Egress Roadway: With increased passenger traffic and the integration of the vehicle flyover road, improvements to the landside roadways are required. This includes widening of the outbound lanes and connection to the new access point for Transportation Network Companies ("TNCs").

Universal Water Softener: Water softeners are needed to prevent excessive wear that has occurred to plumbing equipment due to the presence of hard water. The first centralized water softener will be installed at the incoming water supply. The second centralized water softener will be installed outside of the CUP, and it will provide conditioned water to each boiler.

North Terminal – Airline – Support: This project includes the closeout of the North Terminal Project to facilitate leases, as-builts, warranty work, and repairs to the terminal building.

North Terminal – Landside – On Airport Roadway: This project includes the closeout of the North Terminal Project to facilitate as-builts, warranty work, and repairs of roadways, utilities, and landside facilities.

North Terminal – Airside – Apron: This project includes the closeout of the North Terminal Project to facilitate as-builts, warranty work and repairs of apron and airside facilities.

North Terminal – Airside – Loading Bridges: This project included a study to determine the allowable fleet mix that could be utilized at each gate and what modifications would be needed to existing gates to serve aircraft that were determined to be out-of-range for existing bridges.

Table 1 on page 5 of the Consultant Report attached as "**APPENDIX C**" also includes Future Projects that total $1,546,750,000 projected to be financed with Future Bonds; however, those Future Projects are not expected to be completed in the forecast period and are not reflected in Table 43 on page 140 of the Consultant Report attached as "**APPENDIX C**".

Passenger Facility Charge Authority Approved by FAA

The Aviation Board may submit one or more PFC applications to obtain approval to collect and use PFCs for eligible costs of the CIP; however, the financial projections presented in the Consultant Report do not assume any PFCs for future projects.

Airport Improvement Program ("*AIP*") from the FAA

FAA AIP grants are administered to develop and maintain infrastructure projects that increase the capacity, safety, and security at airports across the United States. The FAA issues either entitlement (passenger or cargo) or discretionary grants for projects. AIP passenger entitlement grants are awarded using an enplanement-based formula. The FAA awards AIP discretionary grants based on established funding priorities and the allocation of discretionary funds among nine FAA regions. The distribution of the funds to the FAA regions is based on various considerations including the number and types of airports in each region, and the identified capital needs of those airports. This analysis assumes that the FAA AIP grant program will continue throughout the projection period.

AIP passenger entitlement funding amounts are based on the forecasts of passenger traffic. Some projects, in particular projects for terminal development, are only partially eligible for AIP funding. For those projects, the entitlement funding amounts reflect the percentage of eligibility typical for such projects, based on the team's experience at the Airport and at other airports. The maximum funding eligibility for airports such as MSY, a medium hub as defined by the FAA, is 75%, except for noise projects, which have an 80% eligibility.

Demand for AIP discretionary grant funding consistently exceeds funding availability. AIP discretionary grant funding amounts are based on an evaluation of amounts that can be reasonably expected to be made available to the Airport considering historic AIP discretionary grant funding provided to the Airport, the timing of projects identified for AIP discretionary grant funding, and the level of AIP discretionary grant funding support provided to similar projects at comparable airports. The current funding for project costs of the CIP assumes that the Aviation Board will receive approximately $4.9 million in AIP funding for eligible project costs of the CIP.

Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law ("*BIL*") is an investment in America's transportation network, which was signed into law in November 2021. The law provides for a $25 billion investment to modernize airport infrastructure, spread equally over five years (federal fiscal years 2022 through 2026). As specified in the BIL, the FAA plans to invest the $25 billion total investment in the following three categories:

(1) $15 billion for airport infrastructure to increase safety and expand capacity. This portion of the BIL spending is known as the Airport Infrastructure Grant ("*AIG*") Program.
(2) $5 billion to improve aging terminal facilities, including projects such as terminal renovations, terminal enabling projects, terminal roadways, and central heating and refrigeration facilities. This portion of the BIL spending is known as the Airport Terminal Program ("*ATP*").
(3) $5 billion to improve air traffic facilities.

The BIL also expanded eligible sponsorship for certain rail, transit and highway grant (surface transportation) programs to owners and operators of airports. The funding plan assumes that the Aviation Board will be able to successfully compete for funds from these programs and reflect an evaluation of amounts that the Airport can reasonably expect to receive.

The current CIP funding plan assumes that the Aviation Board will receive approximately $16.7 million in AIG funding and $7.0 million in ATP funding under the provisions of BIL.

Customer Facility Charges

On July 16, 2008, the Aviation Board adopted a resolution (the "*CFC Resolution*") which was amended by the Aviation Board on October 15, 2008 to establish and impose the Customer Facility Charge, or CFC. The CFC Resolution, as amended, requires that all rental car companies operating on Airport property (the "*On-Airport Rental Car Companies*", or "*RACs*") collect the CFC. The initial rate,, effective November 1, 2008, was $5.50 per Transaction Day. A "*Transaction Day*" is defined in the CFC Resolution, as amended, as "a twenty-four (24) hour period or fraction thereof for which a rental car customer is provided the use of a rental car for compensation regardless of the duration or length of the rental term."

On May 13, 2009, the CFC Resolution was amended and restated to increase the CFC rate to $6.20 per Transaction Day, effective June 1, 2009. On May 19, 2016, the Aviation Board adopted a resolution to increase the CFC to $7.95 per Transaction Day, effective July 1, 2016. On July 18, 2024, the Aviation Board adopted a resolution approving a First Supplemental Indenture to the Restated Customer Facility Charge Master Revenue Bond Trust Indenture dated as of October 1, 2018 (the "*Restated CFC Master Indenture*") to retain, as the first priority use of funds deposited to the Surplus Fund under the Restated CFC Master Indenture, an amount equal to the Annual Debt Service scheduled for the next following Bond Year (the "*Retained Surplus Amount*") to be used for any debt service on any Airport Bonds or for the costs of any Airport capital project directed by an Airport Authorized Board Representative in writing to the Trustee. On August 15, 2024, the Aviation Board adopted a resolution to increase the CFC to $10.00 effective January 1, 2025. The RACs are required to remit the CFC collections to the Aviation Board monthly.

REPORT OF THE AVIATION CONSULTANT

The Aviation Board retained Unison Consulting, Inc. to serve as the Aviation Consultant (the "*Aviation Consultant"*) which prepared the Consultant Report in connection with the issuance of the Series 2024 Bonds. The Consultant Report, included in this Official Statement as **"APPENDIX C"**, forecasts the collection of rates, fees, rentals, or other charges for the Airport System sufficient to produce Net Revenues through the 2029 forecast period at least sufficient to satisfy the Rate Covenant established under the Indenture. These financial projections are based upon certain information and assumptions that were provided by, or reviewed and agreed to by, the Aviation Board Section 3.10 within the Consultant Report attached as **"APPENDIX C"** describes the Forecast Methodology used by the Aviation Consultant in making forecasts. Table 43 on page 140 of the Consultant Report attached as **"APPENDIX C"** projects debt service coverage in each year of the forecast period will satisfy the Rate Covenant. The Aviation Board has relied upon the analyses and conclusions contained in the Report of the Aviation Consultant, as of its date, in preparing this Official Statement.

THE REPORT OF THE AVIATION CONSULTANT IS PART OF THIS OFFICIAL STATEMENT AND PURCHASERS OF THE SERIES 2024 BONDS SHOULD READ THE REPORT OF THE AVIATION CONSULTANT IN ITS ENTIRETY.

INFORMATION CONCERNING THE AIRLINES

Each airline (or its respective parent corporations) serving the Airport is required to file periodic reports of financial and operating statistics with the U.S. Department of Transportation. Such reports can be inspected in the Office of Aviation Information Management of the U.S. Department of Transportation, 400 Seventh Street, S.W. Washington D.C. 20590, and copies of such reports can be obtained from the Department of Transportation at prescribed rates. In addition, those airlines (or their respective parent corporations) serving the Airport, which have sold debt or equity securities to the public, are subject to the reporting requirements of the Securities Exchange Act of 1934 and in accordance therewith, file reports and other information with the Securities and Exchange Commission (the "*Commission*"). Certain information, including financial information, as of particular dates concerning each of the airlines (or their respective parent corporations) is disclosed in certain reports and statements filed with the Commission. Such reports and statements can be inspected in the Public Reference Room of the Commission at 450 Fifth St. N.W. Washington, D.C. 20549; Room 1204, Everett McKinley Dirksen Building, and at the Commission's Regional offices at 219 South Dearborn Street, Chicago, Illinois 60604, and at 26 Federal Plaza, New York, New York 10278, and copies of such reports and statements can be obtained from the Public Reference Section of the Commission, Washington D.C. 20549 at prescribed rates. The SEC maintains a website at www.sec.gov containing reports, proxy statements, and other information regarding registrants that are filed periodically with the Commission.

LITIGATION

There is no action, suit, proceeding, inquiry, or investigation at law or in equity or before or by any court, public board, or body pending, or to the knowledge of the Aviation Board, threatened against or affecting the Aviation Board, nor, to its knowledge, is there any basis therefore, wherein an unfavorable decision, ruling or finding would adversely affect the validity of the Bonds, the Aviation Board's right or ability to collect and apply the Revenues as required by the General Indenture and the Ninth Supplemental Indenture, the ability of the Aviation Board to establish rates, fees, rentals, or other charges for use of the Airport system, or any agreement or instrument to which the Aviation Board is a party and which is used or contemplated for use in the transactions contemplated by this Official Statement.

INVESTMENT CONSIDERATIONS

General

In considering the matters set forth in this Official Statement, prospective investors should carefully review all investment considerations set forth throughout this Official Statement and should specifically consider certain risks associated with the Bonds. There follows a summary of some, but not necessarily all, of the possible investment considerations and risks which should be carefully evaluated by prospective purchasers of the Bonds prior to the purchase thereof. The Aviation Board's ability to derive Net Revenues from the operation of the Airport in amounts sufficient to pay debt service on the Series 2024 Bonds depends on many factors, many of which are beyond the control of the Aviation Board or the Airport. These factors include the financial strength of the air transportation industry in general and the financial strength of the airlines and other businesses that operate at the Airport. Moreover, the order in which investment considerations are presented in this caption is not intended to reflect either the likelihood that a particular event will occur or the relative significance of such an event. The Bonds may not be suitable investments for all persons. Prospective purchasers should be able to evaluate the risks and merits of an investment in the Bonds and should confer with their own legal and financial advisors before considering a purchase of the Bonds.

Special, Limited Obligations

The Bonds are special, limited obligations of the Aviation Board payable solely from and secured by the Trust Estate, including the Net Revenues and certain amounts deposited into the accounts held under the General Indenture and the Ninth Supplemental Indenture, including Net PFC Revenues that may be deposited at the discretion of the Aviation Board to the Transferred PFC Account of the Debt Service Fund. None of the properties of the Airport is subject to any mortgage or other lien for the benefit of the owners of the Bonds.

BONDS ISSUED BY THE AVIATION BOARD UNDER THE INDENTURE ARE NOT INDEBTEDNESS OF THE CITY, AND NEITHER THE CITY'S GENERAL CREDIT NOR TAXING POWER IS PLEDGED FOR THE PAYMENT THEREOF WITHIN THE MEANING OF ANY CONSTITUTIONAL, STATUTORY, OR CHARTER LIMITATIONS. THE AVIATION BOARD HAS NO TAXING POWER.

Changes in Law and Application Thereof

The airline industry is heavily regulated, especially by the federal government, and there are a significant number of governmental agencies and legislative bodies, including the U.S. DOT, FAA, TSA, EPA and others that have the ability to affect directly or indirectly the Aviation Board and the airline industry financially and operationally.

From time to time, governmental agencies, executives and legislative bodies, have proposed, issued or enacted and may continue to propose, issue and enact, legislation, rules, orders and other laws and guidance that have the effect of law, particularly in with respect to Federal aviation regulation, funding, security, immigration, tariffs and trade. The proposal, issuance or enactment of such legislation, rules, orders and other laws and guidance that have the effect of law may have a material effect on the airline industry and the Aviation Board. As of the date of this Official Statement, there is insufficient information available about the potential governmental action to estimate the impacts, if any, on direct or indirect Federal funding that may impact the aviation industry, airports or local governments or their respective operations, including law enforcement, transportation or other activities. Neither the Aviation Board nor the City has, as of the date of this Official Statement, sufficient information available regarding potential governmental action to estimate the magnitude, if any, of such potential impacts.

Loss of Federal Tax Exemption

From time to time, the President of the United States, the United States Congress and/or state legislah1res have proposed and could propose in the future, legislation that, if enacted, could cause interest on the Series 2024 Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent Beneficial Owners from realizing the full current benefit of the tax status of such interest. Clarifications of the Internal Revenue Code of 1986, as amended (the **"***Code***"),** or court decisions may also cause interest on the Series 2024 Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation. The introduction or enactment of any such legislative proposals or any clarification of the Code or court decisions may also affect the market price for, or marketability of, the Series 2024 Bonds, or could limit the value of certain deductions and exclusions, including the exclusion for tax-exempt interest. Prospective purchasers of the Series 2024 Bonds should consult their own tax advisors regarding any such pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel expresses no opinion. Interest on the Series 2024 Bonds may become subject to federal income taxation if certain events occur subsequent to the date of issuance of the Series 2024 Bonds that violate the requirements and limitations prescribed by the Code. Although the Aviation Board has agreed not to violate the requirements and limitations of the Code, there can be no assurance that these events will not occur. If certain requirements are violated, the interest on the Series 2024 Bonds may be deemed to be taxable retroactive to their date of issuance. The Series 2024 Bonds are not subject to mandatory redemption or to mandatory acceleration in the event of such an occurrence. No premium or additional interest will be paid to the bondholders or former bondholders to compensate the bondholders for any losses they may incur as a result of the interest on the Series 2024 Bonds becoming subject to federal income taxation.

Risk of Tax Audit

The Internal Revenue Service (the "IRS") includes a subdivision that is specifically devoted to tax-exempt bond compliance. An examination of the Series 2024 Bonds or other bonds issued by the Aviation Board as tax-exempt bonds could have a material adverse effect on the marketability or the market value of the Series 2024 Bonds.

Forecast Risk and Uncertainty

The Consultant Report attached as "**APPENDIX C**" makes the following statements related to forecasts:

Our forecast development considers the recent impacts of the pandemic, changes in supply, and demand in the aviation industry, changes in the business environment, and the fundamental drivers of passenger traffic growth. To project air traffic during different phases of recovery and growth, we utilize a hybrid modeling framework that combines multiple forecasting methods and data sources.

Forecasts rely on available data, measurable air traffic drivers, and assumptions about future trends. Actual results may deviate materially from the forecasts if these assumptions do not hold or unexpected events cause significant disruptions. The Airport operates in a dynamic environment with various interconnected factors, many of which are subject to volatility and uncertainty, introducing downside and upside risks to forecast activity.

The COVID-19 pandemic caused numerous economic disruptions beginning in 2020, all of which negatively affected the financial position and operations of the Aviation Board, including declines in passenger traffic during 2020 and 2021. During 2022 and 2023, passenger traffic at the Airport continued to rebound but the Aviation Board cannot predict the speed in which the Airport will return to pre-pandemic levels and cannot be certain that spikes in COVID-19 issues, or other global health issues, will not continue to impact the Airport. In addition, the COVID-19 pandemic has significantly altered business travel throughout the world and the Aviation Board does not know if the level of business travel will be permanently altered following the pandemic or the ultimate affect that such change could have in the long-term. Such impacts could be significant. See Section 3.11.1 in the "**Report of the Aviation Consultant**" attached hereto as **"APPENDIX C"**.

No Acceleration

Bonds are not subject to acceleration under any circumstances or for any reason, including without limitation, on the occurrence or continuance of an event of default in the payment of debt service on any of the Bonds issued under the Indenture (including the Bonds) or a default in the performance of any duty or covenant provided by law or in the Indenture. Upon the occurrence of such an event of default, Holders of the Bonds would only be entitled to principal and interest payments on the Bonds as they come due. Under certain circumstances, Holders of the Bonds may not be able to pursue certain remedies or enforce covenants contained in the Indenture. Moreover, since Net Revenues are that portion of Revenues that remain after the deduction of the Operation and Maintenance Expenses of the Airport System and the Aviation Board is not subject to involuntary bankruptcy proceedings, the Aviation Board may be able to continue indefinitely collecting Revenues and applying them to the operation of the Airport System even if an event of default has occurred and no payments are being made on the Bonds. See "**APPENDIX B – Summary of Certain Provisions of the General Indenture and the Ninth Supplemental Indenture**" herein.

Hurricane and Flood Risks

Coastal Louisiana, including New Orleans MSA, is susceptible to rising sea levels due to climate change and to hurricanes wherein winds and flooding have from time to time caused significant damage, particularly in the case of Hurricane Katrina. Subsequent to Hurricane Katrina, the U.S. Army Corps of Engineers (the "*Corps*") undertook a project consisting of the planning, design and construction of a flood protection system to the Metropolitan New Orleans Area. The improvements to the flood protection system, known as the Hurricane and Storm Damage Risk Reduction System ("*HSDRRS*"), consists of a $14.5 billion system of levees, floodwalls, and pumps designed to eliminate nearly all flooding from 100-year storm events and significantly reduces flood risks from 500-year storm events. According to data generated by the Corps, a storm more severe than Hurricane Katrina would only cause modest flooding as compared to floods caused by Hurricane Katrina.

A 100-year storm is an event that has a 1% chance of occurring in any given year. The Corps designed the HSDRRS based on computer-generated models of 152 storms of varying paths, speeds, rainfall volumes, intensities, and radius. Based on data derived from these models, the Corps was able to determine the necessary structural specifications to protect Metropolitan New Orleans Area from 100-year storms. The HSDRRS involves a variety of innovative improvements to levees, floodwalls, outfall canals, interim closure structures, and pump stations in and around the Metropolitan New Orleans Area.

The Corps continues to explore further improvements to the HSDRRS in the Metropolitan New Orleans Area, while also working with officials in New Orleans Parish to improve drainage infrastructure as part of the Southeast Louisiana Urban Drainage program, which is critical in protecting the New Orleans MSA from flooding caused by rain-only storm events.

No assurance can be given that the proposed flood protection system improvements will prevent wind and flooding resulting from future significant weather events.

Factors Affecting the Airline Industry

General

Key factors that affect airline traffic at the Airport and the financial condition of the airlines, and, therefore, the amount of Net Revenues available for payment of the Bonds issued under the General Indenture (including the Bonds) include: local, regional, national, and international economic and political conditions; international hostilities; world health concerns; aviation security concerns; airline service and routes; airline airfares and competition; airline industry economics, including labor relations and costs; availability and price of aviation fuel (including the ability of airlines to hedge fuel costs); regional, national, and international environmental regulations; airline consolidation and mergers; capacity of the national air traffic control and airport systems; capacity of the Airport; competition from neighboring airports; and business travel substitutes, including teleconferencing, videoconferencing, and web-casting.

The airline industry is highly cyclical and is characterized by intense competition, high operating and capital costs, and varying demand. Passenger and cargo volumes are highly sensitive to general and localized economic trends, and passenger traffic varies substantially with seasonal travel patterns. The profitability of the airline industry can fluctuate dramatically from quarter to quarter and from year to year, even in the absence of catastrophic events such as the terrorist attacks of September 11, 2001, and the economic recession that occurred between 2008 and 2009 and the COVID-19 pandemic beginning in March 2020. Other business decisions by airlines (such as reduction or elimination of service) could affect airline operations in the future and, correspondingly, affect services at the Airport. Other business decisions by airlines, such as the reduction or elimination of service to unprofitable markets could affect airline operations in the future.

In addition to revenues received from the airlines, the Aviation Board derives a substantial portion of its revenues from parking operations, food and beverage concessions, retail concessions, car rental companies, and others. Declines in passenger traffic at the Airport may adversely affect the commercial operations of many of such concessionaires. While the Aviation Board's concession agreements with retail and food and beverage concessionaires require them to pay the greater of 10% of gross revenues or a minimum annual guarantee, severe financial difficulties could lead to a failure by a concessionaire to make the required payments or could lead to the cessation of operations of such concessionaire.

Many of these factors are outside the Aviation Board's control. Changes in demand, decreases in aviation activity, and their potential effect on enplaned passenger traffic at the Airport may result in reduced Revenues and PFCs. The following are just a few of the factors affecting the airline industry including, regional and national economic conditions, costs of aviation fuel, airline concentration, international conflicts and threats of terrorism, and structural changes in the travel market. See "**Section 3.10 | Forecast Risk and Uncertainty**" in the Consultant Report for a discussion of forecast risks relating to Disease Outbreaks; Economic Conditions; U.S. Airline Industry Volatility; Volatility of Oil Prices and Implications for Aviation Fuel Cost; Airline Market Concentration, Competition, and Airfares; Airline Mergers; Structural Changes in Demand and Supply; Labor Supply Constraints; and Geopolitical Conflicts and Threat of Terrorism.

Economic Conditions

With the globalization of business and the increased importance of international trade and tourism, growth in the U.S. economy has become more closely tied to worldwide economic, political, and social conditions. As a result, international economic conditions, trade balances, currency exchange rates, political relationships, and hostilities are important influences on passenger traffic at U.S. airports, including the Airport.

Historically, the financial performance of the air transportation industry has correlated with the state of the national and global economies. The U.S. economy entered the Great Recession from December 2007 to June 2009. The Great Recession was the longest and deepest recession since the Great Depression. The recovery from the Great Recession was also the slowest of all recoveries from previous recessions since the Great Depression. The Great Recession spread globally and weakened demand for domestic and international passenger and cargo air services.

Cost of Aviation Fuel

Airline earnings are significantly affected by changes in the price of aviation fuel. According to Airlines for America (an airline trade association, formerly known as Air Transport Association of America), fuel, along with labor costs, is one of the largest cost components of airline operations, and it continues to be an important and uncertain determinate of an air carrier's operating economics. There has been no shortage of aviation fuel since the "fuel crisis" of 1974, but any increase in fuel prices causes an increase in airline operating costs. Fuel prices continue to be susceptible to, among other factors, political unrest in various parts of the world (particularly in the oil-producing nations in the Middle East and North Africa), Organization of Petroleum Exporting Countries policy, the growth of economies around the world, the levels of inventory carried by industries, the amounts of reserves maintained by governments, disruptions to production and refining facilities and weather. The price of aviation fuel rose to an all-time high of approximately $4.03 per gallon in June 2022. According to the U.S. Bureau of Transportation Statistics, the price of aviation fuel averaged approximately $3.39 per gallon during the first nine months of 2022. For comparison purposes, according to the U.S. Bureau of Transportation Statistics, between 2017 and 2021, the price of aviation fuel averaged approximately $1.90 per gallon per year. Significant and prolonged increases in the cost of aviation fuel are likely to have an adverse impact on air transportation industry profitability and hamper the recovery plans and cost-cutting effort of certain airlines.

Airline Concentration; Effect of Airline Industry Consolidation; Cancellation of Flights by Airlines

The airline industry continues to evolve as a result of competition and changing demand patterns, and it is possible the airlines serving the Airport could consolidate operations through acquisition, merger, alliances, and code share sales strategies. Examples of airlines mergers occurring over the last several years include: (a) in 2008, Delta acquired Northwest and its affiliated air carriers, Mesaba, Pinnacle (now known as Endeavor), and Compass; (b) on October 1, 2010, United Airlines and Continental Airlines merged and United Airlines and Continental Airlines began operating as a single airline (under the United brand) in March 2012; (c) on May 2, 2011, Southwest acquired Air Tran, and Southwest and Air Tran began operating as a single airline (under the Southwest brand) in March 2012; (d) effective December 9, 2013, AMR Corporation, along with its subsidiaries American Airlines and American Eagle, merged with US Airways Group, Inc., and American and US Airways began operating as a single airline (under the American brand) in October 2015; (e) in December 2016, Alaska Air Group acquired Virgin America; and (f) in July 2022, JetBlue Airways agreed to acquire Spirit Airlines. As of the date of this Official Statement, none of these mergers has had any material impact on airline service or enplanements at the Airport. While these prior mergers have not had any material impact on airline service and enplanements at the Airport or on Revenues, future mergers or alliances among airlines operating at the Airport may result in fewer flights or decreases in gate utilization by one or more airlines. Such decreases could result in reduced Revenues, reduced Net PFC Revenues, and/or increased costs for the other airlines serving the Airport.

Growth of Low-Cost Carriers

Low-Cost Carriers ("*LCCs*") increase reliance on fee revenues (e.g., baggage fees, seat assignments fees, boarding preferences fees, and food/beverages fees) to take advantage of an operating cost structure that is typically significantly lower than the cost structure of the network carriers. Other advantages can include lower labor costs, greater labor flexibility, streamlined aircraft fleet (i.e., fewer different types of aircraft in a given airline's fleet), and a generally more efficient operation. These lower costs permit LCCs to offer a lower fare structure to the traveling public than network carriers and to still maintain profitability. LCCs increased access to major markets may moderate average airfare increases that can typically result from airline consolidation.

LCCs emerged in larger markets where passenger levels were high enough for the LCCs to overcome certain barriers to entry, such as control of the majority of airport gates and slots by the larger carriers. The cost structure of LCCs allows for lower fares which stimulate traffic and drive LCCs into more and larger markets. Budget conscious flyers have emerged as an underserved segment which has helped to expand the LCC market to include Ultra Low-Cost Carriers ("*ULCCs*"), such as Frontier Airlines, Allegiant Air, Sun County, and Spirit Airlines.

ULCCs at the Airport, such as Frontier Airlines, Allegiant Air, Sun Country, and Spirit Airlines, provided approximately 8.4% of the airline seat capacity at MSY in 2016, 10.7% in 2017, 13.7% in 2018, and 14.8% in 2019. This share continued to increase even through the COVID-19 pandemic, reaching 15.3% in 2020. With the introduction of another ULCC, Breeze Airways, in July 2021, the combined share increased further to 15.6% in 2021.

International Conflict and the Threat of Terrorism

The increased threat of terrorism has had, and may continue to have, a negative impact on air travel. The Aviation Board cannot predict the likelihood of future incidents similar to the terrorist attacks of September 11, 2001 or the terrorist attacks that occurred in Nice, Munich, Paris, Brussels, and Istanbul in 2015 and 2016, the likelihood of future air transportation disruptions, or the impact on the City or the airlines operating at the Airport from such incidents or disruptions.

Structural Changes in the Travel Market

Many factors have combined to alter consumer travel patterns. The threat of terrorism against the United States remains high. As a result, the federal government has mandated various security measures that have resulted in new security taxes and fees and longer passenger processing and wait times at airports. Both add to the costs of air travel and make air travel less attractive to consumers relative to ground transportation, especially to short-haul destinations. Travel behavior may also be affected by anxieties about the safety of flying, the potential exposure to severe illnesses and natural disasters, all of which could lead to the avoidance of airline travel or the use of alternative means of transportation. Additionally, consumers have become more price sensitive. Efforts of airlines to stimulate traffic by heavily discounting fares have changed consumer expectations regarding airfares. Consumers have come to expect extraordinarily low fares. In addition, the availability of fully transparent price information on the internet now allows quick and easy comparison shopping, which has changed consumer purchasing habits. This has made pricing and marketing even more competitive in the U.S. airline industry. Finally, smaller corporate travel budgets, combined with the higher time costs of travel, have made business customers more amenable to communications substitutes such as tele- and video- conferencing.

Effect of Airline Bankruptcies

General

Since December 2000, numerous airlines have filed for bankruptcy protection including, among others, ATA Airlines (f/k/a American Trans Air), Northwest, Delta, including its subsidiary Comair, Mesaba, MN Airlines (d/b/a Sun Country Airlines) (which filed for protection twice), US Airways (which filed for protection twice), UAL Corporation, the parent of United, AMR Corporation, the parent of American Airlines and American Eagle, Air Canada and Frontier. Some of these airlines have emerged from bankruptcy. Only ATA Airlines, Delta, U.S. Airways, United, American, Frontier, Northwest, and Sun Country operated at the Airport at the time of their respective filings for bankruptcy protection, and each such airline except for Northwest, and ATA Airlines continues to operate at the Airport.

Bankruptcy Code Rules

As with all bankruptcies, the success or failure of the debtor depends in part on the legal and business circumstances – for example, has the airline filed seeking relief under Chapter 7 of the Bankruptcy Code (liquidation) or Chapter 11 of the Bankruptcy Code (reorganization) and, if Chapter 11 of the Bankruptcy Code, is the airline able to continue to operate and is the airline's lender(s) and other major creditors being cooperative and supportive.

Assuming any agreements between the debtor airline in question and the Aviation Board are executory contracts or unexpired leases (collectively an "*Executory Contract*"), then the airline has the right either to assume or to reject the agreement subject to bankruptcy court approval. Section 365 of the Bankruptcy Code applies to Executory Contracts. The various rules for Executory Contracts depend in part on whether the airline has filed for relief under Chapter 7 of the Bankruptcy Code or Chapter 11 of the Bankruptcy Code and whether the Executory Contract at issue (e.g., the Airline Agreement) is a lease of residential real property or a lease of non-residential real property or a lease of personal property or a contract (and not a lease).

Assuming any agreement between an airline and the Aviation Board is an Executory Contract and is an unexpired lease of property under which the airline is the lessee, and further assuming the airline has filed for Chapter 11 of the Bankruptcy Code relief, then (a) if the Executory Contract is a lease of personal property, the airline can either assume or reject it (subject to bankruptcy court approval) at any time before the confirmation of a plan, but the bankruptcy court can shorten or lengthen that period, and (b) if the Executory Contract is a lease of non-residential real property, then the airline can either assume or reject it (subject to bankruptcy court approval) by the earlier of (i) 120 days after the date of the order for relief (generally, the date a voluntary Chapter 11 of the Bankruptcy Code case is filed) or (ii) the date of entry of an order confirming a plan, but the bankruptcy court again may extend this period for 90 days on a motion showing cause to do so.

In general, assumption of an Executory Contract (subject to bankruptcy court approval) requires that the airline (a) cure all defaults or provides adequate assurance it will promptly cure all defaults (with exceptions and limitations for non-monetary defaults), (b) compensates or provides adequate assurance it will promptly compensate the other party for any actual pecuniary loss resulting from the default, and (c) provides adequate assurance of future performance of the Executory Contract. Certain types of Executory Contracts cannot be assumed – e.g., an Executory Contract to make a loan or one for personal services.

The Bankruptcy Code also has rules requiring the debtor airline to perform its obligations (with exceptions and limitations for non-monetary obligations) under Executory Contracts after a Chapter 11 filing which involve non-residential real property or personal property, subject to some time and other exceptions and limitations.

The Bankruptcy Code also has rules regarding (and allowing) debtors to assign Executory Contracts which have been assumed.

The Bankruptcy Code also has rules regarding the rejection of Executory Contracts by a debtor airline. Generally, a rejection of an Executory Contract constitutes a breach of it and the Aviation Board would have an unsecured claim against the airline as a result of such rejection. If the Executory Contract is a lease, the Bankruptcy Code limits the lessor's unsecured claims arising from a rejection to (a) the greater of the rent, without acceleration, for (i) one year or (ii) 15%, not to exceed three years, of the remaining term of the lease, following the date the bankruptcy case was filed (or, if earlier, the date the lessor repossessed the property), plus (b) any unpaid rent due under the lease, without acceleration, through the date the bankruptcy case was filed (or, if earlier, the date the lessor repossessed the property).

The Bankruptcy Code also has special rules (Section 1110) for the rights of a secured party with a security interest in equipment of an airline (such as aircraft, aircraft engines, propellers, appliances, and spare parts) in a Chapter 11 case, or of a lessor or conditional vendor of such equipment of an airline in a Chapter 11 case, regarding the taking of possession of such equipment and enforcing its rights and remedies. Generally, these rules require the airline to agree to perform its obligations under such security agreement, lease, or conditional sale contract within certain time limitations (with exceptions and limitations for non-monetary defaults) subject to approval of the bankruptcy court. If the debtor airline fails to do so, then the automatic stay no longer applies and the secured creditor, lessor, or conditional vendor can enforce its rights under the applicable agreement.

The Bankruptcy Code also has rules regarding payments made by an airline within 90 days before a bankruptcy case filing that allow the airline to recapture such payments if they are deemed to be an "avoidable preference." These rules are complicated and contain exceptions and defenses.

The Bankruptcy Code also has rules regarding the confirmation of a Chapter 11 reorganization plan and/or the sale of assets of a debtor airline. A discussion of these rules would be complex and lengthy, and any potential investor should seek the advice of its legal counsel regarding them.

In general, if an airline files a bankruptcy case, the Aviation Board would be subject to risks, including, among others and without limitation, the risks of (i) delay (which could be substantial) in receiving payments due it, (ii) receiving only reduced payments of amounts due it, (iii) receiving none of the payments due it, (iv) having to return previous payments it received from the airline, (v) having its Executory Contracts with the airline rejected (or negotiating new terms to avoid rejection), and (vi) delay (which could be substantial) in enforcing any of its rights and remedies under Executory Contracts with an airline or being prohibited from enforcing them. Bankruptcy courts are courts of equity. While the Bankruptcy Code has rules (some of which are summarized above), a bankruptcy court generally has the power to render equity as it deems appropriate. The bankruptcy process can be protracted and expensive. Any potential investor should seek the advice of its legal counsel regarding the effects of a bankruptcy of an airline.

With respect to an airline in a bankruptcy proceeding in a foreign country, the Aviation Board is unable to predict what types of orders and/or relief could be issued by foreign bankruptcy tribunals, or the extent to which any such orders would be enforceable in the United States.

Pre-Petition Obligations

During the pendency of a bankruptcy proceeding, a debtor airline may not, absent a bankruptcy court order, make any payments to the Aviation Board arising on account of goods and services provided to the airline prior to the bankruptcy, subject to the rules on Executory Contracts. Thus, the Aviation Board's stream of payments from a debtor airline could also be interrupted to the extent of pre-petition goods and services supplied to the airline, subject again to the rules on Executory Contracts and the general risks of bankruptcy discussed herein.

Passenger Facility Charges

Pursuant to the PFC Act, the FAA has approved the Aviation Board's applications to require the airlines to collect and remit to the Aviation Board a $4.50 PFC on each enplaning revenue passenger at the Airport until February 1, 2026, after which the collection level becomes $3.00 per passenger. See "**THE PASSENGER FACILITY CHARGE PROGRAM.**"

The PFC Act provides that PFCs collected by the airlines constitute a trust fund held for the beneficial interest of the eligible agency (i.e., the Aviation Board) imposing the PFCs, except for any handling fee (which currently is $0.11 per PFC), or retention of interest collected on unremitted proceeds. In addition, federal regulations require airlines to account for PFCs separately and to disclose the existence and amount of funds regarded as trust funds in their respective financial statements. However, the airlines, provided they are not under bankruptcy protection, are permitted to commingle PFCs with other revenues. The bankruptcy courts have not fully addressed such trust arrangements. Therefore, the Aviation Board cannot predict how a bankruptcy court might rule on this matter in the event of a bankruptcy filing by one of the airlines operating at the Airport.

The PFC Act requires an airline in bankruptcy protection to segregate PFCs from all of its other revenues.

It is possible that the Aviation Board could be held to be an unsecured creditor with respect to unremitted PFCs held by an airline that has filed for bankruptcy protection. Additionally, the Aviation Board cannot predict whether an airline operating at the Airport that files for bankruptcy protection would have properly accounted for the PFCs revenues owed to the Aviation Board or whether the bankruptcy estate would have sufficient moneys to pay the Aviation Board in full for the PFCs revenues owed by such airline. All of the airlines that were operating at the Airport at the time of their respective filings for bankruptcy protection and during the time they operated at the Airport while under bankruptcy protection submitted to the Aviation Board all of the PFCs collected by them.

The amount of PFCs received by the Aviation Board in future years will vary based upon the actual number of PFC-eligible passenger enplanements at the Airport. No assurance can be given that any level of enplanements will be realized. Additionally, the FAA may terminate the Aviation Board's authority to impose the PFC, subject to informal and formal procedural safeguards, if (a) PFC revenues are not being used for approved projects in accordance with the FAA's approval, the PFC Act or regulations promulgated by the FAA under authority of the PFC Act ("*PFC Regulations*"), or (b) the Aviation Board otherwise violates the PFC Act or the PFC Regulations. The Aviation Board's authority to impose a PFC may also be terminated if the Aviation Board violates certain provisions of the Airport Noise and Capacity Act of 1990 (the "*ANCA*") and its implementing regulations relating to the implementation of noise and access restrictions for certain types of aircraft. The regulations under ANCA also contain procedural safeguards to ensure that the Aviation Board's authority to impose a PFC would not be summarily terminated. No assurance can be given that the Aviation Board's authority to impose a PFC will not be terminated by Congress or the FAA, that the PFC program will not be modified or restricted by Congress or the FAA so as to reduce PFC revenues available to the Aviation Board or that the Aviation Board will not seek to decrease the amount of PFCs to be collected, provided such decrease does not violate the Aviation Board's covenant in the Indenture. A shortfall in PFCs may cause the Aviation Board to increase rates and charges at the Airport to meet the debt service requirements on the Bonds that the Aviation Board plans to pay from PFCs, and/or require the Aviation Board to identify other sources of funding for its capital program, including issuing Additional Bonds and/or Subordinate Obligations, to finance the pay-as-you-go projects currently expected to be paid with PFCs.

Aviation Security and Health Safety Concerns

Concerns about the safety of airline travel and the effectiveness of security precautions, particularly in the context of potential international hostilities and terrorist attacks, may influence passenger travel behavior and air travel demand.

Safety concerns in the aftermath of the terrorist attacks in September 2001 were largely responsible for the steep decline in airline travel nationwide in 2002. Since 2001, government agencies, airlines, and airport operators have upgraded security measures to guard against future terrorist incidents and maintain confidence in the safety of airline travel. These measures include strengthened aircraft cockpit doors, changed flight crew procedures, increased presence of armed sky marshals, federalization of airport security functions under the TSA, more effective dissemination of information about threats, more intensive screening of passengers, baggage, and cargo, and deployment of new screening technologies. The airlines and the federal government were primarily responsible for, and bore most of the capital costs associated with, implementing the new security measures.

Aviation security concerns intensified again in 2014 following the high-profile disappearance of Malaysia Airlines Flight 370, the crash of Malaysia Airlines Flight 17, the crash of AirAsia Flight 8501, the crash of TransAsia Flight 222, and the crash of TransAsia Flight GE235. Travel behavior may be affected by anxieties about the safety of flying and by the inconveniences and delays associated with more stringent security screening procedures, both of which may give rise to the avoidance of air travel generally and the switching from air to surface travel modes.

No assurance can be given that these precautions will be successful. Also, the possibility of intensified international hostilities and further terrorist attacks involving or affecting commercial aviation are a continuing concern that may affect future travel behavior and airline passenger demand.

Public health and safety concerns have also affected air travel demand from time to time. In 2003, concerns about the spread of severe acute respiratory syndrome ("*SARS*") led public health agencies to issue advisories against nonessential travel to certain regions of the world. In 2009, while the United States Centers for Disease Control and Prevention ("*CDC*") and the World Health Organization ("*WHO*") did not recommend that people avoid domestic or international travel, concerns about the spread of influenza caused by the H1N1 virus reduced international air travel, particularly to and from Mexico and Asia. In 2014, an outbreak of Ebola in West Africa and the discovery of a patient and health care workers infected with Ebola in the United States have again raised concerns about the spread of communicable disease through air travel. The COVID-19 global health pandemic declared in March 2020, caused substantial worldwide enplanement reductions. CDC and WHO recommended travelers avoid domestic or international travel during the COVID-19 pandemic in 2020. CDC or WHO may recommend travel restrictions should another outbreak occur. Prospective investors should take into consideration the impact that such developments may have on activity levels at the Airport and the potential financial impact on the airlines that serve the Airport.

Cyber Liability

Computer networks and data transmission and collection are vital to the efficient operation of the airline industry. Air travel industry participants, including airlines, the FAA, the TSA, the Airport, concessionaires, and others collect and store sensitive data, including intellectual property, proprietary business information, information regarding customers, suppliers and business partners, and personally identifiable information of customers and employees. While the Airport does not collect or maintain this third-party data, the secure processing, maintenance, and transmission of Airport information is critical to the Airport's operations. Despite security measures, information technology and infrastructure may be vulnerable to cybersecurity attacks and the information stored on airline industry networks could be disrupted, accessed, publicly disclosed, lost or stolen. Any such disruption, access, disclosure, or other loss of information could result in disruptions in the efficiency of the air travel industry, legal claims or proceedings, liability under laws that protect the privacy of personal information, regulatory penalties, operations, and the services provided, and cause a loss of confidence in the air travel industry, which could ultimately adversely affect Gross Revenues.

The Airport maintains a security posture designed to deter cybersecurity attacks and is committed to deterring attacks on its electronic systems and responding to such attacks to minimize their impact on operations. The Airport's cybersecurity and operational safeguards are actively monitored. Additionally, the Airport maintains a comprehensive cyber risk insurance policy, which includes coverage for first party loss, liability, and eCrime exposures. See **AIRPORT FINANCIAL INFORMATION - SUMMARY OF INSURANCE FOR NEW ORLEANS AVIATION BOARD** herein. However, no assurances can be given that the Airport's security measures will prevent cybersecurity attacks, and no assurances can be given that any cybersecurity attacks, if successful, will not have a material adverse effect on the operations or financial condition of the Airport or the airlines serving the Airport.

Airline, Concessionaires, and Other Entities Operating at the Airport

Computer networks and data transmissions and collections are vital to the airline industry. Air travel industry participants, including airlines, the FAA, the TSA, the concessionaires and others collect and store sensitive data, including intellectual property, proprietary business information, information regarding customers, suppliers and business partners, and personally identifiable information of customers and employees. The secure processing, maintenance, and transmission of this information is critical to air travel operations. Despite security measures, information tchnology and infrastructure may be vulnerable to attacks by hackers or breached due to employee error, malfeasance or other disruptions. Any such breach could compromise networks and information stored there could be disrupted, accesssed, publicly disclosed, lost or stolen. Any such disruption, access, disclosure or other loss of information could result in disruptions in the efficiency of the air travel industry, legal claims or proceedings, liability under laws that protect the privacy of personal information, regulatory penalties, operations and the services provided, and cause a loss of confidence in the air travel industry, which could ultimately adversely affect the airline industry and operations at the Airport.

Regulations and Restrictions Affecting the Airport

The operations of the Airport System are affected by a variety of contractual, statutory, and regulatory restrictions and limitations including, without limitation, the provisions of the Airline Agreements and the Operating Agreements, the federal acts authorizing the imposition, collection and use of Passenger Facility Charges and extensive federal legislation and regulations applicable to all airports in the United States. In the aftermath of the terrorist attacks of September 11, 2001, the Airport also has been required to implement enhanced security measures mandated by the FAA, the Department of Homeland Security, and the Aviation Board management.

It is not possible to predict whether future restrictions or limitations on Airport System operations will be imposed, whether future legislation or regulations will affect anticipated federal funding or Net PFC Revenues for capital projects for the Airport System, whether additional requirements will be funded by the federal government whether such restrictions or legislation or regulations would adversely affect Net Revenues. See "**- Aviation Security and Health Safety Concerns**" above.

Ability to Meet Rate Covenant

As described in "**SECURITY FOR BONDS - Rate Covenants under the General Indenture**" in this document, the Aviation Board has covenanted in the Indenture that it will at all times fix, charge, impose and collect rentals, rates, fees and other charges for the use of the Airport System, and, to the extent it legally may do so, revise the same as may be necessary or appropriate, in order that in each Fiscal Year, the rate covenant set forth in the Indenture is met. In addition to Net Revenues, the Aviation Board expects to pay a portion of the debt service on the Bonds with PFCs deposited to the Transferred PFC Account of the Debt Service Fund. PFCs deposited to the PFC Account of the Debt Service Fund constitute Revenues for purposes of the Rate Covenants.

If Net Revenues (and PFCs expected to be used to pay debt service on the Bonds) were to fall below the levels necessary to meet the rate covenant in any Fiscal Year, the Indenture provides for procedures under which the Aviation Board would retain and request an Airport Consultant to make recommendations as to the revision of the Aviation Board's rentals, rates, fees and other charges, its Operating and Maintenance Expenses or the method of operation of the Airport System in order to satisfy as quickly as practicable the rate covenant set forth in the Indenture. The Indenture provides that, so long as the Aviation Board substantially complies in a timely fashion with the recommendations of the Airport Consultant and so long as Debt Service is paid when due, the Aviation Board will not be deemed to have defaulted in the performance of its duties under the Indenture even if the resulting Net Revenues plus Other Available Funds are not sufficient to comply with the rate covenant set forth in the Indenture.

Increasing the schedule of rentals, rates, fees and other charges for the use of the Airport System and for services rendered by the Aviation Board in connection with the Airport System is subject to contractual, statutory and regulatory restrictions. Implementation of an increase in the schedule of rentals, rates, fees and other charges for the use of the Airport System could have an unfavorable impact on the operation of the Airport System by making the cost of operating at the Airport System unattractive to airlines, concessionaires and others in comparison to other airports, or by reducing the operating efficiency of the Airport System. Notwithstanding this potential impact, the Airline Agreements acknowledge the existence of the rate covenant under the Indenture and include an agreement by the Signatory Airlines to pay such rentals, rates, fees, and charges.

Availability of Funding for the Capital Improvement Program

The Aviation Board's plan of finance assumes that proceeds of future Additional Bonds, Future BANS, and federal grants will be received by the Aviation Board in certain amounts and at certain times to pay the costs of the Capital Improvement Program. No assurance can be given that these sources of funding will be available in the amounts or on the schedule assumed. See Table 1 within the Consultant Report attached as "**Appendix C**" herein.

To the extent that any portion of the funding assumed in the plan of finance for the Capital Improvement Program is not available as anticipated, the Aviation Board may be required to defer or remove such projects.

Federal Funding; Impact of Federal Sequestration

On October 5, 2018, the President signed into law a five-year reauthorization bill for the FAA (the "*2018 FAA Act*"). The 2018 FAA Act retains the federal cap on PFCs at $4.50 and authorizes $3.35 billion per year for the Airport Improvement Program ("*AIP*") through federal fiscal year 2023, which is the same funding level as was in place during the preceding five years. AIP provides federal capital grants to support airport infrastructure, including entitlement grants (determined by formulas based on passenger, cargo, and general aviation activity levels) and discretionary grants (allocated on the basis of specific set- asides and the national priority ranking system). There can be no assurance that the FAA will receive spending authority. In addition, AIP could be affected by the automatic across-the-board spending cuts, known as sequestration, described in more detail below. The Aviation Board is unable to predict the level of available AIP funding it may receive. If there is a reduction in the amount of AIP grants awarded to the Aviation Board for the Airport, such reduction could (i) increase by a corresponding amount the capital expenditures that the Aviation Board would need to fund from other sources (including surplus revenues, additional Revenue Bonds or Subordinate Obligations), (ii) result in decreases to Planned CIP Projects or (iii) extend the timing for completion of certain projects. See "**CAPITAL IMPROVEMENT PROGRAM**" in this document.

Federal funding received by the Aviation Board could also be adversely affected by the implementation of the Budget Control Act of 2011 (the "*Budget Control Act*"). As a result of the failure of the Joint Select Committee on Deficit Reduction to reach an agreement on the deficit reduction actions as required by the Budget Control Act, sequestration - a unique budgetary feature of the Budget Control Act - has been triggered. On January 2, 2013, President Obama signed into law H.R. 8, the American Taxpayer Relief Act of 2012, which delayed the initiation of the sequestration process from January 2, 2013 to March 1, 2013. On March 26, 2013, President Obama signed the Consolidated and Further Continuing Appropriations Act of 2013, providing funds for operation of the federal government through September 30, 2013, and offsetting some of the sequestration- mandated reductions for Fiscal Year 2013. The spending reductions for Fiscal Year 2013 were approximately $85.4 billion, with similar cuts for Fiscal Years 2014 through 2021.

The Aviation Board receives numerous grants from the FAA and the TSA for various capital projects and the FAA employs and manages the air traffic control personnel at the Airport. These expenditures of the FAA are subject to sequestration. The FAA implemented furloughs in April 2013 that resulted in major air traffic control system delays. The furloughs were suspended after one week for the balance of federal Fiscal Year 2013 following Congress' authorization of alternate funding from reductions in the amounts of available AIP funds or any other programs or accounts in federal Fiscal Year 2013. On December 26, 2013, the Senate approved the Bipartisan Budget Act of 2013 (the "*Budget Act*"), which sets overall discretionary spending for the federal Fiscal Year 2014 at $1.013 trillion and provides $63 billion in sequester relief over two years. The Budget Act restores the cuts made by budget sequestration to the FAA's operations and procurement accounts and provides full funding for the AIP at $3.35 billion for the federal Fiscal Year 2014.

The Aviation Board is unable to predict future sequestration funding cuts or furloughs or the impact of such actions on the Airport's airline traffic, grant receipts and Revenues. The Aviation Board intends to take any commercially reasonable measures necessary to continue smooth operation of the Airport.

Forward-Looking Statements

This Official Statement, including the Appendices and the documents incorporated by reference in this document, contain "forward-looking statements," which generally can be identified with words or phrases such as "anticipates," believes," "could," "estimates," "expects," "foresees," "may," "plan," "predict," "should," "will," or other words or phrases of similar import. All statements included in this Official Statement, including the Appendices in this document, that any person expects or anticipates will, should, or may occur in the future, including but not limited to, the projections in the Airport Consultant's Report, are forward-looking statements. These statements are based on assumptions and analysis made by the Aviation Board and the Airport Consultant, as applicable, in light of their experience and perception of historical trends, current conditions, and expected future developments as well as other factors they believe are appropriate in the circumstances. However, whether actual results and developments will conform with expectations and predictions is subject to a number of risks and uncertainties, including, without limitation, the information discussed under this "**INVESTMENT CONSIDERATIONS**" caption in this document as well as additional factors beyond the Aviation Board's control. The risk factors and assumptions described under such caption and elsewhere in this Official Statement could cause actual results to differ materially from those expressed in any forward-looking statement. All of the forward-looking statements made in this Official Statement and any Appendices in this document are qualified by these cautionary statements. There can be no assurance that the actual results or developments anticipated will be realized or, even if substantially realized, that they will have the expected consequences to or effects on the Net Revenues or the operations of the Airport. All subsequent forward-looking statements attributable to the Aviation Board or persons acting on its behalf are expressly qualified in their entirety by the factors and assumptions described above, and in any documents, containing those forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to the Aviation Board on the date hereof, and the Aviation Board does not assume any obligation to update any such forward-looking statements.

The forward-looking statements are necessarily based on various assumptions and estimates that are inherently subject to numerous risks and uncertainties, including risks and uncertainties relating to the possible invalidity of the underlying assumptions and estimates and possible changes or developments in social, economic, business, industry, market, legal and regulatory circumstances and conditions and actions taken or omitted to be taken by third parties, including customers, business partners and competitors, and legislative, judicial and other governmental authorities and officials. Assumptions related to the foregoing involve judgments with respect to, among other things, future economic, competitive and market conditions and future business decisions, all of which are difficult or impossible to predict accurately and, therefore, there can be no assurance that the forward-looking statements included in this Official Statement will prove to be accurate.

Any financial projections set forth in this Official Statement were not prepared with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants with respect to the prospective financial information. The Aviation Board's independent auditors have not compiled, examined, or performed any procedures with respect to the prospective financial information contained in this Official Statement, nor have they expressed any opinion or any other form of assurance on such information or its achievability. The Aviation Board's independent auditors have not been consulted in connection with the preparation of any financial projections contained in this Official Statement and the Aviation Board's independent auditors assume no responsibility for its content.

Alternative Transportation Modes and Future Parking Demand

One significant category of non-airline revenue at the Airport is from ground transportation activity, including use of on-Airport parking garages; pick-up fees paid by transportation network companies ("*TNCs*"), such as Uber Technologies Inc. and Lyft, Inc.; fees paid by shuttle and limousine concessionaires; access fees charged to off-airport parking operators; and rental car transactions by Airport passengers.

New technologies (such as autonomous vehicles and connected vehicles) and innovative business strategies in established markets such as commercial ground transportation and car rental may continue to occur and may result in further changes in Airport passengers' choice of ground transportation mode.

While the Aviation Board makes every effort to anticipate demand shifts, there may be times when the Aviation Board's expectations differ from actual outcomes. In such event, revenues from one or more ground transportation modes may be lower than expected. The Aviation Board cannot predict with certainty what impact these innovations in ground transportation will have over time on revenues from parking, other ground transportation services or rental cars. The Aviation Board also cannot predict with certainty whether or to what extent it will collect non-airline revenues in connection with such technologies or innovative business strategies.

Assumptions in the Aviation Consultant's Report

As noted in the Consultant Report, any forecast is subject to uncertainties. Inevitably, some assumptions used to develop the forecasts will not be realized, and unanticipated events and circumstances may and are likely to occur. Therefore, the actual results achieved during the forecast period will vary, and the variations may be material. No representation is made or intended, nor should any representation be inferred, with respect to the likely existence of any particular set of facts or circumstances, and prospective purchasers of the Bonds are cautioned not to place undue reliance upon the forecast in the Consultant Report or upon any other forecasts or projections or requirements for forecasts or projections. If actual results are less favorable than the results forecast or projected or if the assumptions used in preparing such forecasts or projections prove to be incorrect, the Aviation Board's ability to make timely payment of the principal of and interest on all of its obligations, including the Series 2024 Bonds, may be materially and adversely impaired. Additionally, the Consultant Report does not cover the entire period through maturity of the Series 2024 Bonds.

See "**APPENDIX C – Report of the Airport Consultant**" in this document.

Future and Proposed Legislation

Tax legislation, administrative actions taken by tax authorities, or court decisions, whether at the federal or state level, may adversely affect the tax-exempt status of interest on the Bonds under federal or state law and could affect the market price or marketability of the Bonds. Any such proposal could limit the value of certain deductions and exclusions, including the exclusion for tax-exempt interest. The likelihood of any such proposal being enacted cannot be predicted. Prospective purchasers of the Series 2024 Bonds should consult their own tax advisors regarding the foregoing matters.

LEGAL MATTERS

The Series 2024 Bonds are offered when, as and if issued, subject to approval of legality by Butler Snow LLP, New Orleans, Louisiana, and Auzenne & Associates, L.L.C., New Orleans, Louisiana, as Co-Bond Counsel. Certain legal matters will be passed upon by Greenberg Traurig, Houston, Texas, Counsel to the Underwriters (hereinafter defined). Certain legal matters will be passed upon by the Aviation Board's Chief Legal Counsel and Deputy Director of Aviation-Legal Affairs, Michele D. Allen-Hart, Esq.

No litigation has been filed questioning the validity of the Bonds or the security thereof and a certificate to that effect will be delivered by the Issuer to the Underwriters upon the issuance of the Series 2024 Bonds.

The approving opinions of Co-Bond Counsel are limited to the matters set forth therein, and Co-Bond Counsel is not passing upon the accuracy or completeness of this Official Statement. Co-Bond Counsel's opinion is based on existing law, which is subject to change. Such opinion is further based on factual representations made to Co-Bond Counsel as of the date thereof. Co-Bond Counsels assume no duty to update or supplement their opinion to reflect any facts or circumstances that may thereafter come to Co-Bond Counsel's attention, or to reflect any changes in law that may thereafter occur or become effective. Moreover, Co-Bond Counsel's opinion is not a guarantee of a particular result and is not binding on the Internal Revenue Service or the courts; rather, such opinion represents Co-Bond Counsel's professional judgment based on their review of existing law and in reliance on the representations and covenants that they deem relevant to such opinion.

A manually executed original of such opinions will be delivered to the Underwriters on the date of payment for and delivery of the Series 2024 Bonds. The proposed form of said legal opinions appears in **APPENDIX D** to this Official Statement.

TAX EXEMPTION

The following is a summary of certain United States of America federal income tax consequences of the ownership of the Series 2024 Bonds as of the date hereof. Each prospective investor should consult with such investor's own tax advisor regarding the application of United States of America federal income tax laws, as well as any state, local, foreign or other tax laws, to its particular situation.

This summary is based on the Code, as well as Treasury regulations and administrative and judicial rulings and practice. Legislative, judicial and administrative changes may occur, possibly with retroactive effect, which could alter or modify the continued validity of the statements and conclusions set forth herein. This summary is intended as a general explanatory discussion of the consequences of holding the Series 2024 Bonds, generally, and does not purport to furnish information in the level of detail or with the investor's specific tax circumstances that would be provided by an investor's own tax advisor. For example, it generally is addressed only to original purchasers of the Series 2024 Bonds that are "U.S. holders" (as defined below), deals only with Series 2024 Bonds held as capital assets within the meaning of Section 1221 of the Code and does not address tax consequences to holders that may be relevant to investors subject to special rules, such as individuals, trusts, estates, tax-exempt investors, foreign investors, cash method taxpayers, dealers in securities, currencies or commodities, banks, thrifts, insurance companies, electing large partnerships, mutual funds, regulated investment companies, real estate investment trusts, FASITs, S-corporations, persons that hold Series 2024 Bonds as part of a straddle, hedge, integrated or conversion transaction, and persons whose "functional currency" is not the U.S. dollar. In addition, except as described below, this summary does not address alternative minimum tax issues or the indirect consequences to a holder of an equity interest in a holder of Bonds.

As used herein, a "U.S. holder" is a "U.S. person" that is a Beneficial Owner of a Bond. A "non-U.S. investor" is a holder (or beneficial owner) of a Bond that is not a U.S. person. For these purposes, a "U.S. person" is a citizen or resident of the United States of America, a corporation or partnership created or organized in or under the laws of the United States of America or any political subdivision thereof (except, in the case of a partnership, to the extent otherwise provided in Treasury regulations), an estate, the income of which is subject to United States of America federal income taxation regardless of its source, or a trust if (i) a United States of America court is able to exercise primary supervision over the trust's administration and (ii) one or more United States of America persons have the authority to control all of the trust's substantial decisions.

In the opinions of Butler Snow LLP, New Orleans, Louisiana, and Auzenne & Associates, L.L.C., New Orleans, Louisiana, as Co-Bond Counsel, under existing law and assuming continuing compliance with covenants of the Issuer designed to meet the applicable requirements of the Code, interest (a) on the Series 2024 Bonds is excluded from gross income for federal income tax purposes except that no opinion is expressed as to the status of interest on any Series 2024B Bond or Series 2024C Bond for any period that a Series 2024B Bond or Series 2024C Bond is held by a "substantial user" of the facilities financed by such Series 2024B Bonds or by a "related person" within the meaning of Section 147(a) of the Code, (b) on the Series 2024A Bonds is not treated as a preference item in calculating the alternative minimum tax under the Code, (c) on the Series 2024B Bonds and Series 2024C Bonds is treated as a preference item in calculating the alternative minimum tax under the Code for individuals, and (d) on the Series 2024 Bonds is taken into account in determining the annual adjusted financial statement income of applicable corporations (as defined in Section 59(k) of the Code) for the purpose of computing the alternative minimum tax imposed on corporations. Co-Bond Counsel is also of the opinion that interest on the Series 2024 Bonds is exempt from all taxation for state, parish, municipal or other purposes in the State of Louisiana.

General

The Code imposes a number of other requirements that must be satisfied in order for interest on state and local obligations, such as the Series 2024 Bonds, to be excluded from gross income for federal income tax purposes. The Aviation Board has covenanted in the Indenture to comply with these requirements in order to maintain the exclusion from gross income of interest on the Series 2024 Bonds for purposes of federal income taxation. Co-Bond Counsel's opinion will assume continuing compliance with those covenants set forth in the Indenture pertaining to those sections of the Code that affect the exclusion from gross income of interest on the Series 2024 Bonds for federal income tax purposes and, in addition, will rely on representations by the Aviation Board with respect to matters solely within their knowledge which Co-Bond Counsel has not independently verified. If the Aviation Board should fail to comply with the covenants in the Indenture or the Agreement, as the case may be, or if the foregoing representations should be determined to be inaccurate or incomplete, interest on the Series 2024 Bonds could become included in gross income for federal income tax purposes retroactive to the date of delivery of the Series 2024 Bonds regardless of the date on which the event causing such incurability occurs.

Although Co-Bond Counsel have rendered opinions that interest on the Series 2024 Bonds is excluded from gross income for federal income tax purposes, the accrual or receipt of interest on the Series 2024 Bonds may otherwise affect the federal income tax liability of the recipient. The extent of those other tax consequences will depend on the recipient's particular tax status or other items of income or deduction. Owners of the Series 2024 Bonds should be aware that the ownership of tax-exempt obligations, such as the Series 2024 Bonds may result in collateral federal income tax consequences to certain taxpayers. Furthermore, future law and/or regulations enacted by federal, state, or local authorities may affect certain owners of the Series 2024 Bonds.

Except as stated above, Co-Bond Counsel will express no opinion as to any federal, state, or local tax consequences resulting from the ownership of, receipt of interest on or disposition of the Series 2024 Bonds.

Prospective purchasers of the Bonds are advised to consult their own tax advisors prior to any purchase of the Series 2024 Bonds as to the impact of the federal, state and local consequences of acquiring, holding or disposing of the Series 2024 Bonds.

Changes in Federal and State Tax Law

From time to time, there are legislative proposals in the Congress and in the states that, if enacted, could alter or amend the federal and state tax matters referred to herein. In addition, such legislation (whether currently proposed, proposed in the future or enacted) could affect the market value or marketability of the Bonds. For example, negotiations between the Executive and Legislative Branches of the United States government regarding the federal budget may result in the enactment of tax legislation that could significantly reduce the benefit of, or otherwise affect, the exclusion of gross income for federal income tax of interest on all state and local obligations, including the Bonds. It cannot be predicted whether or in what form any such proposals might be enacted or whether if enacted such proposals would apply to bonds issued prior to enactment. In addition, regulatory actions are from time to time announced or proposed and litigation is threatened or commenced which, if implemented or concluded in a particular manner, could adversely affect the market value of the Bonds. It cannot be predicted whether any such regulatory action will be implemented, how any particular litigation or judicial action will be resolved, or whether the Bonds or the market value thereof would be impacted thereby. Prospective purchasers of the Bonds should consult their tax advisors regarding any pending or proposed legislation, regulatory initiatives or litigation.

The opinions expressed by Co-Bond Counsel are based upon existing legislation and regulations as interpreted by relevant judicial and regulatory authorities as of the date of issuance and delivery of the Bonds, and Co-Bond Counsel has expressed no opinion as of any date subsequent thereto or with respect to any pending or proposed federal or state tax legislation, regulations or litigation.

THE FOREGOING DISCUSSION OF CERTAIN FEDERAL AND STATE INCOME TAX CONSEQUENCES IS PROVIDED FOR GENERAL INFORMATION ONLY. INVESTORS SHOULD CONSULT THEIR TAX ADVISORS AS TO THE TAX CONSEQUENCES TO THEM IN LIGHT OF THEIR OWN PARTICULAR INCOME TAX POSITION, OF ACQUIRING, HOLDING OR DISPOSING OF THE BONDS.

Tax Treatment of Premium

The Series 2024 Bonds maturing ____________ (collectively the "*Premium Bonds*") are offered and sold to the public at a premium. The premium is the excess of the issue price over the stated redemption price at maturity and must be amortized on an actuarial basis by the owner of the Premium Bonds from the date of acquisition of the Premium Bonds through the maturity date thereof. The premium is not deductible for federal income tax purposes, and owners of the Premium Bonds sold at a premium are required to reduce their basis in such Premium Bonds by the amount of premium that accrued while they owned such Premium Bonds. Owners of the Premium Bonds should consult their own tax advisors as to the federal income tax purposes of the amount of premium purposes of determining the taxable gain or loss upon the sale or other disposition of the Premium Bonds (prior to maturity and at maturity), and all other federal tax consequences and any state and local tax aspects of owning the Premium Bonds.

Qualified Tax-Exempt Obligations for Financial Institutions

Section 265(a) of the Code provides, in pertinent part, that interest paid or incurred by a taxpayer, including a "financial institution," on indebtedness incurred or continued to purchase or carry tax-exempt obligations is not deductible by such taxpayer in determining taxable income. Section 265(b) of the Code provides an exception to the disallowance of such deduction for any interest expense paid or incurred on indebtedness of a taxpayer which is a "financial institution" allocable to tax-exempt obligations, other than "private activity bonds," which are designated by an Aviation Board as "qualified tax-exempt obligations." Section 265(b)(5) of the Code defines the term "financial institution" as referring to any corporation described in Section 585(a)(2) of the Code, or any person accepting deposits from the public in the ordinary course of such person's trade or business which is subject to federal or state supervision as a financial institution.

The Series 2024 Bonds will not be designated by the Aviation Board as "qualified tax-exempt obligations" within the meaning of Section 265(b) of the Code.

Louisiana Taxes

In the opinion of Co-Bond Counsel, interest on the Series 2024 Bonds is exempt from all taxation for state, parish, municipal, or other purposes in the State of Louisiana.

No Other Opinions

Except as stated above, Co-Bond Counsel will express no opinion as to any federal, state, or local tax consequences resulting from the ownership of, receipt of, interest on or disposition of the Series 2024 Bonds.

AUDITED FINANCIAL STATEMENTS

The financial statements of the Airport for fiscal years ended December 31, 2023, included as **"APPENDIX F"** to this Official Statement, have been audited respectively by Carr, Riggs & Ingram, L.L.C., Metairie, Louisiana, to the extent and for the periods indicated in the report. It should be noted that such financial statements are prepared in accordance with generally accepted accounting principles which may not be consistent with the methods used in accounting for Revenues under the Indenture.

The Airport's independent auditors have not complied, examined, or performed any procedures with respect to the prospective financial information contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and assume no responsibility for, and disclaim any association with, the prospective financial information.

BOND RATINGS

Moody's Investors Service, Inc. and Fitch Ratings, Inc. have assigned their long-term ratings of "A2" (Stable Outlook) and "A" (Stable Outlook), respectively, to the Series 2024 Bonds. Such ratings reflect only the views of such organizations and are not a recommendation to buy, sell or hold the Series 2024 Bonds. Any desired explanation of the significance of such ratings should be obtained from the rating agency furnishing the same, at the following corporate addresses:

Moody's Investors Service, Inc.
7 World Trade Center at 250 Greenwich Street
New York, New York 10007
Telephone: (212) 553-0300

Fitch Ratings, Inc.
One State Street Plaza
New York, New York 10004
Telephone: (212) 908-0500

Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies, and assumptions of its own. There is no assurance such ratings will continue for any given period of time or that such ratings will not be revised downward or withdrawn entirely by the rating agencies, if in the judgment of such ratings agencies, circumstances so warrant. Any such downward revision or withdrawal of such ratings may have an adverse effect on the market price of the Series 2024 Bonds.

UNDERWRITING

BofA Securities, J.P. Morgan, Loop Capital Markets LLC, Stern Brothers, Blaylock Van, LLC, Samuel A. Ramirez & Co., Inc., and Raymond James (collectively, the "*Underwriters*") have agreed to purchase the Series 2024 Bonds from the Aviation Board at an aggregate purchase price of $___________ (consisting of the $__________ face amount of the Series 2024 Bonds, plus original issue premium of $___________, less $___________ underwriting discount). The Bond Purchase Agreement (the "*Purchase Agreement*") between BofA Securities on behalf of itself and the other underwriters named above, and the Aviation Board provides that the Underwriters will purchase all of the Series 2024 Bonds if any are purchased. The obligation of the Underwriters to accept delivery of the Series 2024 Bonds is subject to various conditions contained in the Purchase Agreement.

The Underwriters intend to offer the Series 2024 Bonds to the public at the initial offering prices set forth on the inside cover page of this Official Statement, which may subsequently change without any requirement of prior notice. The Underwriters reserve the right to join with dealers and other underwriters in offering the Series 2024 Bonds to the public. The Underwriters may offer and sell the Series 2024 Bonds to certain dealers at prices lower than the public offering price.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for the Aviation Board for which they received or will receive customary fees and expenses.

The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or other instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions, in such assets, securities and instruments.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (other related derivative securities) and financial instruments (which may include bank loans and/or credit default swaps) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of the Aviation Board. Bank of America, N.A., as an example, currently owns $49,708,320.33 of subordinate Series 2024A-2 Bond Anticipation Notes which will be paid down with $37,138,579.67 of Series 2024C Bonds proceeds.

BofA Securities, Inc., one of the Underwriters of the Series 2024 Bonds, has entered into a distribution agreement with its affiliate, Merrill Lynch, Pierce, Fenner & Smith Incorporated ("*MLPF&S*"). As part of this arrangement, BofA Securities, Inc. may distribute securities to *MLPF&S*, which may in turn distribute such securities to investors through the financial advisor network of *MLPF&S*. As part of this arrangement, BofA Securities, Inc. may compensate *MLPF&S* as a dealer for its selling efforts with respect to the Series 2024 Bonds.

J.P. Morgan Securities LLC ("*JPMS*") has entered into negotiated dealer agreements (each, a "*Dealer Agreement*") with each of Charles Schwab & Co., Inc. ("*CS&Co*.") and LPL Financial LLC ("*LPL*") for the retail distribution of certain securities offerings at the original issue prices. Pursuant to each Dealer Agreement, each of CS&Co. and LPL may purchase Series 2024 Bonds from JPMS at the original issue price less a negotiated portion of the selling concession applicable to any Series 2024 Bonds that such firm sells.

Blaylock Van, LLC ("*Blaylock Van*"), has entered into a municipal securities distribution agreement (the "*Distribution Agreement*") with Crews & Associates, Inc. ("C*&A*") for the retail distribution of certain securities offerings at the original issue prices. Pursuant to the Distribution Agreement, C&A may purchase Bonds from Blaylock Van at the original issue price less a negotiated portion of the selling concession applicable to any Bonds that such firm sells.

VERIFICATION OF COMPUTATIONS

Concurrently with the delivery of the Series 2024C Bonds, the Aviation Board will obtain a verification report from Terminus Analytics, LLC that the funds required to be irrevocably deposited in trust in the Escrow Fund are sufficient for the payment of the principal, premium, if any, and interest on the Series 2015 Bonds on the redemption date of January 1, 2025.

CONTINUING DISCLOSURE

The Aviation Board will, pursuant to a Continuing Disclosure Certificate to be dated the date of delivery of the Series 2024 Bonds (the "*Continuing Disclosure Certificate*"), covenant for the benefit of the Series 2024 Bond owners to provide (i) certain financial information and operating data relating to the Aviation Board in each year no later than eight (8) months from the end of the Aviation Board's fiscal year, with the first such report due not later than August 31, 2025 (the "*Annual Report*"), and (ii) notices of the occurrence of certain enumerated events, called "Listed Events," in the future that may affect the Aviation Board or the Series 2024 Bonds. The Annual Reports and any notices of Listed Events required pursuant to the Continuing Disclosure Certificate will be filed with the MSRB through the Electronic Municipal Market Access website ("*EMMA*"). For the specific nature of the information to be contained in the Annual Report or the potential Listed Events, see "**APPENDIX G - Form of Continuing Disclosure Certificate**" attached hereto. The Aviation Board is delivering into the Continuing Disclosure Certificate to assist the Underwriters in complying with S.E.C. Rule 15c2-12(b)(5) (the "*Rule*"). The Aviation Board has not undertaken to provide all information investors may desire to have in making decisions to hold, sell or buy the Series 2024 Bonds and has no obligation to provide any information subsequent to the delivery of the Series 2024 Bonds except as provided in the Continuing Disclosure Certificate.

The Aviation Board has entered into continuous disclosure undertakings (the "*Prior Undertakings*") with respect to Bonds previously issued under the Indenture. The Aviation Board has amended the Prior Undertakings to resolve certain inconsistencies and other issues therein and filed a notice of such amendments with the MSRB on March 10, 2023. Without a determination of materiality, the Aviation Board's independent annual audits for 2019, 2020, and 2021 were completed after the filing deadlines; accordingly, the Aviation Board timely filed a Failure To

File Annual Report notice with the MSRB in each instance and subsequently filed the Annual Reports with the MSRB immediately following receipt thereof. Without a determination of materiality, the Aviation Board also did not link the FY 2020 Annual Report filed on December 6, 2021, to all applicable CUSIPs for the following series of Bonds: Series 2019 Bonds, Series 2017 D-2 Bonds, and Series 2017 C&B Bonds. The Aviation Board has now linked the FY 2020 Annual Report to all CUSIPS for the aforementioned series of Bonds. Without a determination of materiality, the Aviation Board also did not link the FY 2021 operating data filed on July 28, 2022 to the applicable CUSIP for the Series 2018 CFC Rental Car Bonds. The Aviation Board has now linked the FY 2021 operating data to the CUSIP for the Series 2018 CFC Rental Car Bonds. Without a determination of materiality, the Aviation Board also did not disclose a three-year maturity extension of a Series 2017 Subordinate Obligation payable to Regions Bank that matured on October 1, 2022 but was extended to October 1, 2025 by a Series 2022 Subordinate Obligation on September 30, 2022; however, the Aviation Board has now filed a disclosure of such maturity extension with the MSRB. Without a determination of materiality, the Aviation Board did not link the FY 2022 Annual Report filed on August 31, 2023, to all applicable CUSIPs for the Series 2023 A&B Bonds. The Aviation Board has now linked the FY 2022 Annual Report to all CUSIPS for the aforementioned series of Bonds.

The Aviation Board has established procedures to ensure proper filing of the reports and notices required by the Continuing Disclosure Certificate and its Prior Undertakings with the MSRB in the future. Furthermore, Act 463 of the 2014 Regular Session of the Louisiana Legislature, effective August 1, 2014, provides additional procedures designed to ensure compliance with the Continuing Disclosure Certificate by (i) requiring public entities, such as the Aviation Board, to keep certain records demonstrating compliance with the Continuing Disclosure Certificate, and (ii) mandating the Aviation Board's auditor, as part of the preparation of the Aviation Board's annual financial audit, review the Aviation Board's compliance with its continuing disclosure undertakings and record keeping requirements.

MUNICIPAL ADVISOR

Frasca & Associates, LLC ("*Municipal Advisor*") serves as independent registered municipal advisor to the Aviation Board on matters relating to debt management. The Hackett Group serve as subcontractors to the Municipal Advisor. The Municipal Advisor has provided advice as to the plan of financing and the structuring of the Series 2024 Bonds and has reviewed and commented on certain legal documentation, including this Official Statement. The advice on the plan of financing and the structuring of the Series 2024 Bonds was based on materials provided by the Aviation Board and other sources of information believed to be reliable. The Municipal Advisor has not audited, authenticated, or otherwise verified the information provided by the Aviation Board or the information set forth in this Official Statement or any other information available to the Aviation Board with respect to the appropriateness, accuracy or completeness of disclosure of such information or other information and no guarantee, warranty, or other representation is made by the Municipal Advisor respecting the accuracy and completeness of or any other matter related to such information contained in this Official Statement.

MISCELLANEOUS

The references, excerpts, and summaries of all documents referenced herein do not purport to be complete statements of the provisions of such documents, and reference is directed to all such documents for full and complete statements of all matters of fact relating to the Series 2024 Bonds, the security for the payment of the Series 2024 Bonds, and the rights and obligations of the holders thereof. Copies of the documents referred to herein are available for inspection at the office of the Aviation Board. Any statements made in this Official Statement involving matters of opinion, forecasts, or estimates, where or not so expressly stated, are set forth as such and not as representations of fact, and no representation is made that any of the opinions, forecasts or estimates will be realized.

This Official Statement has been deemed to be final by the Aviation Board as of its date, within the meaning of the Rule, except for the permitted omissions under said Rule.

This Official Statement has been duly authorized by the Aviation Board and duly executed and delivered on its behalf by the official signing below.

NEW ORLEANS AVIATION BOARD

By: ______________________________
Hon. Michael G. Bagneris, Chairman

APPENDIX A

MASTER DEFINITION LIST

I. GENERAL INDENTURE

“**Act**” shall mean collectively Article VI, Section 37 of the Louisiana Constitution of 1974, as amended, Part XIV of Chapter 4 of Subtitle II of Title 39 of the Louisiana Revised Statutes of 1950, as amended, in particular Section 1034(D) and (F) thereof, together with other constitutional and statutory authority supplemental thereto, including without limitation La. R.S. 39:1430 and the provisions of Chapter 14-A of Title 39 of the Louisiana Revised Statutes of 1950, as amended.

“**Additional Bonds**” shall mean Bonds of the Board issued pursuant to Section 205 of the General Indenture.

“**Additional Security**” shall have the meaning set forth in Section 209 of the General Indenture and as may be provided through a Supplemental Indenture.

“**Airport**” means the Louis Armstrong New Orleans International Airport (formerly called Moisant Field) owned by the City and operated, administered and maintained by the Board as it presently exists, including all lands, buildings, hangars, runways, shops or other aviation facilities, or other facilities related or appurtenant thereto, and any additions, extensions or improvements to said Airport hereafter made or acquired. The said term “Airport” shall not include Special Facilities as defined herein whether financed with the proceeds of “Special Facility Bonds” or not or pursuant to a “Special Facility Lease,” as such terms are defined herein.

“**Airport Facility**” shall mean any portion or component of the Airport System, other than a Special Facility.

“**Airport Facilities**” shall mean collectively all and each of the portions and components of the Airport System other than a Special Facility.

“**Airport Operating Account**” shall mean the account of the Airport Operating Fund described in the General Indenture.

“**Airport Operating Fund**” shall mean the fund described in the General Indenture.

“**Airport System**” shall mean all airport and aviation facilities, or any interest therein, now or from time to time hereafter owned by the City and/or operated or controlled in whole or in part by the Board, together with all properties, facilities and services thereof, and all additions, extensions, replacements and improvements thereto, and all services provided or to be provided by the Board in connection therewith except any Special Facility. The Airport System shall include the Airport and the downtown heliport.

“**Applicable Series Resolution**” shall mean the resolution of the governing authority of the Board authorizing the issuance of a particular Series of Bonds, adopting the form of the Supplemental Indenture pursuant to which such series of Bonds shall be issued and authorizing the execution of such Supplemental Indenture.

“**Applicable Supplemental Indenture**” shall mean, with respect to any Series of Bonds, the Supplemental Indenture authorizing the issuance of such Series of Bonds.

“**Arbitrage Rebate Fund**” shall mean the Fund described in the General Indenture.

“**Architect**” means any registered architect or firm of architects entitled to practice and practicing as such under the laws of the State and retained by the Board for the purpose of designing and supervising the construction, reconstruction, renovating or repair of properties comprising the Airport System.

“**Authorized Newspapers**” shall mean not less than two newspapers or financial journals of general circulation (or substantial circulation in the financial community), one in the City of New Orleans, Louisiana, and one in the Borough of Manhattan, City and State of New York, each customarily published at least once a day for at least five days (other than legal holidays) in each calendar week and printed in the English language.

“**Authorized Officer**” or “**Authorized Board Representative**” shall mean the Chairman of the Aviation Board of Commissioners of the Aviation Board, the Director of Aviation or any other officer, official, employee, agent or other person authorized by resolution of the Aviation Board or the City, respectively, to act on behalf of said entity for any purpose of this General Indenture.

“**Aviation Consultant**” means any nationally recognized consultant or firm of consultants employed by the Aviation Board in accordance with the provisions of Section 606 of the General Indenture.

“**Bond Counsel**” shall mean any law firm nationally recognized as having experience with the issuance of tax-exempt debt by or on behalf of operators of airports served by scheduled commercial air carriers.

“**Board**” shall mean the New Orleans Aviation Board, an agency of the City created and established pursuant to Article V, Chapter 6, Section 5-602 of the Charter and as further recognized in Chapter 2 of Title 2 of the Louisiana Revised Statutes of 1950, as amended, or the successor thereto.

“**Bonds**” shall mean any of the New Orleans Aviation Board Revenue Bonds authenticated and delivered under the General Indenture as Secured Obligations, including without limitation the Initial Bonds, all Additional Bonds, Reimbursement Obligations arising with respect to items of Additional Secured constituting Secured Obligations as provided in the General Indenture but shall not include Subordinated Bonds or any other Subordinated Obligations(s).

“**Bondowner**,” “**Owner**” or “**Registered Owner**” when used with reference to Bonds shall mean the registered owner of the Bonds from time to time as shown on the register for a particular Series of Bonds held by the Paying Agent for such Series of Bonds.

“**Bond Debt Service Requirement**” shall mean, for any period of calculation, the aggregate of the Debt Service Reserve Fund Requirement on all Bonds Outstanding during such period (not including principal due as a result of acceleration, optional redemption or as a result of purchase upon tender of any Tender Bonds).

“**Bond Year**” shall mean a 12-month period commencing with January 2, 2009, and each January 2 thereafter while any Bonds are Outstanding and ending on January 1 of the Next succeeding year provided that the first and last Bond Year for any Series of Bonds may be a longer of shorter period as required under the circumstances.

“**Business Day**” shall mean herein a day of the year on which banks located in the cities in which the Principal Offices of the Board, the Trustee, the Paying Agent, the Providers and the Remarketing Agent are located, are not required or authorized to remain closed and on which The New York Stock Exchange is not closed.

“**Capitalized Interest Account**” shall mean the account by that name described in the General Indenture.

“**Capital Improvement**” shall mean any improvement to the Airport System or related facilities the cost of which would be properly chargeable to the capital account of the Board.

“**Capital Improvement Fund**” shall mean the fund described in the General Indenture.

“**CFC**” shall mean the per transaction or per diem customer facility charge expressed in dollars or as a percentage of gross rentals imposed by the Board through ordinance or resolution or resulting from agreement upon either (i) the lessors or (ii) the lessees of rental cars to be collected by those persons and entities engaging in the business of leasing cars to the public using the Airport whether located on the Airport or operating from an off Airport site to be remitted to the Board, its designee or assignee.

“**Charter**” shall mean the Home Rule Charter of the City adopted on May 1, 1954, as amended from time to time, and any home rule charter for the City replacing it.

“**City**” shall mean the City of New Orleans, Louisiana.

“**Code**” shall mean the Internal Revenue Code of 1986, as amended, and the applicable Treasury Regulations promulgated thereunder.

"**Commercial Airlines Lease**" shall mean any Commercial Airlines Leases, Airline Use And Lease Agreement, or similar agreement providing for the use of the facilities and services of the Airport System made and entered into by and between the City of New Orleans, Louisiana (acting by and through the Board) and the commercial airlines operating at, from and out of the Airport, and in the event there is at any time no such lease then in existence, shall include the resolution or other proceedings adopted by the Board prescribing the effective rates and charges for the services, commodities and facilities of the Airport System.

"**Compound Interest Bonds**" shall have the meaning given such term in the General Indenture.

"**Cost**" as applied to any Capital Improvement, shall mean all or any part of the cost, paid by or on behalf of or reimbursable by or to the Board, of construction, acquisition, alteration, reconstruction and remodeling of such Capital Improvement, all lands, real and personal property, rights of way, water rights, air rights, franchises, easements and interests necessary or convenient therefor, the cost of any demolitions or relocations necessary in connection therewith, financing charges, interest prior to, during and for such period as the Board shall determine after the period of construction of such Capital Improvement on Bonds and bond anticipation notes or other obligations issued in whole or in part to finance such construction, architectural, engineering, financial and legal services, plans, specifications, appraisals, surveys, inspections, estimates of costs and revenues, and other expenses necessary or incident to determining the feasibility or practicality of such work, organizational, administrative, operating and other expenses prior to the commencement of and during such work, advance training of operating personnel and other expenses, including initial working capital, of completing such work and placing the same in operation, and any other item of "Cost" attributable to the construction, acquisition, alteration, reconstruction and remodeling of such Capital Improvement and placing the same in operation.

"**Cost of Issuance**" shall mean all items of expense directly or indirectly payable or reimbursable by or to the Board and related to the authorization, sale and issuance of Bonds, including but not limited to printing costs, costs of preparation and reproduction of documents, filing and recording fees, initial fees and charges of the Fiduciaries, legal fees and charges, underwriter's fees or other compensation, fees and disbursements of consultants and professionals, costs and expenses of refunding, accrued interest payable upon the initial investment of the proceeds of Bonds, premiums for the insurance of the payment of Bonds, fees, expenses and termination fees or costs incurred in connection with Swaps, fees and expenses payable in connection with any Additional Security or Reserve Asset, fees and expenses payable in connection with any remarketing agreements or interest rate indexing agreements and any other cost, charge or fee in connection with the original issuance of Bonds.

"**Costs of Issuance Account**" shall mean the account of the Proceeds Fund described in the General Indenture.

"**Counsel's Opinion**" shall mean an opinion signed by an attorney or firm of attorneys selected by the Board, the City or the Trustee respectively.

"**Debt Service Fund**" shall mean the fund so designated and created by the General Indenture.

"**Debt Service Fund Requirement**" shall mean, as of any particular date of computation, the amount of money obtained by aggregating the several sums, computed with respect to the Bonds of each Series outstanding, of (i) any unpaid interest due on such Bonds at or before said date and an amount equal to the product realized by multiplying the next succeeding installment of interest on such Bonds by a fraction the numerator of which is the number of months or portion of months which have elapsed since the next preceding date to which interest has been paid or, if there be no such date, the date of issuance of such Bonds and the denominator of which is the number of months between the next preceding date to which interest has been paid or, if there has been no such date, the date of issuance of such Bonds and the next succeeding interest payment date and with regard to Variable Rate Bonds if at the time of any such calculation the rate of interest for such period is not known, at the rate for the Pro Forma Bond Issue, (ii) the principal amount of any such Bonds matured and unpaid at or before said date, (iii) with respect to any Principal Installment of any Bonds not included in (iv) above, but payable on the next succeeding Principal Installment payment date other than by reason of acceleration or redemption at the option of the Board or the Registered Owner of any Bonds, an amount equal to the product realized by multiplying the next succeeding Principal Installment due on such Bonds by a fraction the numerator of which is the number of months or portion of months which have elapsed since the next preceding Principal Installment payment date on which principal was paid or if there be no such date with respect to such Bonds, the date twelve months prior to the first Principal Installment payment date, or, if later, the date of issuance of such Bonds, unless some other date is provided for in the Applicable Supplemental Indenture, and the denominator of which is the number of months between the next preceding Principal Installment payment date on which principal was paid or, if there has been no such date, the later of the date twelve months prior to the first Principal Installment payment date or the date of issuance of the Bonds, and the next succeeding Principal Installment payment date and (iv) any unpaid sum due by the Board in regard to any Swap at or before such date and an amount equal to the product realized by multiplying the next succeeding payment payable by the Board with respect to such Swap by a fraction the numerator of which is the number of months or portions of months which have elapsed since the next preceding date on which a payment was scheduled to be made by or to the Board with regard to such Swap or, if there has been no such date, the date of commencement of payment obligations under such Swap and the denominator of which is the number of months between the next preceding date on which the Board was scheduled to make or receive a payment regarding such Swap or, if there has been no such date, the date of commencement of payment obligations under such Swap and the next succeeding date on which the Board will be scheduled to make or receive a payment regarding said Swap, LESS an amount equal to the product realized by multiplying the next succeeding payment due to be made by the Swap Party to the Board by a fraction the numerator of which is the number of months or portions of months which have elapsed since the next preceding date on which a payment was scheduled to be made by or to the Swap Party or, if there has been no such date, the date of commencement of payment obligations under such Swap and the denominator of which is the number of months between the next preceding date on which the Swap Party was scheduled to make or receive a payment regarding such Swap or, if there has been no such date, the date of commencement of payment obligations under such Swap and the next succeeding date on which the Swap Party will be scheduled to make or receive a payment regarding such Swap. Any Non-issuance Swap Term-out Payment shall be included in the calculation of Debt-Service Fund Requirement only to the extent provided within and in accordance with the provisions of the Swap with respect to which such Non-issuance Swap Term-out Payment is due. If any payment due pursuant to a Swap is a variable amount to be determined in accordance with any index or other method for the purposes of calculating such amount unless otherwise provided in the Supplemental Indenture or resolution authorizing such Swap, such payment, if unknown, shall be assumed to be equal in amount to the last such variable payment made pursuant to such Swap or due pursuant to such Swap or, if no such payment has yet been made or due, shall be assumed to be equal in amount to the payment that would have been required during the immediately preceding appropriate period of time.

"**Debt Service Reserve Fund**" or "**Reserve Fund**" shall mean the fund so designated and created by the General Indenture.

"**Debt Service Reserve Fund Requirement**," "**Reserve Fund Requirement**" or "**Reserve Requirement**" shall mean, with respect to Reserve Bonds (there being no Reserve Fund Requirement for Bonds, Dual Bonds, Additional Bonds or Subordinated Bonds which have not been designated by the Board as Reserve Bonds), as of any particular date of computation, the amount specified in the Supplemental Indenture providing for any Series of Reserve Bonds; PROVIDED HOWEVER with respect to any Series of Tax-Exempt Reserve Bonds, the Debt Service Reserve Fund Requirement shall not exceed the maximum amount permitted under the Code and the regulations promulgated thereunder as a reasonable required reserve fund.

"**Defeasance Obligations**" shall mean:

A. Cash

B. U.S. Treasury Certificates, Notes and Bonds (including State and Local Government Series — "SLGS").

C. Direct obligations of the Treasury which have been stripped by the Treasury itself.

D. Resolution Funding Corp. (REFCORP) Only the interest component of REFCORP strips which have been stripped by request to the Federal Reserve Bank of New York in book entry form are acceptable.

E. Pre-refunded municipal bonds rated "Aaa" by Moody's and "AAA" by Standard & Poor's. If, however, the issue is only rated by Standard & Poor's (i.e., there is no Moody's rating), then the pre-refunded bonds must have been pre-refunded with cash, direct U.S. or U.S. guaranteed obligations, or AAA rated pre-refunded municipals to satisfy this condition.

F. Obligations issued by the following agencies which are backed by the full faith and credit of the U.S.:

1. U.S. Export-Import Bank (Eximbank)
   Direct obligations or fully guaranteed certificates of beneficial ownership

2. Farmers Home Administration (FmHA)
   Certificates of beneficial ownership

3. General Services Administration
   Participation certificates

4. U.S. Maritime Administration
   Guaranteed Title XI financing

5. U.S. Department of Housing and Urban Development (HUD)
   Local Authority Bonds

"**Depository**" or "**Depository Banks**" means any bank or banks located in the City and designated as a City depository or City depositories under the Charter of the City and into which the monies of the treasury of the Board are deposited constituting Revenues of the Airport System.

"**Director of Finance**" or "**Director of Finance of the City**" means the single executive heading the Department of Finance pursuant to the Charter.

"**Discount Bonds**" shall have the meaning given such term in the General Indenture.

"**Event of Default**" shall mean any event specified in Section 701 of the General Indenture.

"**FAA**" shall mean the Federal Aviation Administration.

"**FAA Grant**" shall mean a grant in aid by the FAA to the Board for the benefit of the Airport.

"**Favorable Tax Opinion**" shall mean an opinion of Bond Counsel acceptable to the Board and the Trustee to the effect that any proposed action or inaction will not adversely affect the exclusion of the interest on any Tax-Exempt Bonds from gross income for federal income tax purposes.

"**Fiduciary**" shall mean any Trustee or any Paying Agent

"**Fiscal Year**" shall mean the period beginning on January 1 of any calendar year and ending on December 31 of such calendar year or such other period of twelve calendar months as may be authorized by the Board.

"**Fitch**" shall mean the credit rating agency known by such name which is a wholly owned subsidiary of Fimalac, S. A. and any credit rating agency which is a successor thereto.

"**Funded Debt Service Reserve Fund Requirement**" shall mean, as of any particular date of computation, an amount equal to the Debt Service Reserve Fund Requirement less the stated and unpaid amounts of all Reserve Asset relating to Bonds.

"**Funds and Accounts**" shall mean the funds and accounts created by the General Indenture or any Supplemental Indenture.

"**General Airport Revenues**" shall mean the Revenues derived from the operation of the Airport System not including the items which are initially excluded from such definition (as defined herein below) such excluded items being Passenger Facility Charge (PFC) revenues excluded by item (iii) of the exclusions from such definition, Customer Facility Charge (CFC) revenues excluded by item (v) of the exclusions from such definition, and Special Facility Revenues.

"**General Indenture**" shall mean the General Revenue Bond Trust Indenture by and among the Board, the City and the Trustee dated as of February 1, 2009 as supplemented and amended from time to time.

"**General Purposes Account**" shall mean that account of the Airport Operating Fund created pursuant to the General Indenture.

"**General Purposes Account Requirement**" shall mean as of any particular date of computation with respect to the Bonds an amount to be specified, if any, in the Commercial Airlines Leases, if any.

"**Grant Receipt Fund**" shall mean the fund described the General Indenture.

"**hereunder,**" "**hereby**," "**hereof**," and any similar terms refer to the General Indenture as a whole; the term "**heretofore**" shall mean before the effective date of the General Indenture; and the term "**hereafter**" shall mean after the effective date of the General Indenture.

"**Interest**" with respect to any Bond, shall mean the stated interest payment thereon or such other amount payable on any Compound Interest Bond or Discount Bond designated as interest pursuant to an Applicable Supplemental Indenture.

"**Interest Payment Date**" shall mean the dates for the payment on interest on any Bonds as provided in the applicable Supplemental Indenture.

"**Major Portion**" shall mean, for purposes of Section 603 (6) of the General Indenture, any Airport Facilities or portions thereof which, if the governance or ownership of such facilities had been voluntarily transferred, sold or disposed of by the City and/or the Board or taken by eminent domain proceedings at the beginning of an annual period which includes the month of commencement of the 12-month period ending on the day of such disposition or taking would have resulted in a reduction in Net Revenues for such annual period of more than 50% when the actual Net Revenues for such annual period are decreased by the Revenues directly attributable to such Airport Facilities and increased by the expenses of the Board directly attributable to such Airport Facilities. The Board shall notify each Rating Agency which then maintains a rating on any of the Bonds, prior to voluntarily transferring the governance, selling or disposing of a Major Portion of any Airport Facilities or portions thereof and upon it becoming aware of any proposed or actual eminent domain proceedings.

"**Maximum Annual Debt Service**" shall mean as of any computation date the maximum Bond Debt Service Requirement payable in the current or any future Bond Year.

"**Maximum Rate**" shall have the meaning set forth in the General Indenture.

"**Mayor**" shall mean the Mayor or Chief Executive Officer of the City.

"**Moody's**" shall mean Moody's Investors Service and any credit rating agency which is a successor thereto.

"**Net PFC Revenues**" shall mean all passenger facility charges collected from passengers for the use of the Airport pursuant to 14 Code of Federal Regulations Part 158 and approved by the FAA in the Approval and all Future Approvals after deducting all collection compensation due to the Carriers or other entities pursuant to Section 158.53 of 14 Code of Federal Regulations Part 158 including such amounts authorized in Future Approvals, including any interest earned thereon after receipt by the Board.

"**Net Revenues**" means all revenues from the use and operation of the Airport System as described in the definition of Revenues contained herein, after they have been deducted from the Operation and Maintenance Expenses of the Airport System.

"**NOAB Wire Account**" shall mean the account of the Board acknowledged and referred to in the General Indenture.

"**Non-Borrowed Capital Budget**" shall mean the amount of Revenues reflected in the budget of the Airport System for any Fiscal Year prepared in accordance with the provisions of Section 606 of the General Indenture to be used to pay Costs of Capital Improvements.

“**Non-issuance Swap Term-out Payment**” shall mean with respect to any particular Swap, the meaning set forth in such Swap.

“**Operation and Maintenance Expenses**” shall mean the current expenses of operation, maintenance, and current repair of the Airport System and other Aviation facilities or the Board, and shall include, without limiting the generality of the foregoing, insurance premiums, salaries and administrative expenses of the Board, labor, the cost of materials and supplies used for current operation, the cost of audits, Aviation Consultant, legal, engineering or architectural services required by the provisions of the General Indenture, fees and other amounts due pursuant to any Credit Facility or Liquidity Facility (other than as to Providers as Owners of Bonds), amounts payable pursuant to final judgments rendered against the Board by a court of proper jurisdiction and venue; and charges for the accumulation of appropriate reserves not annually recurrent but which are sure or may be incurred in accordance with sound accounting practice. There shall be included within the term Operation and Maintenance Expenses for the purpose hereof the amounts required to be paid into the Operation and Maintenance Reserve Fund and the Renewal and Replacement Reserve Fund Required pursuant to items (f) and (g) of Paragraph 2 of Section 505 of the General Indenture. “Operation and Maintenance Expenses” shall not include any allowance for depreciation, renewals or extensions or any charges for the accumulation of reserves for capital replacements, renewals or extensions.

“**Operation and Maintenance Reserve Fund**” means the fund described in Section 509 of the General Indenture.

“**Operation and Maintenance Reserve Fund Requirement**” shall mean, as of any particular date of computation with respect to the Bonds, an amount at least equal to 1/6th of the “Operation and Maintenance Expenses” reflected in the most current calculation of rates and charges as prepared by the Aviation Consultant.

“**Outstanding**,” when used with reference to Bonds, shall mean as of a particular date, all Bonds theretofore and thereupon being authenticated and delivered except any Bond cancelled by the Board or a Fiduciary at or before said date, any Bond in lieu of or in substitution for which another Bond shall have been authenticated and delivered pursuant to the General Indenture and Bonds deemed to have been paid as provided in the General Indenture, Bonds alleged to have been mutilated, destroyed, lost, or stolen which have been paid as provided in the Indenture or by law and when used with reference to a Swap, shall mean any Swap executed by the Board and a Swap Party which has not terminated.

“**Owner(s)**” shall mean Bondowners.

“**PFC**” shall mean any Passenger Facility Charge collected from persons for the use of the Airport pursuant to 14 C.F.R. § 158.

“**PFC General Indenture**” shall mean that certain PFC General Revenue Bond Trust Indenture among the Board, the City and J.P. Morgan Trust Company, N.A., as trustee, which has been succeeded in function by J.P. Morgan Mellon Trust Company, N.A., dated as of November 1, 2007.

“**Paying Agent**” or “**Paying Agent/Registrar**” shall mean the paying agent appointed in accordance with the General Indenture for any series of Bonds, and its successors which may at any time be substituted in its place pursuant to the General Indenture, any such Fiduciary to be appointed in a Supplemental Indenture.

“**Period of Construction**” shall have the meaning set forth in the General Indenture.

“**Permitted Investments**” shall mean any of the following securities to the extent permitted by applicable law:

(1) Direct obligations of the United States of America (including obligations issued or held in book-entry form on the books of the Department of the Treasury, and CATS and TGRS) or obligations, the principal of and interest on, which are unconditionally guaranteed by the United States of America.

(2) Bonds, debentures, notes or other evidence of indebtedness issued or guaranteed by any of the following federal agencies and provided such obligations are backed by the full faith and credit of

the United States of America (stripped securities are only permitted if they have been stripped by the agency itself):

a. <u>U.S. Export-Import Bank (Eximbank)</u>
Direct obligations or fully guaranteed certificates of beneficial ownership

b. <u>Farmers Home Administration (FHA)</u>
Certificates of beneficial ownership

c. <u>Federal Financing Bank</u>

d. <u>Federal Housing Administration Debentures</u> (FHA)

e. <u>General Services Administration</u>
Participation certificates

f. <u>Government National Mortgage Association</u> (GNMA or "Ginnie Mae")
GNMA - guaranteed mortgage-backed bonds
GNMA - guaranteed pass-through obligations
(not acceptable for certain cash-flow sensitive issues.)

g. <u>U.S. Maritime Administration</u>
Guaranteed Title XI financing

h. <u>U.S. Department of Housing and Urban Development</u> (HUD)
Project Notes
Local Authority Bonds
New Communities Debentures - U.S. government guaranteed debentures
U.S. Public Housing Notes and Bonds - U.S. government guaranteed public housing notes and bonds

(3) Bonds, debentures, notes or other evidence of indebtedness issued or guaranteed by any of the following non-full faith and credit U.S. government agencies (stripped securities are only permitted if they have been stripped by the agency itself):

a. <u>Federal Home Loan Bank System</u>
Senior debt obligations

b. <u>Federal Home Loan Mortgage Corporation</u> (FHLMC or "Freddie Mac") Participation Certificates
Senior debt obligations

c. <u>Federal National Mortgage Association</u> (FNMA or "Fannie Mae")
Mortgage-backed securities and senior debt obligations

d. <u>Student Loan Marketing Association</u> (SLMA or "Sallie Mae")
Senior debt obligations

(4) Money market funds registered under the Federal Investment Company Act of 1940, whose shares are registered under the Federal Securities Act of 1933, and having a rating by Standard & Poor's of AAAm-G; AAAm; or AAm.

(5) Certificates of deposit secured at all times by collateral described in (1) and/or (2) above. Such certificates must be issued by commercial banks, savings and loan associations or mutual savings banks. The collateral must be held by a third party and the bondholders must have a perfected first security interest in the collateral.

(6) Certificates of deposit, savings accounts, deposit accounts or money market deposits which are fully insured by FDIC or FSLIC.

(7) Investment Agreements, including GIC's, acceptable to the applicable Credit Provider.

(8) Commercial paper rated, at the time of purchase, "Prime – 1" by Moody's and "A-1" or better by Standard & Poor's.

(9) Bonds or notes issued by any state or municipality which are rated by Moody's and Standard & Poor's in one of the two highest rating categories assigned by such agencies.

(10) Federal funds or banker's acceptances with a maximum term of one year of any bank which has an unsecured, uninsured and unguaranteed obligation rating of "Prime – 1" or "A3" or better by Moody's and "A-1" or "A" or better by Standard & Poor's.

(11) Repurchase agreements provide for the transfer of securities from a dealer bank or securities firm (seller/borrower) to the Board, the City, or a Fiduciary (buyer/lender) and the transfer of cash from a municipal entity to the dealer bank or securities firm with an agreement that the dealer bank or securities firm will repay the cash plus a yield to the Board, the City, or a Fiduciary in exchange for the securities at a specified date. Repurchase Agreements must satisfy the following criteria or be approved by the appropriate Credit Provider.

a. <u>Any Repurchase Agreements must be between the Board, the City or a Fiduciary and a dealer bank or securities firm which are</u>:

(i) Primary dealers on the Federal Reserve reporting dealer list which are rated A or better by Standard & Poor's and Moody's, or

(ii) Banks rated "A" or above by Standard & Poor's and Moody's.

b. <u>The written Repurchase Agreement contract must include the following</u>:

(i) <u>Securities which are acceptable for transfer are</u>:

(1) Direct U.S. governments, or

(2) Federal agencies backed by the full faith and credit of the U.S. government (and FNMA & FHLMC)

(ii) <u>The term of the Repurchase Agreement may be up to 30 days</u>

(iii) The collateral must be delivered to the Board, the City or a Fiduciary, trustee (if trustee is not supplying the collateral) or third party acting as agent for the trustee (if the trustee is supplying the collateral) before/simultaneous with payment (perfection by possession of certificated securities).

(iv) <u>Valuation of Collateral</u>

(1) <u>The securities must be valued weekly, marked-to-market</u> at current market price <u>plus</u> accrued interest

(a) The value of collateral must be equal to 104% of the amount of cash transferred by the Board, the City, or a Fiduciary to the dealer bank or security firm under the Repurchase Agreement plus accrued interest. If the value of securities held as collateral slips below 104% of the value of the cash transferred by municipality, then additional cash and/or acceptable securities must be transferred. If, however, the securities used as collateral are FNMA or FHLMC, then the value of collateral must equal 105%.

c. Legal opinion which must be delivered to the Board, the City, or a Fiduciary:

(i) The Repurchase Agreement meets guidelines under state law for legal investment of public funds.

"**Principal Amount**" with respect to any Bond, shall mean the stated principal thereon or such other amount payable on any Compound Interest Bond or Discount Bond designated as principal pursuant to an Applicable Supplemental Indenture.

"**Principal Installment**" shall mean, as of any particular date of computation and with respect to Bonds of a particular Series, an amount of money equal to the aggregate of the principal amount of Outstanding Bonds of said Series which mature on a single future date, reduced by the aggregate principal amount of such Outstanding Bonds which would at or before said future date be retired by reason of the payment when due and application in accordance with this General Indenture of Sinking Fund Payments payable at or before said future date for the retirement of such Outstanding Bonds, plus the amount of any Sinking Fund Payment payable at or before said future date for the retirement of any Outstanding Bonds of said Series.

"**Proceeds Fund**" shall mean the fund so denominated described in the General Indenture.

"**Pro Forma Bond Issue**" shall have the meaning given such term in the General Indenture.

"**Pro Forma Rate Agent**" shall have the meaning set forth in the General Indenture.

"**Project**" shall mean the undertaking to be accomplished with the proceeds of any series of Bonds, including without limitation, the acquisition and construction of tangible or intangible items and the refinancing of any debt of the Board or debt of the City relating to the Board or the Airport System.

"**Project Account**" shall mean the account so denominated of the Proceeds Fund described in the General Indenture.

"**Provider(s)**" shall mean any entity providing any item of Additional Security.

"**Purchase Price**" shall mean the total sum due the owners of any Tender Bond tendered for purchase pursuant to the provision of the Applicable Supplemental Indenture.

"**Rates and Rentals**" shall mean, collectively, the rates, fees, rentals or other charges for the services, facilities and commodities of the Airport System as such term is used in Section 604 of the General Indenture and throughout the General Indenture.

"**Rating Agency**" shall mean Fitch Ratings and Standard & Poor's and Moody's or any other nationally recognized credit rating agency which has issued and maintains a rating on any of the Bonds at the request of the Board.

"**Redemption Fund**" shall mean the fund described in the General indenture.

"**Redemption Price**" shall mean, with respect to any Bond, the principal amount thereof plus the premium, if any, payable upon redemption thereof.

"**Released Revenues**" shall mean Revenues in respect of which the Trustee has received the following:

(a) a request of an Authorized Officer describing those Revenues and requesting that those Revenues be excluded from the pledge and lien of the General Indenture on Revenues;

(b) an Aviation Consultant's certificate or report based upon reasonable assumptions, to the effect that Revenues, after the Revenues covered by the Authorized Officer's request are excluded for each of the five full Fiscal Years following the Fiscal Year in which such certificate or report is delivered, will be sufficient to enable the Board to satisfy the coverage covenant set forth in the General Indenture in each of those five Fiscal Years;

(c) a Bond Counsel's opinion to the effect that (i) the conditions set forth in the General Indenture to the release of those Revenues have been met and (ii) the exclusion of those Revenues from the pledge and lien of the Indenture will not, in and of itself, cause the interest on any outstanding Tax-exempt Bonds to be included in gross income from purposes of federal income taxation; and

(d) written confirmation from each of the Rating Agencies to the effect that the exclusion of those Revenues from the pledge and lien of this Indenture will not cause a withdrawal or reduction in any unenhanced rating then assigned to any Bonds or Subordinated Bonds or other Secured Obligations or Subordinated Obligations.

Upon the Trustee's receipt of those documents, the Revenues described in the Authorized Officer's request shall be excluded from the pledge and lien of this Indenture, and the Trustee shall take all reasonable steps requested by the Authorized Officer to evidence or confirm the release of that pledge and lien on the Released Revenues.

"**Reserve Asset(s)**" shall mean an instrument providing for the payment of sums for the payment of principal and interest on any particular Series of Reserve Bonds and the scheduled payment obligations of the Board pursuant to a Swap (but not any Swap termination payments) in the manner provided under the General Indenture in one or more of the following forms:

(1) an irrevocable, unconditional, and unexpired surety bond or letter of credit issued or confirmed by a banking institution, the long term unsecured debt obligations of which are rated on the date of delivery of such instrument within the three highest rating categories generally available to banking institutions by one or more of Fitch Ratings, Moody's, or Standard & Poor's; or

(2) an irrevocable and unconditional policy or policies of insurance in full force and effect and issued by a municipal bond insurer, obligations insured by which are rated on the date of delivery of such policy, by reason of such insurance, within the three highest rating categories available to insurers generally issuing such insurance by one or more of Fitch Ratings, Moody's, Standard & Poor's, or A.M. Best Company;

(3) The obligation to reimburse the issuer of a Reserve Asset credit instrument for any fees, expenses, claims or draws upon such Reserve Asset credit instrument shall be subordinate to the payment of debt service on the Reserve Bonds. The right of the issuer of a Reserve Asset credit instrument to payment or reimbursement of its fees and expenses shall be subordinated to cash replenishment of the Reserve Fund, and, subject to the second succeeding sentence, its right to reimbursement for claims or draws shall be on a parity with the cash replenishment of the Reserve Fund. The Reserve Asset credit instrument shall provide for a revolving feature under which the amount available thereunder will be reinstated to the extent of any reimbursement of draws or claims paid. If the revolving feature is suspended or terminated for any reason, the right of the issuer of the Reserve Asset credit instrument to reimbursement will be further subordinated to cash replenishment of the Reserve Fund to an amount equal to the difference between the full original amount available under the Reserve Asset credit instrument and the amount then available for further draws or claims. If (i) the issuer of a Reserve Asset credit instrument becomes insolvent or (ii) the issuer of a Reserve Asset credit instrument defaults in its payment obligations thereunder or (iii) the claims-paying ability of the issuer of the insurance policy or surety bond falls below the third highest rating category one or more of Fitch Ratings, Moody's, Standard & Poor's, or A.M. Best Company then the obligation to reimburse the issuer of the Reserve Asset credit instrument shall be subordinate to the cash replenishment of the Reserve Fund should the Board determine to replace such Reserve Asset with a cash Funded Reserve Requirement.

(4) If (i) the revolving reinstatement feature described in the preceding paragraph is suspended or terminated or (ii) the rating of the claims paying ability of the issuer of the surety bond or insurance policy falls below the third highest rating category of one or more of Fitch Ratings, Moody's, Standard & Poor's, or A.M. Best Company, the Board may at its sole option (a) elect to not replace the subject Reserve Asset and not replace it with a cash Funded Reserve Requirement (b) deposit into the Reserve Fund an amount sufficient to cause the cash or permitted investments on deposit in the Reserve Fund to equal the Debt Service Reserve Fund Requirement on the applicable Series of Reserve Bonds, such amount to be paid over the ensuing five years in equal installments deposited at least semiannually or (c) replace such instrument with a surety bond, insurance policy or letter of credit meeting the requirements in either of 1-2 above within six months of such occurrence.

(5) Where applicable, the amount available for draws or claims under the Reserve Asset credit instrument may be reduced by the amount of cash or Permitted Investments deposited in the Account of the Reserve Fund for the applicable Series of Reserve Bonds pursuant to the preceding subparagraph.

(6) If the Board chooses the above described alternatives to a cash-funded Reserve Fund for any particular Series of Reserve Bonds, any amounts owed by the Board to the issuer of such credit instrument as a result of a draw thereon or a claim thereunder, as appropriate, shall be included in any calculation of Debt Service Reserve Fund Requirement required to be made pursuant to the General Indenture for any purpose, e.g., rate covenant or additional bonds test.

(7) The Trustee shall ascertain the necessity for a claim or draw upon the Reserve Asset credit instrument and provide notice to the issuer of the Reserve Asset credit instrument in accordance with its terms not later than three days (or such longer period as may be necessary depending on the permitted time period for honoring a draw under the Reserve Asset credit instrument) prior to each interest payment date.

(8) Cash on deposit in the applicable account of the Reserve Fund for any particular Series of Reserve Bonds shall be used (or investments purchased with such cash shall be liquidated and the proceeds applied as required) prior to any drawing on any Reserve Asset credit instrument. If and to the extent that more than one Reserve Asset credit instrument is deposited in the applicable Account of the Reserve Fund for any particular Series of Reserve Bonds, drawings thereunder and repayments of costs associated therewith shall be made on a pro rata basis, calculated by reference to the maximum amounts available thereunder.

"**Reserve Bond(s)**" shall mean any Bonds, Dual Bonds, Additional Bonds, or Subordinated Bonds for which a Reserve Fund Requirement is made applicable by the Series Resolution providing therefor.

"**Revenues**" and "**Revenues of the Airport System**" shall mean all revenues derived by the Board from the use and operation of the Airport System, excluding (i) Special Facility Revenues except after the payment of any Special Facility Bonds used to finance such Special Facility as permitted by the General Indenture, (ii) any gifts, grants or other amounts, the use of which is restricted by the donor or grantor or by law or regulation, (iii) the proceeds of any passenger facility charge or other per passenger charge defined in the General Indenture as the "PFC" established by the Board for use by the Board (iv) any sums received by the Board or the City from the State or the United States of America, including the avails of any tax, (v) the proceeds of any rental car customer facility charge defined as the "CFC" in the General Indenture, (vi) any Released Revenues, (vii) interest accruing on, and any profit resulting from the investment of monies in any fund or account of the Board that is not available by agreement or otherwise for deposit into the Operation Fund, (viii) insurance proceeds which are not deemed to be revenues in accordance with generally accepted accounting principles, (ix) the proceeds of any condemnation awards, and (x) security deposits and the proceeds of the sale of any property constituting all or any portion of the Airport; PROVIDED HOWEVER the Board may in the future pledge any CFC, PFC, or Released Revenues as additional security for one or more series of Bonds, Subordinated Bonds or Swaps or other obligations issued hereunder. The amount of any such pledged CFC, PFC or Released Revenues deposited into any one of the Airport Operating Accounts, the Debt Service Fund, or any account or sub-account created under the General Indenture or created by a Supplemental Indenture shall constitute Revenues. Without limiting the generality of the foregoing, "Revenues" include all the income from the ownership and operation of the Airport System including landing fees and charges, ground rentals, space rentals in buildings, charges of every character made to concessionaires, all fees received by the Board or the City on account of the operation of limousines and taxi-cabs to and from any Airport System facility, earnings from the operation of the parking facilities, earnings on the investments of the Board including, without limitation, investment earnings of proceeds of the Bonds, except as specifically excluded in items (i) through (x) above.

"**Secured Obligations**" shall mean, collectively, any Bonds and Additional Bonds, and any Swap secured by a first lien pledge of the Revenues of the Airport System issued pursuant to the provisions of the General Indenture and shall be measured for the purposes of voting or counting consents (i) as to Bonds by Outstanding principal amount or (ii) as to Swaps by an amount equal to 30% of the Outstanding notional amount of each Swap.

"**Secured Obligees**" shall mean any Secured Obligation, including, without limitation, any Owner of Outstanding Bonds and any Swap Party pursuant to an Outstanding Swap.

"**Series**" when used with respect to less than all of the Bonds, shall mean such Bonds designated as a Series of Bonds pursuant to a Supplemental Indenture.

"**Series Resolution**" shall mean the resolution of the governing authority of the Board authorizing the issuance of any Series of Bonds, approving the form and authorizing the execution of the applicable Supplemental Indenture.

"**Significant Portion**" shall mean, for purposes of the General Indenture, any Airport Facilities or portions thereof which, if such facilities had been sold or disposed of by the City and/or the Board at the beginning of an annual period which includes the month of commencement of the 12-month period ending on the day of such disposition, would have resulted in a reduction in Net Revenues for such annual period of more than 4% when the actual Net Revenues for such annual period are decreased by the Revenues directly attributable to such Airport Facilities and increased by the expenses of the Board directly attributable to such Airport Facilities. The Board shall notify each Rating Agency which then maintains a rating on any of the Bonds prior to the selling or disposing of a Significant Portion of any Airport Facilities or portions thereof.

"**Signing Parties**" shall mean those parties designated to execute the Bonds by the Applicable Supplemental Indenture.

"**Sinking Fund Payment**" shall mean, as of any particular date of computation and with respect to Bonds of a particular Series, the amount of money required by any Supplemental Indenture to be paid by the Board on a single future date for the retirement of any Outstanding Bonds of said Series which mature on or after said future date, but does not include any amount payable by the Board by reason of the redemption of Bonds at the election of the Board.

"**Special Facility**" shall mean any existing or planned facility, structure, equipment, or other property, real or personal, which is or is to be located at the Airport or a part of any facility or structure located at the Airport and is designated as such by the Board as more fully provided in Section 801 of the General Indenture financed with Special Facility Bonds.

"**Special Facility Bonds**" shall have the meaning set forth in the General Indenture.

"**Special Facility Lease(s)**" shall mean a lease of a Special Facility or a portion of a Special Facility.

"**Special Facility Revenues**" shall mean the revenues earned or paid to the Board from or with respect to any Special Facility and designated as such by the Board.

"**Special Receipts Fund**" shall mean that fund described in the General Indenture.

Standard & Poor's" shall mean Standard & Poor's U. S. Finance Ratings and any credit rating agency which is a successor thereto.

"**State**" shall mean the State of Louisiana.

"**Subordinated Bonds**" shall mean any Bonds issued pursuant to the provisions of the General Indenture.

"**Subordinated Obligation(s)**" shall mean any obligation for the payment of money of the Board incurred or issued pursuant to the provisions of the General Indenture which are secured by a lien on the Revenues and the Trust Estate on a subordinated or inferior basis to the first lien pledge of such items to Secured Obligations.

"**Supplemental Indenture**" shall mean any supplemental or amending trust indentures supplementing or amending the General Indenture by and between the Board, the City, and any financial institution, as trustee, executed in connection with the issuance of any Series of Bonds issued as Initial Bonds or Additional Bonds authorized pursuant hereto, which provides the details for such Additional Bonds including the provisions regarding determining the Variable Rates, purchase and remarketing of Tender Bonds and providing Additional Security for such Additional Bonds pursuant to Section 209 of the General Indenture.

"**Swap**" or "**Swaps**" shall mean an interest rate swap agreement executed by the Board payable from and secured by the Trust Estate and the Revenues of the Airport System.

"**Swap Party**" or "**Swap Parties**" shall mean the entity which enters any Swap with the Board and any assignee thereof and, collectively, all such entities pursuant to all Outstanding Swaps.

"**Swap Revenues**" shall mean the sums of money due to be paid by the Swap Party to the Board pursuant to any Swap subject to any netting of payments provided by the applicable Swap.

"**Tax Certificate**" shall mean the Tax Certificate, concerning certain matters pertaining to the use of proceeds of a particular Series of Tax-Exempt Bonds executed and delivered by the Board and the Trustee on the date of issuance of a particular Series of Tax-Exempt Bonds, including any and all exhibits attached thereto.

"**Tax-Exempt Bonds**" means any series of Bonds which, when issued, are accompanied by an Opinion of Bond Counsel to the effect that the interest thereon is excluded from gross income for federal income tax purposes.

"**Tender Bonds**" shall have the meaning given such term in the General Indenture.

"**Trust Estate**" shall mean all items granted as security for and pledged to the payment of Outstanding Bonds issued pursuant to the General Indenture.

"**Trustee**" means any trustee appointed in accordance with Section 901 of the General Indenture and any successor or successors to any thereof.

"**Variable Rate Bonds**" shall have the meaning given such term in the General Indenture.

"**Vendor Payment Fund**" shall mean that fund described in the General Indenture.

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II. NINTH SUPPLEMENTAL INDENTURE

"**Accounts**" shall mean the accounts referred to or established pursuant to the Ninth Supplemental Indenture.

"**Act**" shall mean Part XIV of Chapter 4 of Subtitle II of Title 39 of the Revised Statutes of Louisiana of 1950, as amended, (La. R.S. 39:1034 (D) and (F), together with the constitutional and statutory authority supplemental thereto, including without limitation, Chapter 13 of Title 39 (La. R.S. 39:1421 through 1430, inclusive) and Chapter 14-A of Title 39 (La. R.S. 39:1444 through 1456, inclusive) of the Louisiana Revised Statutes of 1950, as amended.

"**Authorized Board Representative**" shall mean the Chairman, or in his absence the Vice Chairman, the Director of Aviation or acting Director of Aviation, or in the absence thereof, any of the Deputy Directors of Aviation of the Aviation Board.

"**Authorized Denominations**" shall mean $5,000 or any integral multiple thereof.

"**Beneficial Owner**" shall have the meaning referred to in the Ninth Supplemental Indenture.

"**Bondowners**," "**Owners**," or "**Registered Owners**" shall mean the person in whose name any Series 2023 Bond is registered on the records maintained by the Trustee as paying agent registrar.

"**Bond Resolution**" shall mean the Resolutions adopted by the Aviation Board on January 18, 2024, August 15, 2024, and September 19, 2024, providing for the authorization, sale, and issuance of Series 2024 Bonds.

"**Bonds**" shall mean any bonds secured by a first lien parity pledge of the Net Revenues pursuant to the General Indenture, including without limitation, the Outstanding Series 2017 Bonds, Series 2019 Bonds, Series 2023 Bonds, and the Series 2024 Bonds issued under the General Indenture.

"**City**" shall mean the City of New Orleans, Louisiana.

"**Council**" shall mean the City Council of New Orleans, Louisiana.

"**Debt Service Reserve Fund Requirement**" or "**Reserve Fund Requirement**" for the Series 2024 Bonds shall mean the least of:

(A) the Maximum Annual Debt Service coming due in any Fiscal Year with respect to the Bonds;

(B) 125% of average annual Bond Debt Service Requirement on all Bonds Outstanding; or

(C) 10% of the principal amount of Bonds;

calculated as of the issuance date of the Series 2024 Bonds, $_________ on ______________, and thereafter recalculated upon any refunding of less than all the then Outstanding Bonds. In such case, the Reserve Fund Requirement for the un-refunded Outstanding Bonds and the Series of Refunding Bonds which refunded a portion of the Bonds may be calculated on the basis of a single Reserve Fund Requirement for both the applicable Series of Refunding Bonds and the un-refunded Outstanding Bonds. However, in no event shall the Reserve Fund Requirement calculated or recalculated at the times required above exceed the maximum amount permitted under the Code and the regulations promulgated thereunder as a reasonable required reserve with respect to Tax-exempt Bonds.

"**Default Interest**" shall have the meaning set forth in the Ninth Supplemental Indenture.

"**DTC**" shall mean The Depositary Trust Company.

"**Event of Default**" shall mean any one of the Events of Default as described in the General Indenture.

"**GARB(s)**" shall mean the Series 2017 Bonds, the Series 2019 Bonds, and the Series 2024 Bonds issued and Outstanding pursuant to the General Indenture.

"**General Indenture**" shall mean the General Revenue Bond Trust Indenture among the Aviation Board, the City, and the Trustee dated as of February 1, 2009, as supplemented and amended by Supplemental Indentures, through the Ninth Supplemental Indenture.

"**Interest Payment Date**" shall mean each January 1 and July 1.

"**Mayor**" shall mean the Mayor or Chief Executive Officer of the City.

"**North Terminal Project**" shall mean the passenger terminal on the north side of the Airport, and other related enabling facilities such as aircraft parking aprons and taxiways, a 2,200-space parking garage, and associated roadway access and infrastructure, and related improvements associated with the passenger terminal on the north side of the Airport.

"**PFC**" shall mean any Passenger Facility Charge collected from persons for the use of the Airport pursuant to14 C.F.R. § 158.

"**PFC Indenture**" shall mean the General Revenue Bond Trust Indenture relating to passenger facility charges among the Issuer, the City, and the Trustee dated as of November 1, 2007 by and among Board, the City, and the PFC Trustee.

"**PFC Trustee**" shall mean The Bank of New York Trust Company, N. A. as trustee under the PFC Indenture and any successor trustee in interest thereunder.

"**Principal Office**" shall mean those offices set forth in Section 14.02 of the Ninth Supplemental Indenture.

"**Rating Agency**" shall mean the company or companies whose ratings of taxable and tax-exempt bonds are nationally recognized and accepted as indicators of the investment qualities of such bonds and which has or have assigned a rating to the Bonds, initially Fitch Ratings, Moody's Investor Services and Standard and Poor's Public U.S. Public Finance Ratings.

"**Regular Record Date**" shall mean the fifteenth day of the month next preceding any Interest Payment date, whether such day is a Business Day or not.

"**Series 2017 Bonds**" shall mean the Series 2017A Bonds, the Series 2017B Bonds, the Series 2017C Bonds, and the Series 2017D Bonds.

"**Series 2017A Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue and Refunding Bonds (North Terminal Project), Series 2017A (Non-AMT).

"**Series 2017B Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue and Refunding Bonds (North Terminal Project), Series 2017B (AMT).

"**Series 2017C Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2017C (Taxable).

"**Series 2017D Bonds**" shall mean, together, the (i) Outstanding New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2017D-1 (Non-AMT) and the (ii) Outstanding New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2017D-2 (AMT).

"**Series 2019 Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue Refunding Bonds (Gulf Opportunity Zone Projects) Series 2019 (Non-AMT).

"**Series 2023 Bonds**" shall mean the Series 2023A Bonds and the Series 20243 Bonds.

"**Series 2023A Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue Bonds, Series 2023A (Non-AMT).

"**Series 2023B Bonds**" shall mean the Outstanding New Orleans Aviation Board General Airport Revenue Bonds, Series 2023B (AMT).

"**Series 2024 Bonds**" shall mean the Series 2024A Bonds and the Series 2024B Bonds.

"**Series 2024A Bonds**" shall mean the $47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024A (Non-AMT).

"**Series 2024B Bonds**" shall mean the $455,435,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024B (AMT).

"**Series 2024C Bonds**" shall mean the Series 2024C-1 Bonds, Series 2024C-2 Bonds, and Series 2024C-3 Bonds.

"**Series 2024C-1 Bonds**" shall mean the $19,875,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-1 (Non-AMT).

"**Series 2024C-2 Bonds**" shall mean the $69,395,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-2 (AMT).

"**Series 2024C-3 Bonds**" shall mean the $5,120,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-3 (Taxable).

"**Special Record Date**" shall mean the date selected for payment of overdue interest in accordance with the provisions of the Ninth Supplemental Indenture.

"**Trustee**" shall mean The Bank of New York Mellon Trust Company NA., and its successors and assigns.

"**Trust Estate**" shall have the meaning set forth in the General Indenture.

"**Underwriter**" shall mean the syndicate of underwriters for the purchase of the Bonds consisting of BofA Securities, J.P. Morgan, Loop Capital Markets LLC, Stern Brothers, Blaylock Van, LLC, Samuel A. Ramirez & Co., Inc.., and Raymond James or a syndicate of other underwriters as revised by the Chairman of the Aviation Board and Director of Aviation.

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APPENDIX B

SUMMARY OF CERTAIN PROVISIONS OF THE GENERAL INDENTURE AND THE NINTH SUPPLEMENTAL INDENTURE

I. GENERAL INDENTURE

Authorization of Bonds

One or more issues of Bonds may be issued for the benefit of the City to be designated as "New Orleans Aviation Board Revenue Bonds," or in the case of refunding bonds issued pursuant to the General Indenture "New Orleans Aviation Board Refunding Bonds," which Bonds may be issued from time to time, without limitation as to amount except as provided in the General Indenture or as limited by law. The Bonds may, if and when authorized by the Board pursuant to one or more Supplemental Indentures, be issued in one or more Series, and the designation thereof, in addition to the name "New Orleans Aviation Board Revenue Bonds," or in the case of refunding bonds "New Orleans Aviation Board Refunding Bonds" may include such further appropriate designations added to or incorporated in such title for the Bonds of any particular Series as the Board may determine.

Conditions Precedent to the Delivery of Additional Bonds Other Than Refunding Bonds

One or more Series of Bonds other than Refunding Bonds (the "**Additional Bonds**") may be issued in accordance with the General Indenture for the purpose of paying all or a portion of the Cost of any Capital Improvement, the making of deposits in the Debt Service Fund, the Debt Service Reserve Fund, and, if any, the insurance reserve account established pursuant to the General Indenture, the payment of Cost of Issuance, the payment of the principal of and interest and premium, if any, on notes issued in anticipation of such Bonds in accordance with the General Indenture, the refunding of any Outstanding Bonds, payment of any termination fees relating to any interest rate swap agreements of the Board any combination of the foregoing and any other purpose not expressly prohibited by applicable law.

A Series of Additional Bonds shall be executed by the Signing Parties and delivered to the Paying Agent for such Series of Bonds and by it authenticated and delivered to or upon the order of the Board, but only upon notification by the Board that it has received:

(i) A Certificate of an Authorized Officer of the Board stating that the General Indenture is still effective and identifying every Supplemental Indenture relating thereto;

(ii) The documents, monies and opinions required by the General Indenture;

(iii) The requirements of either sub-part (a) or (b) of this item (iii) are met:

(a) the sum of (I) Net Revenues of the Airport System and (II) 1/12 of the amount of Rollover Coverage provided for each Fiscal Year of each month included within the below described period of calculation as certified by an Authorized Officer of the Board for any period of twelve (12) consecutive calendar months out of the eighteen (18) calendar months next preceding the date of issuance of such series of Additional Bonds shall have equaled not less than one hundred twenty-five percent (125%) of the aggregate Debt Service Reserve Fund Requirement on all Outstanding Bonds and the proposed Additional Bonds for such twelve (12) month period; or

(b) Both (I) the sum of (A) Net Revenues of the Airport System and (B) 1/12 of the amount of Rollover Coverage provided for each Fiscal Year of each month included within the below described period of calculation as certified by an Authorized Officer of the Board for any period of twelve (12) consecutive calendar months out of the eighteen (18) calendar months next preceding the date of issuance of such series of Additional bonds shall have equaled not less than one hundred twenty-five percent (125%) of the aggregate Debt Service Reserve Fund Requirement on all Outstanding Bonds and (II) the Net Revenues of the

Airport System estimated by the Aviation Consultant to be derived during the three (3) consecutive calendar years commencing with the calendar year next following the issuance of such Series or with respect to the acquisition or construction of any income producing capital asset the end of the Period of Construction of the project or projects, if any, to be financed by such series of Additional Bonds (as estimated by the Aviation consultant) and projecting that the estimated Net Revenues for each year of the applicable forecast shall equal not less than one hundred twenty-five percent (125%) of the Debt Service Reserve Fund Requirement for each of such three (3) consecutive calendar years of all Bonds then outstanding and the Additional Bonds proposed to be issued. The term "Period of Construction" shall mean with respect to any income producing capital asset the period of time beginning with the initiation of study and design and of construction or acquisition, or beginning with the issuance of a Series of the Bonds for the financing of the cost of such construction or acquisition of any improvement or additions or extensions or betterment of the Airport System, whichever is earlier, and ending on the date of substantial completion of such improvements, additions, extensions or betterments as determined by the Aviation Consultant.

All calculations of Debt Service Reserve Fund Requirement for Variable Rate Bonds shall be based upon the applicable Pro Forma Bond Issue. (k the case of Bonds which are not secured by the revenues until a "Crossover Date," the certificate shall be for as appropriate (a) any period of twelve (12) consecutive calendar months out of the eighteen (18) calendar months next preceding or (1) three (3) consecutive calendar years following the Crossover Date and shall be made for the current and any future Fiscal Year on the basis of estimates of Net Revenues for such years of the Aviation Consultant). In making the calculations required by this subpart (2)(iii), if the Board has adopted, implemented and imposed higher rates, fees, rentals or other charges for the services, facilities and commodities of the Airport System prior to the date of the issuance of a series of Additional Bonds, the calculation of Net Revenues may be made assuming such rats had been in effect during such period. Further, if the Board has adopted resolutions providing or the Commercial Airline Lease requires the Board to provide Rollover Coverage for any Fiscal Year included within any period of calculation the amount of such Rollover Coverage or an appropriate portion thereof in the case of a calculation period of 12 consecutive months not all included within one Fiscal Year may be included in such calculation.

The requirements of this sub-part (2)(iii) are not applicable to Subordinated Bonds and other Subordinated Obligation(s).

(iv) A certificate of an Authorized Officer of the Board stating that, as of the delivery of such Additional Bonds, no Event of Default, as described in the General Indenture, will have happened and will then be continuing.

Special Conditions Precedent to the Delivery of Refunding or Completion Bonds.

(1) One or more Series of refunding bonds may be issued in accordance for the purpose of refunding all or any part of Prior Bonds, or the Bonds of one or more Series of Outstanding Bonds or providing funds for a Crossover Refunding of Bonds issued and outstanding or not yet issued but which may be Outstanding on a Crossover Date, without the necessity of producing any of the certificates required by Section 205(2) above if the Board obtains a certificate from an Authorized Board Representative demonstrating that the refunding will reduce the total debt service payments on the refunded Bonds on a present value basis.

(2) A Series of Refunding Bonds shall be executed by the Signing Parties and delivered by the Board to the Paying Agent for such Series of Bonds and by it authenticated and delivered to or upon the order of the Board, but only upon notification by the Board that all requirements of applicable State law have been satisfied and that it has received:

(i) The documents, monies and opinions required by Section 204(3) of the General Indenture;

(ii) The documents and monies, if any, required by the Applicable Supplemental Indenture authorizing such Refunding Bonds;

(iii) A certificate of an Authorized Officer of the Board stating that, as of the delivery of such Refunding Bonds, no Event of Default as described in Section 701 will have happened and will then be continuing;

(iv) A certificate of an Authorized Officer of the Board specifying the Bonds to be refunded by series and the maturities or portions of maturities thereof (in the case of a "crossover refunding", this certificate shall not be required prior to the "Crossover Date");

(v) If any Bonds are to be redeemed prior to maturity, irrevocable instructions to the Board, satisfactory to it, to give due notice of redemption of the Bonds to be redeemed on a redemption date specified in the instructions;

(vi) If the Bonds to be refunded are not by their terms due to mature or subject to redemption within the next succeeding sixty (60) days, irrevocable instructions to the Board, satisfactory to it, to give due notice as provided in Section 1101 to the Registered Owners of the Bonds to be refunded; and

(vii) An amount of money or Defeasance Obligations sufficient pursuant to Section 1201 to effect payment at maturity or redemption, pursuant to Article IV, of the Bonds to be refunded.

Completion Bonds

A Series of Completion Bonds may be issued without the necessity of producing any of the certificates required for the issuance of Additional Bonds if such Completion Bonds do not exceed in original principal amount, 10% of the total costs of the Capital Improvement(s) for which they are issued to complete and shall be executed by the Signing Parties and delivered by the Board to the Trustee/Paying Agent for such Series of Bonds and by it authenticated and delivered to or upon the order of the Board, but only upon notification by the Board that all requirements of applicable State law have been satisfied and that it was received:

(i) the documents, moneys, showings, consents, approvals, certificates and opinions required by the Indenture;

(ii) the documents and moneys, if any, required by the applicable Supplemental Indenture authorizing such Completion Bonds;

(iii) a certificate of an Authorized Officer of the Board stating that, as of the delivery of such Completion Bonds, no Event of Default will have happened and will then be continuing; and

(iv) a certificate of an Authorized Officer of the Board stating (i) which previous Series of Bonds were issued to provide the amounts to acquire or construct the Capital Improvement(s) to which the proceeds of the Completion Bonds will be applied, (ii) identifying such Capital Improvement(s), and (iii) stating that the amounts available to be applied to such Capital Improvement(s) from the proceeds of the Completion Bonds will be sufficient to complete such Capital Improvement(s) and directing the Trustee to deposit such proceeds in the appropriate Project Account of the appropriate Proceeds Fund.

Additional Security

(1) In connection with the initial issuance or subsequent to the issuance of any Series of Bonds and subject to the restrictions contained in the General Indenture, the Board may obtain or cause to be obtained letters of credit, lines of credit, insurance, standby bond purchase agreements, interest rate swap and cap agreements, Reserve

Assets or similar obligations or instruments ("**Additional Security**") providing for payment of all or a portion of the principal, premium, or interest due or to become due on one or more specific Series of Bonds, providing for the purchase of such Bonds or a portion thereof by the issuer of any such Additional Security or providing for exchanging, capping, modifying debt service payments incurred in connection with one or more specific Series of Bonds. The issuer of Additional Security or the guarantor of the obligations of the issuer of such Additional Security must be (at the time of such issuance) an entity, the unsecured long term debt obligations of which is rated in one of the three highest long term rating categories by at least one of the entities constituting the Rating Agency or the obligations insured or guaranteed by which are rated in such categories by reason of such insurance or guarantee except that the Swap Party or the guarantor of the obligations of the Swap Party to any Swap shall be at the time of execution of any such Swap an entity the unsecured short term debt of which is rated at least MIG-3 by Moody's or SP-2 by Standard & Poor's and the unsecured long term debt of which is rated at least A by Moody's and A by Standard & Poor's provided however, if any Bonds or obligations of the Board pursuant to any Swap are guaranteed by a Credit Provider, any Swap Party approved in writing by all affected Credit Providers shall be permitted. In connection therewith, the Board may enter into agreements with the issuer of such Additional Security providing for, inter alia:

(i) the payment of fees and expenses to such issuer for the issuance of such Additional Security;

(ii) the terms and conditions of such Additional Security and the Series of Bonds affected thereby; and

(iii) the security, if any, to be provided for the issuance of such Additional Security.

The Board may secure such Additional Security by an agreement providing for the purchase of a particular Series of Bonds secured thereby with such adjustments to the rate of interest, method of determining interest, maturity, or redemption provisions as specified by the Board in the Applicable Series Resolution and/or the Applicable Supplemental Indenture. The Board may also in an agreement with the Provider of such Additional Security agree to directly reimburse (a "**Reimbursement Obligation**") such Provider for amounts paid under the terms of such Additional Security, including fees and expenses together with interest thereon, which payments shall be subordinate, except for (i) regularly scheduled payments due by the Board pursuant to a Swap, and (ii) payments due to a Provider as a result of its subrogation to rights of an Owner to any other amounts required to be paid under the General Indenture with respect to principal, premium, if any, and interest on the Bonds. As long as no amounts shall be paid under such Additional Security and such Reimbursement Obligation shall remain contingent, such Reimbursement Obligation shall not be taken in account hereof under the provisions of the General Indenture. Upon the payment of amounts under the Additional Security which results in the Reimbursement Obligations becoming due and payable, such Reimbursement Obligation shall be deemed a Bond Outstanding hereunder for the purposes of the General Indenture. With respect to a Swap, the Board may agree to pay to the Swap Party any and all amounts that may be payable by the Board under the Swap.

(2) Any such Additional Security shall be solely for the benefit of and secure the specific Series of Bonds or portion thereof as specified in the Applicable Supplemental Indenture.

Transfer of Bonds

(1) Except for such Bonds as may be issued in bearer form with coupons as provided in the General Indenture, each Bond shall be transferable only upon the register for the Series of which such Bond is a part by the Registered Owner thereof in person or by his attorney duly authorized in writing upon surrender thereof together with a written instrument of transfer satisfactory to the Paying Agent duly executed by the Registered Owner or his duly authorized attorney. Upon the transfer of any such Bond the Board shall issue in the name of the transferee a new Bond or Bonds of the same aggregate principal amount and Series and maturity as the surrendered Bond.

(2) The Board and each Fiduciary may deem and treat the person in whose name any Outstanding Bond shall be registered upon the register for Bonds of such Series as the absolute owner of such Bond, whether such Bond shall be overdue or not, for the purpose of receiving payment of, or on account of, the principal and Redemption Price, if any, of and interest on such Bond and for all other purposes, and neither the Board nor any Fiduciary shall be affected by any notice to the contrary. The Board agrees to indemnify and save each Fiduciary harmless from and against any and all loss, expense, judgment of liability incurred by it, acting in good faith and without negligence hereunder, in so treating such Registered Owner.

Regulations with Respect to Exchanges and Transfers

In all cases in which the privilege of exchanging Bonds or transferring Bonds is exercised, the Signing Parties shall execute and the Paying Agent for such Series of Bonds shall authenticate and deliver Bonds in accordance with the provisions of this General Indenture. All Bonds surrendered in any such exchange or transfer shall forthwith be cancelled by the Paying Agent. For every such exchange or transfer of Bonds, whether temporary or definitive, the Board or the Paying Agent may make a charge sufficient to reimburse it for any tax or other governmental charge required to be paid with respect to such exchange or transfer. The Board shall not be obligated to make any such exchange or transfer of Bonds of any Series during the 15 days next preceding an interest or principal payment date of the Bonds of such Series or, in the case of any proposed redemption of Bonds of such Series of Bonds of any Series selected, called or being called for redemption in whole or in part except transfers to any Provider.

The Pledges Effected by the Indenture

There are pledged for the payment of the principal and Redemption Price of and interest on the Bonds, and the sums due and payable by the Board in connection with any Swaps, subject to the payment of all necessary Operation and Maintenance Expenses of the Airport System, subject to the provisions of the General Indenture permitting the application thereof for the purposes and on the terms and conditions set forth therein in this Section, and on a basis subordinate to the Bondowners and any Swap party in favor of the entity to whom any Reimbursement Obligation is due as set forth in the General Indenture (i) subject to the General Indenture, the proceeds of sale of such Bonds, to the extent set forth in the Applicable Supplemental Indenture, (ii) the Net Revenues remaining after payment from the Revenues of all Operation and Maintenance Expenses of the Airport System (including when authorized by the Applicable Supplemental Indenture PFC Revenues), (iii) the Swap Revenues, (iv) all monies, securities and Reserve Asset(s) in all funds and accounts established by or pursuant to the General Indenture, except the Arbitrage Rebate Fund, Capital Improvement Fund Grants Receipt Fund, Operational and Maintenance Reserve Fund, Special Receipts Fund, Vendor Payment Fund and the Improvement Account, General Purpose Account and Rollover Coverage Account of the Airport Operating Fund and NOAB Wire Account, which shall not constitute security for the Bonds, and (v) other money, property or rights added to this pledge by any Supplemental Indenture. Neither the City nor the State shall be obligated to pay the Bonds or any other sums due under the General Indenture and neither the faith and credit nor the taxing power of the City, the State or any other entity is pledged to such payment.

Establishment of Funds and Accounts

(1) On or prior to the date of delivery of Bonds, the following funds and accounts shall be established by the Board, the City and the Trustee as applicable, which funds and accounts shall be held as indicated below:

Name of Funds and Accounts	Held By	Pledged to Bonds
1. Proceeds Funds		
a) Costs of Issuance Account	The Trustee	Yes
b) Project Account	The Trustee	Yes
2. Airport Operating Fund		
a) Airport Operating Account	The City	Yes
b) Improvement Account	The City	No
c) General Purposes Account	The City	No
d) Rollover Coverage Account	The City	No
3. Debt Service Fund	The Trustee	Yes
4. Redemption Fund	The Trustee	Yes
5. Debt Service Fund	The Trustee	Yes
6. Operation and Maintenance Reserve Fund	The Trustee	No
7. Arbitrage Rebate Fund	The Trustee	No

8.	NOAB Wire Account	The Trustee	No
9.	Grants Receipt Fund	The Trustee	No
10.	Capital Improvement Fund	The Trustee	No
11.	Special Receipts Fund	The Trustee	No
12.	Vendor Payment Fund	The Trustee	No

There shall also be established such other funds and accounts within the aforementioned funds and such additional funds and such additional funds and accounts which are necessary or desirable under any Applicable Supplemental Indenture for a specific Series of Bonds, Subordinated Bonds, Swaps or other obligations which are additionally secured by a pledge of a CFC or a PFC, Commercial Paper, Variable Rate Bonds or Tender Bonds.

(2) On or prior to the date of issuance of any Dual Bonds the following funds and accounts may be established by the Board, the City and the Trustee as applicable, which funds and accounts shall be held as indicated below:

Name of Funds and Accounts	**Held By**
1. Dual Bonds Proceeds Fund	The Trustee
a) Costs of Issuance Account	
b) Project Account	
2. Transfer Fund	The Trustee
3. Dual Bonds Debt Service Fund	The Trustee
4. Dual Bonds Redemption Fund	The Trustee
5. Dual Bonds Debt Service Reserve Fund	The Trustee
6. Dual Bonds Arbitrage Rebate Fund	The Trustee

There shall also be established within the aforementioned Dual Bonds Funds and Accounts such additional funds and accounts as are necessary or desirable under any Applicable Supplemental Indenture for a specific series of Dual Bonds.

(3) Use of Transfer Fund. The Trustee shall establish a Transfers Fund to be used with respect to Dual Bonds together with such appropriately designated other sub-accounts as may be desirable under the circumstances and as provided by a Supplemental Indenture providing for Dual Bonds. The Transfers of Net PFC Revenues to be used to pay and secure Dual Bonds received by the Trustee shall be credited to the Transfers Fund and applied, credited or deposited into the other Funds and Accounts for Dual Bonds as provided in the applicable Series Resolution relating to any Series of Dual Bonds. If the amount of the Transfers for any relevant period received by the Trustee is insufficient to meet the requirements of paragraph (b) below the Trustee shall immediately take the actions required pursuant to the applicable 1 Series Resolution and use its best efforts to obtain additional Transfers in the required amount.

(4) Use of Dual Bonds Funds and Accounts. The Dual Bonds Funds and Accounts shall be used for the same purposes as the Funds and Accounts of the same name (except for the words "Dual Bonds") as provided in the below sections.

Proceeds Fund

(1) The Trustee shall establish a Proceeds Fund for which each Series of Bonds into which such amounts shall be deposited as required by the Applicable Supplemental Indenture to pay Issuance costs and Costs of the Projects financed with each Series of Bonds. Unless otherwise provided in the Applicable Supplemental Indenture, there shall be established within the Proceeds Fund the following separate accounts for each Series of Bonds:

(a) A Costs of Issuance account into which shall be credited the amount, if any, provided in the Applicable Supplemental Indenture to pay Issuance costs of such Series. Such amount shall be disbursed in such manner as shall be determined by the Board and/or provided in the Applicable Supplemental Indenture.

(b) A Project Account into which shall be credited (i) the portion of the proceeds of any Series of Bonds to be applied to the Costs of the Project financed by such Series that portion, if any, of the balance then remaining of the proceeds of any notes (or renewals thereof) issued in anticipation of the Bonds of such Series which were issued to pay the Cost of any Project financed in whole or in part by such Bonds, (ii) the proceeds of insurance on any such Project received by the Board during the period of its construction pursuant to Section 605(1) of the General Indenture, (iii) earnings on investments in the Costs of Issuance Account and the Project Account, provided however that the Supplemental Indenture applicable to any series of Bonds may provide that the earnings on investments in the accounts for such Series of Bonds shall be credited monthly to the Airport Operating Account, and (iv) any other amounts (not required by this General Indenture to be otherwise deposited), as determined by the Board.

(2) Amounts in the Cost of Issuance Account for a particular Series of Bonds shall be applied to the Cost of Issuance of the Series of Bonds for which such Account was established and to the Cost of the Projects financed in whole or in part by such Series. Such amounts shall be disbursed in such manner as determined by the Board. Upon completion of such Projects, the Board shall file with the Trustee a certificate of an Authorized Officer, setting forth the final Cost of such Projects and stating that such Projects have been completed to the satisfaction of the Board and that all amounts withdrawn from the applicable Project Account for such Projects have been applied to the Cost of such Projects. Such certificate shall further set forth the balance, if any, remaining in the applicable Project Account not required for the payment of Issuance costs or for the payment of Cost of such Projects. Any such balance shall be applied at the request of the Board (i) to the Cost of Capital Improvements, including Projects, by deposit of such amount in another and separate Project Account, or (ii) to the redemption of the Bonds of the Series for which such Project Account was established by deposit of such amount in the applicable account in the Redemption Fund.

(3) Upon the determination by the Board that a Project undertaken or to be undertaken has been or should be delayed and that no further amounts or significantly reduced amounts should be expended with respect thereto from the applicable Project Account, the Board may, by resolution duly adopted by the Board, direct the Trustee to transfer all or a specified amount of the sums then on deposit in (i) the applicable Project Account to the Capitalized Interest Account as provided in the General Indenture (ii) another and separate Project Account or (iii) the applicable account in the Redemption Fund for application to the redemption of Bonds of the Series for which such Project Account was established.

Application of Revenues

(1) All Revenues shall be collected by the Board and deposited into the Airport Operating Fund (except as provided in the General Indenture and shall be credited to the accounts of said fund, used and expended at the times and for the purposes as set forth in the General Indenture, and in the order of priority set forth in sub-parts (a) through (h) of Section 505(2) of the General Indenture.

(2) Net PFC Revenues shall be collected by the Board as provided in its PFC General Indenture as long as there is a separate PFC General Indenture, and with respect to Dual Bonds shall be transferred to the Trustee for deposit into the Transfer Fund as provided in any Supplemental Indenture providing for Dual Bonds. If at any time there is no need for a PFC General Indenture or the General Indenture is consolidated with the PFC General Indenture, all Net PFC Revenues shall be collected by the Board and deposited daily into a PFC Receipts Fund to be held by the Trustee, then transferred to the Transfer Fund and applied as provided in the amendments made to the General Indenture to accommodate the lack of need of a PFC General Indenture, any consolidation and the requirements of any Supplemental Indenture providing for Dual Bonds.

Airport Operating Fund

(1) All Revenues shall be deposited by the Board daily as received into the Airport Operating Fund (except investment earnings, and the items specified in paragraph (2) below which shall be applied as specified in the General Indenture) which shall consist of the following accounts to be used for the following purposes:

(a) the Airport Operating Account into which all Revenues deposited into the Airport Operating Fund shall be credited, from which all Operation and Maintenance Expenses of the Airport System shall be debited and from which the other transfers provided for in paragraph 2 herein below shall be made;

(b) the Improvement Account into which there shall be credited from the Airport Operating Account such amounts, if any, as shall be required to be deposited therein by the Commercial Airline Leases with terms commencing subsequent to December 31, 2008 or such amount, if any, determined by the Airport Consultant within the Non-Borrowed Capital Budget, if so prepared, of the annual budget provided for in the General Indenture, which sums may be used to pay the costs of improvements to the Airport System;

(c) a General Purposes Account into which there shall be credited the amounts in the order of priority set forth in paragraph (2)(h) below. The sums credited to the General Purposes Account may be held and applied by the Board to any lawful purpose or use of the Board, including without limitation, Operation and Maintenance Expenses, the purchase or payment of Bonds, and the payment of the Cost of any Capital Improvement. All earnings on the investment of sums credited to the General Purposes Account shall be credited as soon as practicable to the Airport Operating Account; and

(d) a Rollover Coverage Account into which shall be transferred the amounts required, if any, by the provisions of the Commercial Airline Leases with terms commencing subsequent to December 31, 2008, in the order of priority established by the General Indenture if required by such Commercial Airline Leases. The sums in the Rollover Coverage Account may only be used for the purposes provided in the Commercial Airlines Leases. To the extent required by the Commercial Airline Leases the sums in the Rollover Coverage Account on the last day of each Fiscal Year shall be included as Net Revenues in the calculation of the required rates and charges for the next succeeding Fiscal Year. The sums credited to the Rollover Coverage Account on the first Business Day of each Fiscal Year shall be transferred to the Airport Operating Account or as otherwise provided in the Commercial Airline Leases at such time is in effect with a term commencing subsequent to December 31, 2008.

(2) All Revenues except Special Facility Revenues, (i) except Net PFC Revenues which shall be credited to the PFC Receipts Fund, (ii) CFC proceeds, (iii) Released Revenues, (iv) proceeds of insurance and condemnation to the extent provided in the General Indenture, (v) proceeds of any sale or other disposition of any part of the Airport System to the extent provided in the General Indenture, and (vi) Swap Revenues, (which shall be applied in the Debt Service Fund) shall be collected by or for the account of the Board and deposited daily, as far as practicable, in the Airport Operating Fund and be credited to the Airport Operating Account. The foregoing sentence notwithstanding, PROVIDED HOWEVER (i) CFC, PFC, or Released Revenues which constitute Revenues because it is pledged as an item of security for a series of Bonds, Subordinated Bonds, Swaps or any other obligation may be deposited to the Airport Operating Account, the Debt Service Fund, any account or sub-account created within either, or any other fund or account created under the General Indenture or created by the Applicable Supplemental Indenture providing for a particular series of Bonds, Subordinated Bonds, Swap or other obligation and (ii) any other monies so directed by the General Indenture and any other monies of the Board which it may in its discretion determine to so apply unless required to be otherwise applied by the General Indenture. There shall be credited to the Transfer Fund or if so provided in an applicable Supplemental Indenture providing for Dual Bonds to a sub-account for a Series of Dual Bonds in the Airport Operating Account, the Debt Service Fund, any account or sub-accounted created within either, or any other fund or account created under the General Indenture or created by the Applicable Supplemental Indenture providing for a particular series of Dual Bonds. There shall also be deposited in the Airport Operating Fund any other monies so directed by the General Indenture and any other monies of the Board which it may in its discretion determine to so apply unless required to be otherwise applied by the General Indenture. On the second Business Day preceding the first Wednesday of each calendar month, beginning with the month following the month in which any of the Initial Bonds are delivered, the Board and/or the City, as applicable, shall debit or transfer from the Airport Operating Fund the amounts required to be applied to the following purposes and in the following order (except that payments required by item (b) below shall be made in the normal course of business):

(a) To the payment of any sums required to be deposited in the Arbitrage Rebate Fund;

(b) To the payment of all Operation and Maintenance Expenses;

(c) To the Debt Service Fund an amount which together with other amounts on deposit in such Fund will equal the Debt Service Fund Requirement as of the first day of the next ensuing month;

(d) To the Debt Service Reserve Fund an amount which together with the amounts on deposit therein will equal the Funded Debt Service Reserve Fund Requirement as of the first day of the next ensuing month; provided however, if there is a Reimbursement Obligation due the Provider of any Reserve Asset instrument, sums payable pursuant to this item (d) shall be applied first pro-rata to the reimbursement of the Providers of such Reserve Asset instruments so as to reinstate the amounts available thereunder and second to replenishment of the Funded Debt Service Reserve Fund Requirement;

(e) To the Improvement Account such amount as shall be required, if any, by the Commercial Airline Leases or the Airport System budget;

(f) To the Operation and Maintenance Reserve Fund an amount equal to one-twelfth (1/12th) of the difference between the sums credited to such Fund and the Operation and Maintenance Reserve Fund Requirement until there has been accumulated therein an amount equal to the Operation and Maintenance Reserve Fund Requirement and thereafter in the event of a withdrawal therefrom an amount equal to 1/36th of the amount which together with the amounts on deposit therein as of the date of any such withdrawal, will equal the Operation and Maintenance Reserve Fund Requirement as of the first day of the 36th month following such withdrawal;

(g) Any balance remaining in the Airport Operating Account following the above and foregoing payments or credits and the payment of all obligations due any Provider under a Credit Facility, Liquidity Facility or a Reserve Asset instrument including interest and fees shall be credited in the General Purpose Account, until there has been credited therein such amount as shall be specified in the Commercial Airlines Leases with terms commencing subsequent to December 31, 2008, if any, (such amount being hereinafter referred to as the “General Purposes Account Requirement”). The sums credited to the General Purposes Account may be applied by the Board to any lawful use or purpose of the Board including without limitation, Operation and Maintenance Expenses, the purchase or payment of Bonds and the payment of the cost of any Capital Improvement.

(h) After an amount equal to the General Purposes Account Requirement, if any, as provided in the Commercial Airline Leases, if any, has been credited during such Fiscal Year in the General Purposes Account, (but not necessarily accumulated therein) any balance remaining in the Airport Operating Account following the above and foregoing transfers shall be credited to the Rollover Coverage Account if required by the Commercial Airline Leases and if the Commercial Airlines Leases do not provide for credit to the Rollover Coverage Account, such sums shall be credited to the General Purpose Account.

Debt Service Fund

(1) There shall be paid into the Debt Service Fund (i) the amounts on the dates provided for in the General Indenture such amounts derived from any CFC or PFC pledged to the payment of a particular series of Bonds, Subordinated Bonds, Swap or other obligation if so specified by the Applicable Supplemental Indenture and (ii) the Swap Revenues, when received.

(2) There shall be paid out of the Debt Service Fund to the respective Paying Agents for any Bonds or any Swap Party pari passu without priority of one such payment over any other such payment on or before each interest payment date of any Bonds the amount required for the interest and Principal Installments payable on such date (as more specifically provided in the Applicable Supplemental Indenture or Swap), on the date payments are due by the Board pursuant to any Swap, if any such payment is then due, the sum due by the Board to the Swap Party, on the dates Reimbursement Obligations are due which reimburse the Provider of any Additional Security for the payment of interest or principal on any Bonds or any payment due by the Board on a Swap, the sum due such Provider of such Additional Security and on or before each redemption date for the Bonds, other than a redemption date on account of Sinking Fund Payments, the amount required for the payment of interest on the Bonds then to be redeemed; provided that in each case the Board may direct the making of such payments to the Paying Agents on such date prior to the due date as the Board determines to the extent amounts are available therefore in such fund. The Paying Agents shall

apply such amounts to the payment of interest and principal on and after the due dates thereof. If on any interest payment date of the Bonds the amount accumulated in the Debt Service Fund for any of the purposes specified above exceeds the amount required therefore, the Board may direct the Trustee to deposit such excess in the Redemption Fund or, in its discretion, in the Airport Operating Account. There shall also be paid out of the Debt Service Fund accrued interest included in the purchase price of Bonds purchased for retirement under any provision of the General Indenture.

(3) Amounts accumulated in the Debt Service Fund with respect to any Sinking Fund Payment (together with amounts accumulated therein with respect to interest on the Bonds for which such Sinking Fund Payment was established) may, and if so directed by the Board shall, be applied prior to the 30th day preceding the due date of such Sinking Fund Payment to the purchase of Bonds of the Series and maturity for which such Sinking Fund Payment was established, at prices not exceeding the applicable sinking fund Redemption Price plus interest on such Bonds to the first date on which such Bonds could be redeemed (or in the case of a Sinking Fund Payment due on the maturity date, the principal amount thereof plus interest to such date), such purchases to be made in such manner as the Trustee shall determine, or the redemption, pursuant to the General Indenture, of such Bonds then redeemable by their terms. The applicable Redemption Price or principal amount (in the case of maturing Bonds) of any Bonds so purchased or redeemed shall be deemed to constitute part of the Debt Service Fund until such Sinking Fund Payment date for the purpose of calculating the amount of such fund. As soon as practicable after the 45th day preceding the due date of any such Sinking Fund Payment, the Trustee shall proceed (by giving notice as provided in the General Indenture) to call for redemption on such due date Bonds of the Series and maturity for which such Sinking Fund Payment was established (except in the case of Bonds maturing on a Sinking Fund Payment date) in such amount as shall be necessary to complete the retirement of the principal amount of the Bonds of such Series and maturity as specified for such Sinking Fund Payment in the Applicable Supplemental Indenture, and whether or not the balance in the Debt Service Fund is sufficient to pay all such Bonds. There shall be paid out of the Debt Service Fund to the appropriate Paying Agents, on or before such redemption date or maturity date, the amount required for the redemption of the Bonds so called for redemption or for the payment of such Bonds then maturing, and such amount shall be applied by such Paying Agents to such redemption or payment.

(4) In satisfaction, in whole or in part, of any amount required to be paid into the Debt Service Fund pursuant to the General Indenture which is attributable to a Sinking Fund Payment, there may be delivered on behalf of the Board to the Trustee, Bonds of the Series and maturity entitled to such payment. All Bonds so delivered to the Trustee in satisfaction of a Sinking Fund Payment shall reduce the amount thereof by the amount of the aggregate of the sinking fund Redemption Prices of such Bonds.

(5) Notwithstanding anything to the contrary contained in the General Indenture, the Trustee shall not purchase or accept Bonds in lieu of any Sinking Fund Payment during the period of 30 days prior to the due date of any Sinking Fund Payment.

(6) The Board may establish in any Applicable Supplemental Indenture a separate account (called "**Capitalized Interest Account**") within the Debt Service Fund and may deposit or transfer to the Trustee to deposit in the Capitalized Interest Account any proceeds of Bonds as directed by such Supplemental Indenture and any other monies not otherwise directed to be applied by this General Indenture. Amounts in the Capitalized Interest Account shall be applied to the payment of interest on the Bonds and as otherwise provided in the Applicable Supplemental Indenture.

(7) The Board may establish in any Applicable Supplemental Indenture which pledges a CFC or a PFC as additional security for a series of Bonds, Subordinated Bonds, Swap or other obligation separate accounts or sub-accounts within the Debt Service Fund for such series of Bonds, Subordinated Bonds, Swap or other obligation to be used to hold and apply to the payment of any thereof and transfer therefrom any amounts derived from a CFC or PFC which are in excess of the Debt Service Fund Requirement for such series of Bonds, Subordinated Bonds, Swap or other obligation as directed by the Applicable Supplemental Indenture.

(8) All earnings on the investment of sums held within the Debt Service Fund shall be transferred as soon as practicable to the Airport Operating Fund and credited to the Airport Operating Account.

Redemption Fund

(1) The Board may deposit in the Redemption Fund any monies, including Revenues, not otherwise required by the General Indenture to be deposited or applied. There shall be established in the Redemption Fund a separate account (herein called "**Redemption Account**") with respect to each Series of Bonds.

(2) If at any time the amount on deposit and available therefore in the Debt Service Fund is insufficient to pay the principal and Redemption Price of and interest on the Bonds then due, the Trustee shall withdraw from the Redemption Fund and deposit in the Debt Service Fund the amount necessary to meet the deficiency (other than amounts held therein for the redemption of Bonds for which a notice of redemption shall have been given). Subject to the foregoing, amounts in each account in the Redemption Fund may be applied to the redemption of related Bonds in accordance with the General Indenture and the Applicable Supplemental Indenture or, in lieu thereof, to the purchase of related Bonds at prices not exceeding the applicable Redemption Prices (plus accrued interest) had such Bonds been redeemed (or, if not then subject to redemption, at the applicable Redemption Prices when next subject to redemption), such purchases to be made by the Trustee at such times and in such manner as directed by the Board.

(3) All earnings on the investment of sums held within the Redemption Fund shall be transferred as soon as practicable to the Airport Operating Account.

Debt Service Reserve Fund

(1) The Board and the Trustee shall at all times maintain the Debt Service Reserve Fund Requirement in the Debt Service Reserve Fund.

(2) If at any time the amounts on deposit and available therefore in the Debt Service Fund and the Redemption Fund are insufficient to pay the principal and Redemption Price of and interest on the Bonds then due or to make other payments required to be made from the Debt Service Fund there shall be withdrawn from the Debt Service Reserve Fund and deposited in the Debt Service Fund the amount necessary to meet the deficiency. Amounts so withdrawn shall be derived as set forth in the Applicable Supplemental Indenture with respect to the Bonds for which such withdrawal is to be made; provided however, (i) in the event a portion of the Debt Service Reserve Requirement is at the time of such withdrawal satisfied by a Reserve Asset instrument, draws shall only be made upon any Reserve Asset instrument after all other sums have been depleted from the Debt Service Reserve Fund, (ii) only amounts due as regularly scheduled payment obligations of the Board pursuant to any Swap may be paid with the proceeds of draws upon a Reserve Asset instrument unless otherwise directed by the Reserve Asset Provider, and (iii) in the event more than one Reserve Asset is contained within the Debt Service Reserve Fund and a draw is required, such draw shall be made pro-rata upon each Reserve Asset instrument then in effect.

(3) If on the last Business Day of any month, the amount on deposit in the Debt Service Reserve Fund is in excess of the Debt Service Reserve Fund Requirement (calculated as of the first day of the next succeeding month) such excess shall be withdrawn and deposited in the Airport Operating Fund to the credit of the Airport Operating Account.

(4) Whenever the Board shall determine that the cash and Permitted Investments on deposit in the Debt Service Reserve Fund together with all other funds available for the purpose of redeeming Bonds is equal to or in excess of the Redemption Price of all Bonds Outstanding and the Bonds are then subject to optional redemption, the Trustee, at the direction of the Board shall transfer the balance of such cash and Permitted Investments from the Debt Service Reserve Fund to the Redemption Fund in connection with the redemption of all Bonds Outstanding.

(5) Earnings on the investment of sums held in the Debt Service Reserve Fund shall remain therein unless the Supplemental Indenture applicable to any particular series of Bonds provides that such earnings shall be transferred to the Airport Operating Account.

Operation and Maintenance Reserve Fund

An Operation and Maintenance Reserve Fund shall be credited the Operation and Maintenance Reserve Fund Requirement and shall be therein at all times be maintained the amount required by the General Indenture. Amounts from time to time credited to the Operation and Maintenance Reserve Fund may be used at any time first to pay for any Operation and Maintenance Expenses for which amounts are not otherwise available in the Airport Operating Account; second, to purchase land for runway clear zones for which no bond proceeds are available; and third, to the extent any amounts are remaining to be transferred to the Debt Service Fund, the Debt Service Reserve Fund or any similar fund created to provide for the payment, or reserves for payment of the Bonds to the extent of any deficiency therein. All earnings on the investment of sums held within the Operation and Maintenance Reserve Fund shall be transferred as soon as practicable to the Airport Operating Account.

Vendor Payment Fund

In order to facilitate payment of (i) Costs of any Capital Improvement or expense relating to the Airport System and (ii) payment of invoices relating to Ineligible Costs or non-PFC Projects (as such terms are defined in the PFC General Indenture) relating to an Approved Project (as such term is defined in the PFC General Indenture) with a single check, the Trustee shall create a Vendor Payment Fund into which the Trustee shall credit amounts derived from any source including Funds and Accounts created by the General Indenture and any Supplemental Indenture, the Funds and Accounts created by the PFC General Indenture and any supplemental indenture issued pursuant thereto, and grants. All amounts in payment of vendors with respect to Costs of any Capital Improvement or expense to be derived from (i) the Special Receipts Fund shall be paid with checks drawn upon the Vendor Payment Fund and (ii) derived from other sources including the Funds and Accounts created by the General Indenture may be paid with checks drawn upon the Vendor Payment Fund.

Arbitrage Rebate Fund

In order to maintain the tax-exempt status of the tax-exempt Bonds, there is authorized and ordered established with respect to each series of tax-exempt Bonds an “Arbitrage Rebate Account” within the “Arbitrage Rate Fund.” This Fund shall be maintained by the Trustee and used to receive any amounts payable by the Board to the U.S. Treasury pursuant to Section 148(f) of the Code and invested and applied as described in the Applicable Supplemental Indenture relating thereto. The amounts on deposit in this Fund shall be payable to the United States Treasury in such amounts and at such times as provided in the said Supplemental Indenture but in no event later than required by Section 148(0 of the Code and the regulations promulgated thereunder. The Board further covenants that it will comply with any Treasury Regulations applicable to Section 148(f) of the Code including any calculations of rebate amounts required under said Treasury Regulations. It is hereby recognized and understood that monies deposited in the Arbitrage Rebate Fund and any earnings thereon do not constitute Revenues of the Board and such amounts are not and never shall be pledged to the payment of or be security for any Bonds.

Special Receipts Fund

Due to the special needs and requirements pertaining to the administration and management of money which is received by the Board from various sources to be applied to various projects which may be related to other projects, which may need to be paid from one source but later reimbursed from a different source and some of which projects may transition over time from a non-PFC Project to a PFC Project, (as such terms are defined in the PFC General Indenture) and in order to facilitate the payment with one check of invoices relating to non-PFC Projects which may in the future become PFC Projects (as such terms are defined in the PFC General Indenture), are acquired or constructed in connection with Approved Projects (as such term is defined in the PFC General Indenture) or the accounting for such amounts will be simplified if administered by the Trustee under the provisions of the General Indenture, the Trustee shall create a Special Receipts Fund into which the Trustee shall deposit or credit any amounts provided by the Board to the Trustee which do not constitute the proceeds of Revenues, Bonds, Secured Obligations, Subordinated Obligations, PFC Bonds or Net PFC Revenues (as such terms are defined in the PFC General Indenture) accompanied by written instructions of the staff of the Board to place such amounts therein. Monies in the Special Receipts Fund shall be transferred to the Vendor Payment Fund upon receipt by the Trustee of a requisition executed by an Authorized Board Representative.

NOAB Wire Account

The Board shall, to the extent possible, instruct the FAA to wire transfer all grant payments to the Board into the NOAB Wire Account. Any FAA Grant payments not wired to such account shall be deposited by the Board in the

NOAB Wire Account day by day when actually received by the Board. The Board shall wire transfer to the Trustee for deposit into the Grant Receipt Fund of the General Indenture (as opposed to the Grant Receipt Fund of the PFC General Indenture) immediately upon receipt, the portion of any payment of any FAA Grant which represents a portion of any Cost of any Capital Improvement or Project to be paid from or reimburse amounts derived from General Airport Revenues or financed with Secured Obligations. Notwithstanding the foregoing, the Board may utilize the NOAB Wire Account to receive amounts from any source whether related to any Capital Improvement and/or Project or not but upon receipt of such amounts shall direct the Trustee as to the holding and transfer of such amounts in a written direction from an Authorized Board Representative. FAA Grants relating to PFC Projects shall be paid by the Board into the Grants Receipt Fund of the PFC General Indenture.

Grant Receipt Fund

The Grant Receipt Fund shall be used to receive wire transfers of monies from the Board's NOAB Wire Account representing those portions of FAA Grants which are due by the FAA with respect to any Capital Improvement or Project, a portion of any Cost of which were or are to be paid by the Trustee from any Fund or Account created pursuant to the General Indenture or any Supplemental Indenture. Within two Business Days following receipt by the Trustee of monies in the Grant Receipt Fund, the Trustee shall transfer from the Grant Receipt Fund to the credit of the appropriate sub-account of the Project Account, the Proceeds Fund, the General Purposes Account, the Capital Improvement Fund or the Special Receipts Fund, the amount needed to reimburse such Account or Fund as confirmed in written instructions of an Authorized Board Representative for prior unreimbursed debits from any such Account or Fund made in anticipation of receipt of an amount from a FAA Grant.

Capital Improvement Fund

The Board may deposit to the Capital Improvements Fund amounts derived from any source, including, without limitation, amounts in the Airport Operating Account, and General Purposes Account of the General Indenture, FAA Grants and General Airport Revenues (not otherwise required by the provisions of the General Indenture to be credited to another Fund or Account) which by law or direction of the Board may only be or are intended to be spent on any Capital Improvements. Amounts credited to the Capital Improvement Fund may only be used to pay the Costs of any Capital Improvement or Project or reimburse amounts previously spent by the Board for such purposes. The Board shall deliver its instructions to the Trustee for transfers from the Capital Improvement Fund pursuant to a certificate or other written instrument of an Authorized Board Representative.

Investments

(1) Except as otherwise provided in the General Indenture, money held for the credit of any fund or account under the General Indenture shall, to the fullest extent practicable, be invested, either alone or jointly with monies in any other fund or account, by the applicable Fiduciary at the direction of an Authorized Officer of the City in Permitted Investments which shall mature or be redeemable at the option of the holder thereof on such dates and in such amounts as may be necessary to provide monies to meet the payments from such funds and accounts; provided that if monies in two or more funds or accounts are commingled for purposes of investments, the holder of such commingled accounts shall maintain appropriate records of the Permitted Investments or portions thereof held for the credit of such fund or account. Permitted Investments purchased as an investment of monies in any fund or account shall be deemed at all times to be a part of such fund or account and all income thereon shall accrue to and be deposited in such fund or account and thereafter, except with respect to the Proceeds Fund and the Debt Service Reserve Fund, transferred to the Airport Operating Fund to the credit of the Airport Operating Account and all losses from investment shall be charged against such fund or account unless otherwise provided by a Supplemental Indenture; provided that all income earned on investment of the Proceeds Fund and the Debt Service Reserve Fund for any Series of Bonds shall be credited to and deposited in the Proceeds Fund or the Debt Service Reserve Fund unless the Supplemental Indenture applicable to such series of Bonds provides that such earnings shall be transferred to the Airport System Account.

(2) In lieu of investment in Permitted Investments, amounts on deposit in any fund or account may be deposited by the holder of such fund or account in its name for the account of such fund or account on demand or on time deposit with such depository or depositories (including any Fiduciary) as the holder of such fund or account may from time to time appoint for such purpose. Any depository so appointed shall be a bank or trust company which is a

member of the Federal Deposit Insurance Corporation organized under the laws of the State or a national banking association authorized to do business in, and having its principal office in the State for general banking business, and in each case qualified under the laws of the State to receive deposits of public monies. No monies shall be deposited with a depository in amounts in excess of Federal Deposit Insurance Corporation insurance limits unless all monies so deposited are secured to the extent and in the manner required by law for the securing of deposits of a political subdivision of the State.

(3) In computing the amount in any fund or account hereunder for any purpose, Permitted Investments shall be valued at the lesser of fair market value or amortized cost. As used herein the term "amortized cost," when used with respect to an obligation purchased at a premium above or a discount below par means the value as of any given time obtained by dividing the total premium or discount at which such obligation was purchased by the number of days remaining to maturity on such obligation at the date of such purchase and by multiplying the amount thus calculated by the number of days having passed since such purchase; and in the case of an obligation purchased at a premium, by deducting the product thus obtained from the purchase price, and in the case of an obligation purchased at a discount, by adding the product thus obtained to the purchase price. Unless otherwise provided in the General Indenture, Permitted Investments in any fund or account hereunder shall be valued at least once in each Fiscal Year on the last day thereof. Notwithstanding the foregoing, Permitted Investments in the Debt Service Reserve Fund shall be valued (0 semiannually if the Permitted Investments thereon have an average weighted maturity of ten years or more or (ii) annually if such Permitted Investments average weighted maturity is less than ten years at the lesser of fair market value or amortized cost for all purposes of the Resolution.

Holding of Special Deposits

Monies held by or for the account of the Board, the City, the Trustee or any Fiduciary in connection with the Airport System which are required to be applied under the terms of an agreement to the construction or alteration of a facility which is the subject to such agreement (including, without limitation, any such monies received by the Board or the City for such purpose under any grant or loan agreement with the United States of America or the State or any agency, political subdivision or instrumentality of either) or which are subject to refund by the Board or the City or held for the account of others or subject to refund to others, including, without limitation, any amounts which, under any agreement by the Board providing for adequate separation of such amounts from Revenues, any amounts deducted from wage and salary payments to the employees of the Board or the City, any amounts contributed by the Board or the City to any pension or retirement fund or system which amounts are held in trust for the benefit of the employees of the Board and any amounts held as deposits, including customers' service deposits, guaranteed revenue contract deposits, unexpended developer's deposits under construction loan contracts, minimum revenue deposits and unexpended jobbing deposits, together with any investments of such monies and interest and profits thereon to the extent such interest and profits are also held for the account of others or subject to refund to others, may be held by the Trustee, the City or the Board outside of the various funds and accounts established by the General Indenture and, notwithstanding anything herein to the contrary, shall not be subject to the pledge created by the General Indenture or be considered Revenues hereunder while so held.

Covenants of the Aviation Board and the City

Extension of Payment of Bonds

Except as expressly authorized with respect to a particular Series of Bonds in an Applicable Supplemental Indenture, the Board shall not directly or indirectly extend or assent to the extension of the maturity of any of the Bonds or the time of payment of claims for interest by the purchase or funding of such Bonds or claims for interest or by any other arrangement and in case the maturity of any of the Bonds or the time for payment of claims for interest shall be extended, such Bonds or claims for interest shall not be entitled in case of any default under the General Indenture to the benefit of the General Indenture or to any payment out of any assets of the Board or the funds (except funds held in trust for the payment of particular Bonds or claims for interest pursuant to the General Indenture) held by the Trustee, the City or the Fiduciaries, except subject to the prior payment of the principal of all Bonds issued and Outstanding the maturity of which has not been extended and of such portion of the accrued interest on the Bonds as shall not be represented by such extended claims for interest. Nothing in this Section shall be deemed to limit the right of the Board to issue refunding bonds and such issuance shall not be deemed to constitute an extension of maturity of Bonds.

Completion of Construction; Maintenance and Improvements of the Airport System; To Manage Airport System Efficiently; Sale, Lease or Other Disposition of Airport Facilities; Eminent Domain

(1) The Board will proceed with all reasonable dispatch to complete the acquisition, construction, reconstruction, improvement, betterment or extension of any properties, the costs of which are to be paid from the proceeds of Bonds or from monies in the Airport Operating Fund, the Proceeds Fund, or from government grants or contributions.

(2) The Board will maintain, preserve, keep and operate or cause to be maintained, preserved, kept and operated, the properties constituting the Airport System (including all additions, improvements and betterments thereto and extensions thereof and every part and parcel thereto) in good repair, working order and operating condition in conformity with standards customarily followed in the Aviation industry for airports of like size and character, and from monies lawfully available therefore or made available therefore, will from time to time construct additions and improvements to and extensions and betterments of said properties which are economically sound, so that at all times the business carried on in connection therewith shall be properly and advantageously conducted in an efficient manner and at reasonable cost.

(3) The Board shall operate and maintain the Airport System as a revenue-producing enterprise and shall manage the same in the most efficient manner consistent with sound economy and public advantage and consistent with the protection of the Bondowners.

(4) The City and/or the Board shall not, except as permitted below, transfer, sell or otherwise dispose of an Airport Facility or Airport Facilities. For purposes of this section, any transfer of an asset over which the City and/or the Board retains substantial control in accordance with the terms of such transfer shall not, for as long as the City and/or the Board has such control, be deemed a disposition of an Airport Facility or Airport Facilities. A lease pursuant to the FAA airport privatization pilot program pursuant to 49 USC § 47134 shall constitute a disposition of the Airport for these purposes.

The City and/or the Board may transfer, sell or otherwise dispose of Airport Facilities only if such transfer, sale or disposition complies with one or more of the following provisions:

(a) The property being disposed of is inadequate, obsolete or worn out;

(b) The property proposed to be disposed of and all other Airport Facilities disposed of during the 12-month period ending on the day of such transfer (but excluding property disposed of under (a) above), will not, in the aggregate, constitute a Significant Portion, the proceeds are deposited into the Airport Operating Fund to be used as described in subpart (5) below and the Board believes that such disposal will not prevent it from fulfilling its obligations under the Indenture; or

(c) Prior to the disposition of such property, there is delivered to the Trustee a certificate of the Aviation Consultant to the effect that notwithstanding such disposition, but taking into account the use of such proceeds in accordance with the expectations of the Board as evidenced by a certificate of an Authorized Board Representative, the Consultant estimates that Board will be in compliance with the provisions of Section 604 of the General Indenture during each of the five Fiscal Years immediately following such disposition.

Airport Facilities which were financed with the proceeds of obligations, the interest on which is then excluded from gross income for federal income tax purposes, shall not be disposed of, except under the terms of provision a) above, unless the Board has first received a written opinion of Bond Counsel to the effect that such disposition will not cause the interest on such obligations to become includable in gross income for federal income tax purposes.

No such disposition shall be made which would cause the City and/or the Board to be in default of any other covenant contained in the General Indenture.

(5) If a Significant Portion which is less than a Major Portion of any Airport Facility or Airport Facilities is voluntarily transferred or otherwise disposed of or should be taken by eminent domain proceedings or conveyance in lieu thereof, the City and/or the Board shall create within the Airport Operating Fund a special account and credit the net proceeds received as a result of such taking or conveyance to such account and shall within a reasonable period of time, after the receipt of such amounts, use such proceeds to (i) replace the Airport Facility or Airport Facilities which were taken or conveyed, (ii) provide an additional revenue-producing Airport Facility or Airport Facilities, (iii) redeem Bonds or (iv) create an escrow fund pledged to pay specified Bonds and thereby cause such Bonds to be deemed to be paid as provided in Article IV of the General Indenture.

(6) Should the governance of the Airport System or a Major Portion of the Airport System be voluntarily transferred or otherwise disposed of including a long-term lease under the FAA airport privatization pilot program to any entity other than the City or taken by eminent domain proceedings:

(a) if the transferee by notarial act, (i) assumes all of the obligations of both the Board and the City pursuant to this General Indenture, every Supplemental Indenture, every agreement providing for every item of Additional Security, all Bonds, all Subordinated Bonds, and all other Secured Obligations and Subordinated Obligations, (ii) releases the Board and the City from all such obligation assumed by the Transferee, (iii) agrees to indemnify the Board and the City from all such obligations, (iv) an original or certified copy of such notarial act of assumption is delivered to the Trustee and (v) the Board has received a Favorable Tax Opinion with respect to such assumption, then the transferee shall be substituted as the obligor for all such obligations and the Board and the City shall be automatically without any further actions or requirements discharged from all liability pursuant to the General Indenture, every Supplemental Indenture, every item of Additional Security, all Bonds, all Subordinated Bonds, and all other Secured Obligations and Subordinated Obligations; or

(b) if the transferee does not by notarial act assume all the obligations of both the Board and the City and comply with all of the provisions of item (a) of this subpart (6) above, including the receipt of a Favorable Tax Opinion, then the Board shall (i) replace the Airport Facility or Airport Facilities which were transferred, otherwise disposed or the governance of which was transferred to any entity other than the City or taken by eminent domain proceeds, (ii) provide an additional revenue-producing Airport Facility or Airport Facilities, (iii) redeem all Bonds and Subordinated Bonds and discharge all Secured Obligations and Subordinated Obligations or (iv) create an escrow fund pledged to pay Bonds, Subordinated Bonds, other Secured Obligations and Subordinated Obligations and thereby cause such items to be deemed to be paid as provided in Article IV of the General Indenture.

Rates, Rents, Fees and Charges

(1) The Board shall impose, charge and collect reasonable rates, fees, rentals or other charges for the services, facilities and commodities of the Airport System (collectively, the "**Rates and Rentals**") so that:

(a) Revenues in each Fiscal year will be at least sufficient to make all the payments required by the General Indenture and make all scheduled payments of principal and interest with respect to Subordinated Bonds; and

(b) Net Revenues together with the sum on deposit in the Rollover Coverage Account on the last day of the immediately preceding Fiscal Year, if required or permitted at the time of such computation by the Commercial Airline Lease, will at least equal 125% of the Bond Debt Service Requirement with respect to the Bonds for such Fiscal Year.

(2) If after the end of any Fiscal Year, the Net Revenues did not meet the requirements of paragraph (1) of the General Indenture, if permitted by the Commercial Airline Lease the Airlines shall be billed the additional amounts required to make the Net Revenues meet the requirements of paragraph (1) above.

(3) If during any Fiscal year, Revenues and other funds are estimated to produce less than the amount required under subsection (1) above, the Board shall revise the Rates and Rentals or alter its methods of operation or

take other action in such manner as is necessary to produce the amount so required, or if less, the maximum amount deemed feasible by the Aviation Consultant.

(4) Within 120 days after the end of each Fiscal Year, the Board shall furnish to the Trustee calculations of the coverage requirement under subsection (1) and (2) of this Section.

(5) If any of the calculations specified in subsection (2), (3) or (4) of this Section for any Fiscal Year indicates that the Board has not satisfied its obligations under subsection (1) or (2) of this Section, then as soon as practicable, but in any event no later than 45 days after the receipt by the Trustee of such calculation, the Board shall employ an Aviation Consultant to review and analyze the financial status and the administration and operation of the Airport System and to submit to the Board, within 45 days after employment of the Aviation Consultant, a written report on the same, including the action which the Aviation Consultant recommends should be taken by the Board with respect to the revision of Rates and Rentals, alteration of its methods of operation or the taking of other action that is projected to result in producing the amount so required in the then current Fiscal Year or, if less, the maximum amount deemed feasible by the Aviation Consultant. Within 60 days following its receipt of the recommendations, the Board shall, after giving due consideration to the recommendations, revise the Rates and Charges or alter its methods of operation, which revisions or alterations need not comply with the Aviation Consultant's recommendations as long as any revisions or alterations are projected by the Board to result in compliance with subsections (1) and (2) above. The Board shall transmit copies of the Aviation Consultant's recommendations to the Trustee and to each Owner who has requested the same.

(6) If at any time and as long as the Board is in full compliance with the provisions of subsections (3), (4) and (5) above, there shall be no Event of Default under the General Indenture as a consequence of the Board's failure to satisfy the covenants contained in subsection (1) or (2) of above during such period.

Nothing contained hereinabove shall be construed to prevent the City, acting by and through the Board, from entering into long term leases or contracts after the effective date hereof, in the manner provided by law.

Aviation Consultant

The Board covenants that (i) at all times required by the General Indenture and (ii) at such other times as the Board, in its reasonable judgment, deems assistance from the Aviation Consultant to be appropriate, while any of the Bonds are outstanding, it will employ an Aviation Consultant experienced in the field of administration, maintenance and operation of airports and facilities thereof. The Aviation Consultant shall be appointed by the Board at such compensation as may be fixed by it. The Aviation Consultant shall at the request of the Board inspect the Airport System and make reports thereon and advise and make recommendations to the Board in connection with the administration, maintenance and operation thereof, including recommendations for any revisions necessary in fees, rates, and other charges to comply with the provisions of the General Indenture, and shall, if so requested, prepare a recommended budget for Operation and Maintenance Expenses and needed Capital Improvements of the Airport System on a Fiscal Year basis. Such budget shall, when deemed appropriate by the Aviation Consultant, include as a portion thereof an amount of the Revenues for such Fiscal Year to be used in such Fiscal Year to pay the Costs of Capital Improvements which will not be borrowed (the "**Non Borrowed Capital Budget**"). Copies of any report and recommendations made by the Aviation Consultant shall be filed as soon as available with the Board and the Trustee and made available for inspection by any holder of any of the Bonds upon request. If any Bonds or obligations of the Board pursuant to a Swap are Outstanding which are insured or guaranteed by any Provider, the Trustee shall furnish such Provider copies of the report and recommendations of the Aviation Consultant within 30 days of receipt of such items by it.

Compliance with Law and Leases

The Board will perform punctually all duties and obligations with respect to the properties constituting the Airport System required by the General Indenture and the laws of the State and will perform all contractual obligations undertaken by it under any leases and agreements with the United States of America, its agencies and with persons and corporations both public and private.

Accounts and Reports

(1) The Board shall maintain its books and accounts in accordance with generally accepted accounting principles and in accordance with such other principles of accounting as the Board shall deem appropriate.

(2) The Board shall annually file with the City and the Trustee a copy of an annual report for such year, accompanied by financial statements audited by and containing the report of a nationally recognized independent public accountant or firm of accountants, relating to the operations and properties of the Airport System for such Fiscal Year and setting forth in reasonable detail its financial condition as of the end of such year, the income and expenses for such year, including a summary of the receipts in and disbursements from the funds and accounts maintained under the General Indenture during such Fiscal Year and the amounts held therein at the end of such Fiscal Year. The annual report shall include a portion thereof which clearly sets forth and itemizes the Revenues and reflects the amount of Net Revenues. Each annual report shall be accompanied by a certificate of the accountant or firm of accountants auditing the same to the effect that in the course of and within the scope of their examination of such financial statements made in accordance with generally accepted auditing standards, nothing came to their attention that would lead them to believe that a default had occurred under the General Indenture or, if such is not the case, specifying the nature of the default.

In the event any Outstanding Bonds or the obligations of the Board to pay pursuant to any Outstanding Swap are insured or guaranteed by any Provider a copy of the annual report and audit required by this section shall be provided to such Provider within 30 days of receipt by the Trustee.

Covenant as to Arbitrage

The Board agrees that as long as any of the tax-exempt Bonds remain Outstanding, money on deposit in any fund or account maintained in connection with a particular series of such Bonds, whether or not such money was derived from the proceeds of the sale of the Bonds or from any other sources in connection therewith, will not be used in a manner that would cause such series of Bonds to be “arbitrage bonds” within the meaning of Section 148 of the Code and applicable regulations promulgated from time to time thereunder. The Board and the City shall observe and not violate the requirements of Section 148(c) of said Code and any such applicable regulations. In the event that nationally recognized bond counsel is of the opinion that it is necessary to restrict or limit the yield on the investment of monies held by it pursuant to a particular series of tax-exempt Bonds, or to use such monies in certain manners, in order to avoid the bonds being considered “arbitrage bonds” within the meaning of the Code and the regulations thereunder as such may be applicable to the Bonds at such time, the Board shall enter into an arbitrage rebate agreement requiring the rebate of arbitrage earnings to the United States Treasury.

Tax Covenant

The Board covenants that it shall not take any action or inaction, or fail to take any action, or permit any action to be taken on its behalf or cause or permit any circumstance within its control to arise or continue, if any such action or inaction would adversely affect the exclusion from gross income for federal income tax purposes of the interest on any Tax-Exempt Bonds under Section 103 of the Code. Without limiting the generality of the foregoing, the Board covenants that it will comply with the instructions and requirements of the applicable Tax Certificate, which is incorporated in the General Indenture as if fully set forth therein. This covenant shall survive payment in full or defeasance of any Tax-Exempt Bonds.

In the event that at any time the Board is of the opinion that for investment of any moneys held by the Trustee under the General Indenture, the Board shall so instruct the Trustee under the General Indenture in writing, and the Trustee shall take such action as may be necessary in accordance with such instructions.

Notwithstanding any provisions of this section of the General Indenture, if the Board shall provide to the Trustee an opinion of Bond Counsel that any specified action required under this Section of the General Indenture is no longer required or that some further or different action is required to maintain the exclusion from federal income tax of interest on any Tax-Exempt Bonds, the Trustee may conclusively rely on such opinion in complying with the requirements of this Section of the General Indenture and of the applicable Tax Certificate, and the covenants thereunder shall be deemed to be modified to that extent.

Further Assurances

At any and all times the City and the Board shall, as far as may be authorized by law, pass, make, do, execute, acknowledge and deliver all and every such further resolutions, Supplemental Indentures, acts, deeds, conveyances, assignments, transfers and assurances as may be reasonably necessary or desirable for the better assuring, conveying, granting, assigning and confirming all and singular the rights, Revenues and other monies, securities and funds hereby pledged or assigned, or intended so to be, or which the Board or the City may hereafter become bound to pledge or assign.

Declaration of Default or Early Termination of Swap

The Board covenants and agrees that as long as any Swap is Outstanding pursuant to which the obligations of the Board to pay are insured or guaranteed by any Provider and such Provider is continuing to perform its payment obligations pursuant to such Swap, the Board shall not declare an event of default or early termination of any such Swap insured or guaranteed by such Provider unless such Provider shall have consented to such declaration or early termination or shall have directed the same.

City Shall Not Issue Bonds

The City covenants and agrees that it shall:

(1) not issue any additional bonds whatsoever pursuant to the provisions of the Basic Bond Resolution;

(2) not issue any additional bonds whatsoever pursuant to the provisions of the General Bond Resolution;

(3) not avail itself of the provisions of Part XIV of Chapter 4 of Subtitle II of Title 39 and/or Chapter 2 of Title 2 of the Louisiana Revised Statutes of 1950, as amended, in so far as such provisions authorize the City to issue bonds in its name secured by the pledge of the revenues of the Airport and/or the Airport System as long as any Bonds issued hereunder are Outstanding; and

(4) cause the Board to issue in the Board's name pursuant to the authority of the Act any bonds to be secured by a pledge of the Revenues or pledge of any other revenues derived from the Airport System as long as any Bonds issued hereunder are Outstanding.

Events of Default

If one or more of the following events (in the General Indenture called "**Events of Default**") shall happen,

(i) if default shall be made in the payment of the principal or Redemption Price of any Bond when due, whether at maturity or by call for mandatory redemption or redemption at the option of the Board or any Registered Owner or otherwise, or in the payment of any Sinking Fund Payment when due,

(ii) if default shall be made in the payment of any installment of interest on any Bond when due,

(iii) if default shall be made by the Board or the City in the performance or observance the covenants, agreements and conditions on its part with respect to rates, rents, fees and charges as provided in the General Indenture,

(iv) if default shall be made by the Board or the City in the performance or observance of any other of the covenants, agreements or conditions on either such party's part provided in the General Indenture or in the Bonds and such default shall continue for a period of 30 days after written notice thereof shall be given to the Board, or the City by the Trustee or to the Board and the City by the Registered Owners of a majority in principal amount of the Bonds Outstanding; provided that if such default cannot be remedied within such 30 day period, it shall not constitute an Event of Default under the

General Indenture if corrective action is instituted by the Board or the City within such period and diligently pursued until the default is remedied,

(v) if under the provision of any law for the relief of debtors, an order, judgment or decree is entered by a court of competent jurisdiction appointing a receiver, trustee, or liquidator,

(vi) for the Board or the whole or any substantial part of the Airport System granting relief in involuntary proceedings with respect to the Board under the federal bankruptcy act, or assuming custody or control of the Board or of the whole or any substantial part of the Airport System and the order, judgment or decree is not set aside or stayed within sixty (60) days from the date of entry of the order, judgment or decree,

(vii) if the Board admits in writing its inability to pay its debts generally as they become due, commences voluntary proceedings in bankruptcy or seeking a composition of indebtedness makes an assignment for the benefit of its creditors, consents to the appointment of a receiver of the whole or any substantial part of the Airport System under any law for the relief of debtors, or consents to the assumption by any court of competent jurisdiction under any law for the relief of debtors of custody or control of the Board or of the whole or any substantial part of the Airport System, or

(viii) if any event of default shall have occurred pursuant to any Supplemental Indenture,

then, and in each and every such case, as long as such Event of Default shall not have been cured, the applicable Fiduciary only with the consent of or at the direction of the Secured Obligees of twenty-five percent (25%) in amount of the Secured Obligations Outstanding (by notice in writing to the Board), may declare the principal of all the Bonds then Outstanding, and the interest accrued thereon, and the payments due by the Board and not made by any guarantor of the Board's obligation pursuant to any Swap to be due and payable immediately, and upon any such declaration, the same shall become due and payable immediately, anything in the General Indenture, in any of the Bonds or any Swap contained to the contrary notwithstanding. The right to make such declaration as aforesaid, however, is subject to the condition that if, at any time after such declaration, all Events of Default (other than the payment of principal and interest due and payable solely by reason of such declaration) shall have been cured or provision deemed by the applicable Fiduciary to be adequate shall be made therefore, then and in every such case, unless a final judgment has been obtained for any principal, interest or payment due pursuant to a Swap coming due and payable solely by reason of such declaration, the Secured Obligees of a majority in amount of the Secured Obligations Outstanding, by written notice to the applicable Fiduciary, the City and the Board may annul such declaration or if the applicable Fiduciary shall have acted without a direction from Secured Obligees theretofore delivered to the applicable Fiduciary, the City and the Board written direction to the contrary by the Secured Obligees of a majority in amount of the Secured Obligations then Outstanding, then any such declaration shall be deemed to be annulled provided that no such annulment shall be possible without the approval of a Swap Party if (1) the Event of Default giving rise to such declaration was an Event of Default of a kind described in clause (vii) above relating to a Swap with that Swap Party, (2) that Swap Party has taken action in reliance on such declaration and (3) as a result, that Swap Party would incur damages if such declaration were annulled.

The above and foregoing provisions to the contrary notwithstanding (i) payments made by any Provider pursuant to any policy of insurance or surety bond shall not be given effect in determining whether a payment default has occurred and (ii) any Provider shall be deemed to be the sole holder of Bonds it has insured and shall be deemed to be the Swap Party with respect to any obligation pursuant to any Swaps which obligation has been insured by such Provider; provided, however, that should any Provider be in default or have repudiated its obligations to pay pursuant to any insurance policy or surety bond relating to Outstanding Bonds and/or Swaps then such Provider shall not be considered to be the holder of such Bonds nor the Swap Party pursuant to such Swap, it being understood that the actual Swap Party, and not such Provider, shall be considered the Swap Party pursuant to such Swap whether any such default or repudiation by such Provider relates to such Swap or to Outstanding Bonds.

In connection with any election regarding remedies provided for in Article VII of the General Indenture, a Credit Provider (not in default under the terms of its Credit Facility) shall be deemed to be the sole Secured Obligee with respect to the applicable Series of Bonds and/or Swap.

Application of Revenues and Other Monies after Default

(1) During the continuance of an Event of Default, the Revenues, Swap Revenues and the monies, securities and funds held by the applicable Fiduciary, the Board or the City and the income therefrom as follows and in the following order:

(i) to the payment of the reasonable and proper charges and expenses incurred in connection with (i) the administration of the provisions of the General Indenture and any Supplemental Indenture of the Board, City, the Trustee, and (ii) of the Aviation Consultant selected by the Board pursuant to the General Indenture;

(ii) to the payment of the amounts required for reasonable and necessary Operation and Maintenance Expenses, including reasonable and necessary reserves and working capital therefore, and for the reasonable repair and replacement of the Airport System necessary to prevent loss of Revenues or to provide for the continued operation of the Airport System, as certified to the Board by an Aviation Consultant selected by the Board;

(iii) to the payment of the interest and principal amount or Redemption Price then due on the Bonds, and the payment of sums due Swap Parties subject to the extension of payment provisions of the General Indenture, as follows:

(a) unless the principal amount of all of the Bonds shall have become or have been declared due and payable,

First: To the payment to the persons entitled thereto to all installments of interest and the payment of sums due Swap Parties other than sums due by the Board upon early termination or default of a Swap then due in the order of the maturity of such installments and sums maturing, and if the amount available shall not be sufficient to pay in full all installments and sums maturing on the same date, then to the payment thereof ratably, according to the amounts due thereon, to the persons entitled thereto without any discrimination or preference; and

Second: To the payment to the persons entitled thereto of the unpaid principal amount or Redemption Price of any Bonds which shall become due, whether at maturity or by call for redemption, and to the payment of any sums due a Swap Party by the Board as a result of early termination or default of a Swap, in the order of their due dates, and, if the amount available shall not be sufficient to pay in full all the Bonds sums due a Swap Party by the Board as a result of early termination or default of a Swap, due on any date, then to the payment thereof ratably, according to the amounts of principal, Redemption Price or payments due upon early termination or default on a Swap due on such date, to the persons entitled thereto, without any discrimination or preference; and

(b) if the principal of all of the Bonds shall have become or have been declared due and payable, to the payment of the principal amount and interest then due and unpaid upon the Bonds and the payment of any amounts due and unpaid by the Board pursuant to a Swap as a result of early termination or default, without preference or priority of principal over interest or of interest over principal, or principal or interest over sums due by the Board pursuant to a Swap as a result of early termination or default, or of any installment of interest over any other installment of interest, or of any Bond over any other Bond, or over principal or interest over sums due by the Board pursuant to a Swap, ratably according to the amounts due respectively for principal amount and interest to the persons entitled thereto without any discrimination or preference;

(iv) to the payment of amounts owing to Providers, other than amounts owing as a result of such Providers' subrogation or ownership rights in respect of Bonds.

(2) If and whenever all overdue installments of interest on all Bonds together with the reasonable and proper charges and expenses of the City, the Board and the Fiduciaries, and all other sums payable by the Board under

the General Indenture, including the principal and Redemption Price of and accrued unpaid interest on all Bonds which shall then be payable by declaration or otherwise, and all payments due by the Board pursuant to any Swap, shall either be paid by or for the account of the Board, or provision satisfactory to the Board shall be made for such payment and all defaults under the General Indenture, the Bonds and Swaps shall have been cured, the Board shall pay all monies, securities and funds remaining unexpended in all funds and accounts provided by the General Indenture to be held by the Board and thereupon the Board and the City shall be restored, respectively, to their former positions and rights under the General Indenture and all Revenues shall thereafter be applied as provided in Article V. No such payment over to the Board by the City or resumption of the application of Revenues as provided in Article V shall extend to or affect any subsequent default under the General Indenture or impair any right consequent thereon.

(3) The proceeds of any Additional Security shall be applied by the Board in the manner provided in the Applicable Supplemental Indenture authorizing or providing for such Additional Security.

(4) The above and foregoing provisions shall not be applicable to the proceeds of the remarketing of any tendered Bonds or the proceeds of a draw upon a Liquidity Facility which proceeds shall only be applied to the payment of the Purchase Price due the Owners of the tendered Bonds remarketed or sold as Bank Bonds.

(5) The amounts derived from any CFC or PFC pledged as security for any Bonds, Subordinated Bonds, Swap or other obligation shall be applied by the Trustee and the Board only to the Bonds, Subordinated Bonds, Swap or other obligation to which such CFC or PFC is pledged as shall be provided in the Applicable Supplemental Indenture.

Proceedings Brought by Applicable Fiduciary

(1) Whether or not a declaration shall be made by the applicable Fiduciary, Bondowners or Swap Party pursuant to the General Indenture, if an Event of Default shall happen and shall not have been remedied, then and in every such case, the Fiduciary may proceed to protect and enforce its rights and the rights of the Registered Owners of the Bonds and Swap Parties under the General Indenture by a suit or suits in equity or at law, but only with the consent of 25% of the Secured Obligees whether for the specific performance of any covenant herein contained, or in aid of the execution of any power herein granted, or for an accounting against the Board as if the Board were the trustee of an express trust, or for the enforcement of any other legal or equitable right as the Fiduciary, being advised by counsel, shall deem most effectual to enforce any of its rights or to perform any of its duties under the General Indenture.

(2) Upon the occurrence of an Event of Default, by suit, action or proceedings in any court of competent jurisdiction, the applicable Fiduciary shall be entitled to obtain the appointment of a receiver of the monies, securities and funds then held in any fund or account under the General Indenture and of the Revenues, with all such powers as the court making such appointment shall confer. Such receiver may take possession of the Airport System, operate and maintain it, and collect and receive the Revenues in the same manner as the Board itself might do, including if necessary, the use of a lock box, and shall apply the same in accordance with the obligations of the Board. Notwithstanding the appointment of any receiver, the Board shall be entitled to retain possession and control of and to collect and receive income from any monies, securities and funds deposited or pledged with it under the General Indenture or agreed or provided to be delivered to or deposited or pledged with it under the General Indenture.

(3) All rights of action under the General Indenture may be enforced by the applicable Fiduciary without the possession of any of the Bonds or the production thereof on the trial or other proceedings.

(4) The Secured Obligees of a majority in amount of the Secured Obligations Outstanding may direct the time, method and place of conducting any proceeding for any remedy available to the applicable Fiduciary, provided that the applicable Fiduciary shall have the right to decline to follow any such direction if the applicable Fiduciary shall be advised by counsel that the action or proceeding so directed may not lawfully be taken, or if the applicable Fiduciary in good faith shall determine that the action or proceeding so directed would involve the applicable Fiduciary in personal liability or be unjustly prejudicial to the Secured Obligees not parties to such direction.

(5) Regardless of the happening of an Event of Default, the applicable Fiduciary, but only with the consent of 25% of the Secured Obligees, shall have the power to, but unless requested in writing by the Secured Obligees of a majority in amount of the Secured Obligations then Outstanding and furnished with reasonable security and indemnity, shall be under no obligation to institute and maintain such suits and proceedings as it may deem necessary or expedient to prevent any impairment of the security under the General Indenture by any acts which may be unlawful or in violation of the General Indenture, or necessary or expedient to preserve or protect its interests and the interests of the Secured Obligees.

Restriction on Action

(1) Except as provided in subpart (2) herein below, no Secured Obligee shall have any right to institute any suit, action or proceeding at law or in equity for the enforcement of any provision of this General Indenture or for any remedy under this General Indenture, unless such Secured Obligee shall have previously given to the applicable Fiduciary written notice of the happening of any Event of Default and the Secured Obligees of at least twenty-five percent (25%) in amount of the Secured Obligations then Outstanding shall have filed a written request with the applicable Fiduciary, and shall have offered it reasonable opportunity, to exercise the powers granted in the General Indenture in its own name, and unless such Secured Obligees shall have offered to the applicable Fiduciary adequate security and indemnity against the costs, expenses and liabilities to be incurred thereby, and the applicable Fiduciary shall have refused to comply with such request within a reasonable time.

(2) No Swap Party shall have any right to institute any suit, action or proceeding at law (but not in equity) for the enforcement of any provision of the General Indenture available to it or to the Trustee on its behalf (including enforcement of the Pledge hereby created to the Trustee on behalf of the Swap Party) or for any remedy under the General Indenture, unless such Swap Party shall not have timely received the payments due to be received by it pursuant to the applicable Swap from either the Board or any guarantor of the obligations of the Board and notice shall have been given to the Board and any grace period as provided in the Swap with respect thereto shall have elapsed. The Trustee shall take all action consistent with the other provisions hereof as shall be requested in writing by a Swap Party necessary to preserve and protect the pledge created by the General Indenture in favor of a Swap Party to the extent provided in any Swap and to enforce the obligations of the Board with respect to any Swap. In the event the action requested to be taken pursuant to the preceding sentence shall require the Trustee either to exercise the remedies granted herein or to institute any action, suit or proceeding in its own name, the Swap Party shall provide to the Trustee reasonable security and indemnity against the costs, expenses and liabilities to be incurred in connection therewith.

(3) Nothing in the General Indenture shall affect or impair the obligation of the Board to pay on the respective dates of maturity thereof the principal amount of and interest on the Bonds or affect or impair the right of action of any Registered Owner to enforce the payment of its Bond.

Remedies Not Exclusive

No remedy by the terms of the General Indenture conferred upon or reserved to the Fiduciary, the Bondowners or a Swap Party is intended to be exclusive of any other remedy, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under the Resolution or provided at law or in equity or by statute.

Effect of Waiver and Other Circumstances

(1) No delay or omission of any Fiduciary, of any Bondowner, or any Swap Party to exercise any right or power arising upon the happening of an Event of Default shall impair any right or power or shall be construed to be a waiver of any such default or to be an acquiescence therein.

(2) Prior to the declaration of maturity of the Secured, the Secured Obligees of a majority in principal amount of the Secured Obligations at the time Outstanding may on behalf of the Secured Obligees of all of the Secured Obligations waive any past default under the General Indenture and its consequences, except a default in the payment of interest on or principal or Redemption Price of any of the Bonds and except a default relating to a Swap, which can only be waived by the applicable Swap Party. No such waiver shall extend to any subsequent or other default.

Special Facility; Special Facility Bonds

The Board may (a) designate an existing or planned facility, structure, equipment or other property, real or personal, which is located or to be located at the Airport or part of any facility or structure at or to be located at the Airport as a Special Facility, (b) provide that revenues earned by the Board from or with respect to such Special Facility whether pursuant to Special Facility Leases(s) or otherwise derived shall constitute Special Facility Revenues and shall not be included as Revenues, and (c) issue Special Facility Bonds for the purpose of acquiring, constructing, renovating, or improving such Special Facility, or providing financing to a third party for such purposes. Principal, purchase price, if any, redemption premium, if any, and interest with respect to Special Facility Bonds shall be payable from and secured by the Special Facility Revenues, and not from or by Net Revenues.

No Special Facility Bonds shall be issued by the Board unless an Aviation Consultant has certified (i) that the estimated Special Facility Revenues with respect to the proposed Special Facility will be at least sufficient to pay the principal, or purchase price, interest, and all sinking fund, reserve fund and other payments required with respect to Special Facility Bonds when due, and to pay all costs of operating and maintaining the Special Facility not paid by a party other than the Board; (ii) that estimated Net Revenues calculated without including the Special Facility Revenues and without including any operation and maintenance expenses of the Special Facility as Operation and Maintenance Expenses will be sufficient so that the Board will be in compliance with the rate covenants of the General Indenture during each of the five Fiscal Years immediately following the issuance of the Special Facility Bonds; and (iii) no Event of Default exists under the General Indenture. Upon the payment in full or other discharge of the Special Facility Bonds, Special Facility Revenues with respect to the Special Facility shall be included as Revenues.

Supplemental Indentures Effective upon Filing

The Board may, at any time and from time to time, execute a Supplemental Indenture supplementing the General Indenture for any one or more of the following purposes, which Supplemental Indenture, upon the approval by and the filing with the signing parties, in accordance with the General Indenture, of a copy thereof certified by an Authorized Officer of the Board, the City and the Trustee, shall be fully effective in accordance with its terms:

(1) to close the General Indenture against, or provide limitations and restrictions contained in the General Indenture on, the original issuance of Bonds or Swaps;

(2) to add to the covenants and agreements of the Board or the City contained in the General Indenture other covenants and agreements thereafter to be observed for the purpose of further securing the Bonds or Swaps;

(3) to surrender any right, power or privilege reserved to or conferred upon the Board or the City by the General Indenture;

(4) to authorize Bonds of a Series and Swaps and, in connection therewith, specify and determine any matters and things relative to such Bonds and Swaps not contrary to or inconsistent with the General Indenture;

(5) to exercise any provision herein or to make such determinations hereunder as expressly provided herein to be exercised or determined in any Supplemental Indenture;

(6) to confirm, as further assurance, any pledge under and the subjection to any lien or pledge created or to be created by the General Indenture of the Revenues;

(7) to facilitate credit enhancement;

(8) to make any other changes which do not materially adversely affect the interests of any Bondholders or any Swap Party; and

(9) to make any change for any purpose prior to the issuance of any of the Initial Bonds and prior to the execution of any Swap.

Supplemental Indenture Regarding Ambiguities

At any time or from time to time but subject to the conditions or restrictions in the General Indenture contained, a Supplemental Indenture of the Board amending or supplementing the General Indenture may be executed curing any ambiguity or curing, correcting or supplementing any defect or inconsistent provisions contained in the General Indenture or making such provisions in regard to matters or questions arising under the General Indenture as may be necessary or desirable, but no such resolution shall be effective until after the filing with the Board, the City and the Trustee in accordance with the General Indenture of a executed copy of such Supplemental Indenture.

Supplemental Indentures Amending Indentures or Bonds

At any time or from time to time but subject to the conditions or restrictions in the General Indenture contained, a Supplemental Indenture amending or supplementing the General Indenture may be executed modifying any of the provisions of the General Indenture or Bonds or releasing the City or the Board from any of the obligations, covenants, agreements, limitations, conditions or restrictions therein contained, but, except as provided in the General Indenture, no such Supplemental Indenture shall be effective until after the filing with the Board, the City and the Trustee, in accordance with the General Indenture, of a copy of such Supplemental Indenture and unless no Bonds or Swaps authorized by a Supplemental Indenture adopted prior to the adoption of such Supplemental Indenture remain Outstanding at the time it becomes effective, or such Supplemental Indenture is consented to by or on behalf of Secured Obligees in accordance with and subject to the provisions of the General Indenture permitting Amendments thereto.

Execution and Filing of Supplemental Indentures

Any Supplemental Indenture referred to and permitted or authorized by the General Indenture may be executed without the consent of any of the Secured Obligees but shall become effective only on the conditions to the extent and at the time provided in the General Indenture. Every such Supplemental Indenture so becoming effective shall thereupon form a part of the General Indenture. Any such Supplemental Indenture when executed and filed shall be accompanied by a Counsel's Opinion to the effect that such Supplemental Indenture has been duly and lawfully executed by the Board, the City and the Trustee in accordance with the provisions of the General Indenture, is authorized or permitted by the General Indenture, and constitutes the lawful and binding obligation of the Board, the City and the Trustee in accordance with its terms. Any Supplemental Indenture executed while Bonds insured by any Provider or payments due by the Board pursuant to Swaps guaranteed by any Provider are Outstanding shall not become effective until consented to by such Provider provided, however, no such consent of any Provider shall be required if such Provider shall be in default or have repudiated its obligations pursuant to any insurance policy relating to the Bonds or guarantee of the Board's obligations to pay pursuant to any Swap.

Powers of Amendment

Any modification or amendment of the Bonds or of the General Indenture may be made by a Supplemental Indenture, with the written consent given as provided in the General Indenture, in case no Swap Outstanding is affected by such modification of the Registered Owners of at least sixty-six and two-thirds percent (66 2/3%) in the principal amount of all Bonds Outstanding at the time such consent is given, or if less than all of the several Series of Bonds then Outstanding are affected by the modification, or amendment, of the Registered Owners of at least sixty-six and two-thirds percent (66 2/3%) in principal amount of the Bonds of each Series so affected and Outstanding at the time such consent is given, in case only Swaps are affected by such modification, of the Swap Parties of Swaps representing sixty-six and two-thirds percent (66 2/3%) of the Outstanding notional amount of the Swaps or if less than all Swaps are affected thereby of the Swaps of the affected Swap Parties, and in case both Bonds and Swaps are affected by such modification, of the Registered Owners of at least sixty-six and two-thirds percent (66 2/3%) in Outstanding Principal amount of all Bonds affected and of at least sixty-six and two/thirds percent (66 2/3%) in notional amount of all Outstanding Swaps affected by such modification and in case the modification or amendment changes the amount or date of any Sinking Fund Payment, of the Registered Owners of at least sixty-six and two-thirds percent (66 2/3%) in principal amount of the Bonds of the particular Series and maturity entitled to such Sinking Fund Payment Outstanding at the time such consent is given; provided, however, that if such modification or amendment will by its terms, not take effect so long as any Bonds of any specified like Series and maturity remain Outstanding, the vote or consent of the Registered Owners of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of any calculation of Outstanding Bonds under the General Indenture; and provided, further, that no such modification or amendment shall permit a change in the terms of redemption or maturity of the principal amount of any Outstanding Bond or of any installment of interest thereon or a reduction in the principal amount or the Redemption Price thereof or the rate of interest thereon or the method for determining such rate without the consent of the Registered Owner of such Bond, or shall change or modify any of the rights or obligations of any Fiduciary without its written assent thereto, or shall reduce the percentages of the principal amount of Bonds the consent of which is required to effect any such modification or amendment. No modification or amendment shall become effective while Bonds insured by any Provider or payments due by the Board pursuant to Swaps guaranteed by any Provider are Outstanding until consented to by such Provider provided, however, no such consent of such Provider shall be required if such Provider shall be in default or have repudiated its payment obligations pursuant to any insurance policy relating to the Bonds or guarantee of the Board's obligation to pay pursuant to any Swap. For purposes of this Section, and notwithstanding anything to the contrary in Section 701 or elsewhere in the General Indenture, if the consent of a Swap Party is required in connection with any amendment or modification affecting a Swap and the obligations of the Board in connection with such Swap are guaranteed under a policy of insurance or surety bond issued by any Provider, both such Swap Party and such Provider shall be treated as Swap Parties with respect to such Swap.

Consent

The Board may at any time execute and deliver a Supplemental Indenture making a modification or amendment permitted by the provisions of the General Indenture to take effect when and as provided in the General Indenture. Upon the adoption of such Supplemental Indenture, an executed copy thereof shall be filed with the Board, the City and the Trustee, any other Fiduciary and each Provider for the inspection of the Bondowners and/or Swap Parties. A copy of such Supplemental Indenture (or summary thereof or reference thereto in form approved by the Board) together with a request to Bondowners and/or Swap Parties shall be mailed by the Board to Bondowners and Swap Parties. A copy of each Supplemental Indenture shall be mailed by the Board to each Swap Party pursuant to any Outstanding Swap even though the Board deems such Supplemental Indenture not to affect any Swap within 10 days after the adoption of the Supplemental Indenture. Such Supplemental Indenture shall not be effective unless and until there shall have been filed with the Board the written consents of the percentages of the Registered Owners of Outstanding Bonds and/or Swap Parties and any required insurer or guarantor specified in the General Indenture and a notice shall have been given as hereinafter in this Section provided. Any such consent shall be binding upon the Registered Owner of the Bonds, Swap Party and any required insurer or guarantor giving such consent and on any subsequent Registered Owner, Swap Party and any required insurer or guarantor (whether or not such subsequent Registered Owner or Swap Party has notice thereof). At any time after the Registered Owners or Swap Parties and any required insurer or guarantor of the required percentages of Bonds shall have filed their consent to the Supplemental Indenture, notice, stating in substance that the Supplemental Indenture has been consented to by the Registered Owners, Swap Parties and any required insurer or guarantor of the required percentages of Bonds or Swaps and will be effective as provided in this Section, shall be given to the Bondowners and/or Swap Parties and any required insurer or guarantor by mailing such notice to Bondowners and/or Swap Parties and any required insurer or guarantor even though the Board in its judgment deems such Supplemental Indenture not to affect any Swap (but failure to mail such notice shall not prevent such Supplemental Indenture from becoming effective and binding as herein provided). The Board shall file with the Trustee proof of giving such notice. Such Supplemental Indenture shall be deemed conclusively binding upon the City, the Board, the Fiduciaries, the Registered Owners of all Bonds, the Swap Parties and any required insurer or guarantor at the expiration of sixty (60) days after the filing with the Trustee proof of the mailing of such notice, except in the event of a final decree of a court of competent jurisdiction setting aside such consent in a legal action or equitable proceeding commenced for such purpose within such sixty day period or commenced thereafter if commenced by a Swap Party to whom neither a copy of the relevant Supplemental Indenture nor a copy of such notice was sent as provided in this Section; provided, however, that any Fiduciary and the Trustee during such sixty day period and any such further period during which any such action or proceeding may be pending shall be entitled in their absolute discretion to take such action, or to refrain from taking such action, with respect to such Supplemental Indenture as they may deem expedient.

Modification by Unanimous Action

Notwithstanding anything contained in the General Indenture, the rights and obligations of the Board, the City and the Trustee and of the Registered Owners of the Bonds and Swap Parties and the terms and provisions of the Bonds or of the General Indenture may be modified or amended in any respect upon the adoption of a Supplemental

Indenture by the Board and the consent of the Registered Owners of all of the Bonds then Outstanding, and all Swap Parties of Outstanding Swaps such consent to be given as provided in the General Indenture except that no notice to Bondowners, Swap Parties and Credit Providers shall be required; provided, however, that no such modification or amendment shall change or modify any of the rights or obligations of any Fiduciary without its written assent thereto.

Defeasance

If the Board shall pay or cause to be paid, or there shall otherwise be paid, to the Registered Owners of the Bonds then Outstanding the principal amount and interest and Redemption Price, if any, to become due thereon, at the times and in the manner stipulated therein and in the General Indenture, no Swaps are then Outstanding and all amounts due any Provider, including a Provider of a Reserve Asset instrument, have been paid, then the pledge of any Revenues or other monies and securities pledged by the General Indenture and all other rights granted by the General Indenture shall be discharged and satisfied. In such event, the Trustee shall execute and deliver to the Board all such instruments as may be desirable to evidence such release and discharge and the Fiduciaries shall pay over or deliver to the Board all monies or securities held by them pursuant to the General Indenture which are not required for the payment or redemption of Bonds not theretofore surrendered for such payment or redemption.

No Recourse on the Bonds

No recourse shall be had for the payment of the principal or Redemption Price of or the interest on the Bonds or for any claim based thereon or on this General Indenture against any member, officer, agent, representative or employee of the Board, the City, the Trustee or any person executing the Bonds. No member, officer, agent, representative or employee of the Board, the City or the Trustee shall be held personally liable to any purchaser or holder of any Bond under or upon such Bond, or under or upon this General Indenture or any Supplemental Indenture relating to Bonds, or, to the extent permitted by law, because of the sale or issuance or attempted sale or issuance of Bonds, or because of any act or omission in connection with the construction, acquisition, operation or maintenance of the Airport System, or because of any act or omission in connection with the investment or management of the Revenues, funds or monies of the Board, the City or the Trustee or otherwise in connection with the management of their affairs, excepting solely for things willfully done or omitted to be done with an intent to defraud.

II. <u>NINTH SUPPLEMENTAL INDENTURE</u>

Items Pledged by the Board to Bonds:

(i) Net Revenues as defined in the General Indenture on a first lien parity basis with the Outstanding Series 2015 Bonds, Outstanding Series 2017 Bonds, and Outstanding Series 2019 Bonds;

(ii) The other items relating only to the Bonds as defined herein including PFCs deposited to the Transferred PFCs Account of the Debt Service Fund and such other accounts and sub-accounts made specific to the Bonds.

Details of the Series 2024 Bonds; Manner of Payment

The Series 2024 Bonds shall be dated the date of their original issuance and delivery. Each Series 2023 Bond shall bear interest at the applicable rate computed on the basis of a 360-day year (consisting of twelve months of thirty days each) from the date of authentication, if authenticated, on an Interest Payment Date to which interest has been paid, or if not authenticated, on an Interest Payment Date from the next preceding Interest Payment Date to which interest has been paid or duly provided for, or if no interest has been paid on the Series 2024 Bonds, the date of the original issuance of the Series 2024 Bonds, respectively.

The Series 2024 Bonds shall mature on the dates and in the principal amounts and shall bear interest, payable on each Interest Payment Date commencing January 1 of the years and at the rates per annum set forth below.

Series 2024A Bonds (Non-AMT)

[______________________________]

Series 2024B Bonds (AMT)

[______________________________]

Series 2024C-1 Bonds (AMT)

[______________________________]

Series 2024C-2 Bonds (AMT)

[______________________________]

Series 2024C-3 Bonds (Taxable)

[______________________________]

Funds and Accounts Created by The Ninth Supplemental Indenture

In addition to the funds and accounts established pursuant to Section 502 of the General Indenture, which are to be maintained and used pursuant to Section 3.01 above, there are hereby created by the Ninth Supplemental Indenture to be established by the Trustee and the Trustee as applicable and maintained in connection with the Bonds, namely:

	Name of Funds and Accounts	**Held By**	**Pledged to Bonds**
1	Series 2024 Bonds Sub-Account of the Cost of Issuance Account of the Proceeds Fund	Trustee	Yes
2	Series 2024 Bonds Sub-Account of the Project Account of the Proceeds Fund	Trustee	Yes
3	Series 2024 Bonds Capitalized Interest Account of the Debt Service Fund	Trustee	Yes
4	Series 2024 Bonds Redemption Account of the Redemption Fund	Trustee	Yes
5	Series 2024 Bonds Account of the Debt Service Reserve Fund	Trustee	Yes
6	Series 2024 Bonds Account of the Arbitrage Rebate Fund	Trustee	No
7	Series 2015 Bonds Escrow Fund	Escrow Agent	No
8	Series 2024A-2 Redemption Fund	Trustee	No

In order to facilitate the purposes of the Ninth Supplemental Indenture and the receipt, holding application and transfer of Net Revenues, the Trustee, at the direction of the Board, may create such additional funds, accounts and sub-accounts as may be required under the circumstances.

Transferred PFCs Account of the Debt Service Fund

The Trustee shall accept Net PFC Revenues transferred by the PFC Trustee for deposit to the Transferred PFCs Account of the Debt Service Fund and shall pay debt service on the Bonds on the Interest Payment Date immediately following receipt by the Trustee of such Net PFC Revenues.

Earnings on Accounts

Investment earnings on the sums credited to the following funds, and accounts created for the Bonds shall be applied as follows:

(a) investment earnings of the amounts credited to the Costs of Issuance Accounts shall remain therein until the Trustee is advised by the Board that all Issuance costs have been paid and any remaining balance shall be credited to the Airport Operating Account; and

(b) all investment earnings of the amounts credited to the Debt Service Reserve Fund shall be transferred to the Airport Operating Account.

Optional Redemption.

The Series 2024 Bonds maturing on or after January 1, 203_ are subject to redemption at the option of the Aviation Board, in whole or in part on any date on or after January 1, 203_ in the order directed by the Aviation Board, in minimum aggregate principal amounts of $5,000 and integral multiples thereof, from any available moneys in the Redemption Fund at the price of par plus accrued interest to the redemption date. The Aviation Board shall give the Trustee at least forty-five days' notice of any optional redemption to be made specifying the redemption date and principal amounts to be redeemed.

Selection of Bonds to be Redeemed

A redemption of Bonds may be a redemption of the whole or of any part of the Bonds, but solely from funds available for that purpose in accordance with the provisions of the Ninth Supplemental Indenture. If less than all of the Bonds of any maturity shall be called for redemption under any provision of the Ninth Supplemental Indenture permitting such partial redemption, the particular Bonds or portions thereof to be redeemed shall be selected by the Board in its absolute discretion; provided further that, to the extent possible, Bonds or portions thereof shall be selected for redemption in a manner such that Bonds remaining Outstanding thereafter shall be in an Authorized Denomination. If it is determined that less than all of the principal amount represented by the Series 2019 Bonds is to be called for redemption, then, upon notice of intention to redeem such portion, the Registered Owner of such Bonds shall forthwith surrender such Bonds to the Trustee for (a) payment to such Registered Owner of the redemption price of such portion of principal amount so called and (b) making available for pickup by such Registered Owner of a new Bonds in the aggregate principal amount of the unredeemed balance of the principal amount of such Bonds. New Bonds representing the unredeemed balance of the principal amount of such Bonds shall be issued to the Registered Owner thereof, without charge therefore. If the Registered Owner of any Series 2024 Bond or portion thereof selected for redemption shall fail to present such Bonds to the Trustee for payment and exchange as aforesaid, such Bonds shall, nevertheless, become due and payable on the date fixed for redemption to the extent of the principal amount called for redemption (and to that extent only) and shall cease to bear interest on the specified redemption date and shall thereafter cease to be entitled to any lien, benefit or security under the Indenture.

Notice of Redemption

(a) In the event any of the Bonds are called for redemption, the Trustee shall, upon receipt from the Board of notice of its intention to redeem at least thirty (30) days prior to the date fixed therefore, give notice in the form provided by the Board to the Registered Owners and the Trustee in the name of the Board, of the redemption of such Bonds, which notice shall (i) specify the Bonds to be redeemed, the date, the price, and the place or places where amounts due upon such event will be payable (which shall be the Principal Office of the Trustee) and, if less than all of the Bonds are to be redeemed, the numbers of the Bonds, and the portions of the Bonds, so to be redeemed, (ii) if any redemption is subject to the condition of receipt of sufficient monies and that if such condition is not satisfied, the

Owners will be notified thereof as soon as practicable, and (iii) state that on the redemption date, and upon the satisfaction of any such condition, the Bonds to be redeemed shall cease to bear interest. Such notice may set forth any additional information relating to such redemption. Such notice shall be given by mail at least thirty (30) days prior to the date fixed for redemption to the Registered Owners of the Bonds to be redeemed; provided, however, that failure to give such notice by mail to any Registered Owner, or any defect therein, shall not affect the validity of any proceedings for the redemption of any other of the Bonds. If a notice of redemption shall be unconditional, or if the conditions of a conditional notice of redemption shall have been satisfied, then upon presentation and surrender of Bonds so called for redemption at the place or places of payment, such Bonds shall be redeemed.

(b) With respect to any notice of redemption of Bonds in accordance with Article IV of the Ninth Supplemental Indenture, upon receipt by the Trustee of sufficient monies or Defeasance Obligations to effect such redemption on the applicable date, such Bonds shall be deemed to have been paid within the meaning of Section 1201 of the General Indenture. Such notice shall state that such redemption shall be conditional upon the receipt by the Trustee on or prior to the date fixed for such redemption of moneys sufficient to pay the principal of, interest and premium, if any, on such Bonds to be redeemed, and that if such moneys shall not have been so received, said notice shall be of no force and effect, and the Board shall not be required to redeem such Bonds. In the event such moneys are not so received, the redemption shall not be made and the Trustee shall, within a reasonable time period thereafter, give notice in the manner in which the notice of redemption was given, that such moneys were not so received.

(c) Any Bonds which have been duly selected for redemption and which are deemed to be paid in accordance with the Indenture shall cease to bear interest on the specified redemption date.

No Partial Redemption After Default

Anything in the Ninth Supplemental Indenture to the contrary notwithstanding, if there shall have occurred and be continuing an Event of Default, there shall be no redemption or optional purchase by the Board of less than all of the Bonds at the time Outstanding.

Events of Default

The occurrence of an "Event of Default" pursuant to the General Indenture shall constitute, and is referred to herein, as an "Event of Default" with respect to the Bonds.

Remedies

(a) The applicable trustee shall give notice as provided in the General Indenture and the Ninth Supplemental Indenture of any Event of Default to the Board, the City, the Trustee, and the Bondowners as promptly as practicable after the occurrence of any thereof, of which either trustee has actual knowledge known to it even though only an Event of Default with respect to Section 701 of the General Indenture constitutes an Event of Default with respect to the Bonds.

(b) If an Event of Default has occurred and is continuing with respect to the Bonds, the Trustee shall be governed by and follow the procedures of and pursue the remedies set forth in Article VII of the General Indenture.

Supplements and Amendments Not Requiring Bondowner Consent

The Board, the City, and the Trustee may, but without the consent or approval of, or notice to, any of the Bondowners, enter into such supplements and amendments to the Ninth Supplemental Indenture as shall not, in the opinion of the Trustee, materially and adversely affect the interests of the Bondowners (which supplements and amendments shall thereafter form a part hereof), for any purpose including any of the following:

(a) to cure any ambiguity or formal defect or omission in the Ninth Supplemental Indenture or in any supplement or amendment to the Ninth Supplemental Indenture, or

(b) to grant to or confer upon the Trustee for the benefit of the Bondowners any additional rights, remedies, powers or authorities that may lawfully be granted to or conferred upon the Bondowners or the Trustee or either of them, or

(c) to subject to the lien and pledge of the Ninth Supplemental Indenture additional payments, revenues, properties or collateral, or

(d) to correct or supplement any provision herein which may be inconsistent with any other provision herein, or to make any other provisions with respect to matters or questions arising hereunder, or

(e) any amendment, supplement or modification which shall not materially and adversely affect the interests of the Bondowners and which, in the judgment of the Trustee, will not prejudice the interests of the Trustee, or

(f) to evidence the appointment of a separate Trustee or Co-Trustee or the succession of a new Trustee, or

(g) to modify, amend, or supplement the Ninth Supplemental Indenture or any supplement or amendment hereto in such manner as to permit the qualification hereof and thereof under the Trust Indenture Act of 1939, as amended, or any similar Federal statute hereafter in effect or to permit the qualification of the Bonds for sale under the securities laws of any of the states of the United States, or

(h) to provide for the issuance of Bonds which are not maintained under a book entry system or in bearer form, to the extent permitted by law (but with the opinion of bond counsel that such change will not impair exclusion from gross income for federal income tax purposes), or

(i) to secure a rating in one of the two highest rating categories of the Rating Agency.

Supplements and Amendments Requiring Consent of Owners of the Secured Obligations

With the consent of the Owners of Bonds of not less than a majority in aggregate amount of the Secured Obligations at the time Outstanding, the Board, the City and the Trustee may, from time to time and at any time, enter into supplements and amendments to the Ninth Supplemental Indenture, which the Board deems necessary and desirable for the purpose of adding any provisions to or changing in any manner or eliminating any of the provisions of the Ninth Supplemental Indenture or of any supplement or amendment to the Ninth Supplemental Indenture or of modifying in any manner the rights of the Owners of the Bonds; provided, however, that nothing herein contained shall permit, or be construed as permitting without the consent of the Owners of not less than 100% in aggregate principal amount of the Secured Obligations at the time outstanding, (a) an extension of the maturity of the principal of or the interest on any Bond, or (b) a reduction in the principal amount of any Bond or the redemption premium, if any, or the rate of interest thereon, or (c) granting a privilege or priority of any Bond or Bonds over any other Bond or Bonds, or (d) a reduction in the aggregate principal amount of the Bonds required for consent to such supplemental indenture. Nothing herein contained, however, shall be construed as making necessary the approval by Bondowners of the execution of any supplement or amendment to the Ninth Supplemental Indenture as authorized in the preceding heading not requiring Bondowner consent.

Copies of any such supplement or amendment shall be given at least 10 days prior to the effective date thereof to the Rating Agency. It shall not be necessary for the consent of the Registered Owners of Bonds to approve the particular form of any proposed supplement or amendment, but it shall be sufficient if such consent shall approve the substance thereof.

If at any time the Board shall request the Trustee to enter into any supplement or amendment to the Ninth Supplemental Indenture for any of the purposes specified above, the Trustee shall, at the expense of the Board, cause notice of the proposed execution of such supplement or amendment to be mailed, postage prepaid, to the Trustee, to all Registered Owners. Such notice shall briefly set forth the nature of the proposed supplement or amendment and shall state that copies thereof are on file at the principal corporate trust office of the Trustee for inspection by all Secured Obligees. The Trustee shall not, however, be subject to any liability to any Secured Obligee by reason of its failure to mail the notice required hereunder, and any such failure shall not affect the validity of such supplement or amendment when consented to as provided above.

Whenever, at any time within three years after the date of the first giving of such notice, the Board shall deliver to the Trustee an instrument or instruments in writing purporting to be executed by the Owners of not less than a majority in aggregate amount of the Secured Obligations then Outstanding, which instrument or instruments shall refer to the proposed supplement or amendment described in such notice and shall specifically consent to and approve the execution thereof in substantially the form of the copy thereof referred to in such notice, thereupon, but not otherwise, the Trustee and the City may execute such supplement or amendment in substantially such form, without liability or responsibility to any Owner of any Secured Obligations, whether or not such Owner shall have consented thereto.

If the Owners of not less than a majority in aggregate amount of the Secured Obligations Outstanding at the time of the execution of such supplemental indenture shall have consented to and approved the execution thereof as herein provided, no Owner of any Bond shall have any right to object to the execution of such supplement or amendment, or to object to any of the terms and provisions contained therein or the operation thereof or in any manner to question the propriety of the execution thereof, or to enjoin or restrain the Trustee or the Board or the City from executing the same or from taking any action pursuant to the provisions thereof.

Supplements and Amendments Deemed Part of Supplemental Indenture

Any supplement or amendment to the Ninth Supplemental Indenture executed in accordance with the provisions of the Ninth Supplemental Indenture shall thereafter form a part of the Ninth Supplemental Indenture, and all of the terms and conditions contained in any such supplement or amendment as to any provision authorized to be contained therein shall be and shall be deemed to be part of the terms and conditions of the Ninth Supplemental Indenture for any and all purposes. Upon the execution of any supplement or amendment to the Ninth Supplemental Indenture pursuant to the provisions of the Ninth Supplemental Indenture, the Ninth Supplemental Indenture shall be and be deemed to be modified and amended in accordance therewith, and the respective rights, duties and obligations under the Ninth Supplemental Indenture of the Board, the City, the Trustee, and all Owners of Bonds then Outstanding shall thereafter be determined, exercised and enforced hereunder, subject in all respects to such modifications and amendments.

Release of Supplemental Indenture

Bonds issued pursuant to the provisions hereof, shall be deemed paid and no longer considered Outstanding and the provisions of the Ninth Supplemental Indenture discharged upon satisfaction and in accordance with the provisions of the General Indenture. Notwithstanding the foregoing sentence, (i) any defeasance accomplished with cash will be accompanied by an opinion of counsel that the defeasance cash held to pay any of the Bonds will not be included within the estate of the Board in the event of a bankruptcy proceeding by or against it, (ii) concurrent with any such defeasance, the Board shall have received a verification report of a firm of certified public accountants or other nationally recognized verification firm opining as to the sufficiency of the Defeasance Obligations and cash to pay all defeased Bonds as scheduled, and (iii) each Rating Agency having previously rated the Bonds shall be given notice of such defeasance.

No Additional Bonds or Subordinate Bonds

Anything herein to the contrary notwithstanding, there shall be no Additional Bonds or other Obligations issued pursuant to the Ninth Supplemental Indenture. Additional Bonds and Subordinated Bonds may be issued in accordance with the provisions as applicable of the General Indenture.

Covenants of Board

(a) Payment of Debt Service on the Bonds: The Board covenants that it will promptly pay or cause to be paid the principal of and redemption premium, if any, and interest on every Bond at the places, on the dates and in the manner provided herein and such Bond according to the true intent and meaning thereof. Except as in the Ninth Supplemental Indenture otherwise provided, such principal, redemption premium, and interest on every Series 2024 Bond is payable solely from the payments made by the Board from the Trust Estate and the Transferred PFCs Account of the Debt Service Fund.

(b) Covenant not to issue Additional PFC Bonds [under the PFC Indenture]: The Board covenants and agrees that no additional PFC Bonds will be issued under the PFC Indenture.

(c) Performance of Covenants: The Board covenants that it will faithfully perform at all times any and all covenants, undertakings, stipulations, and provisions contained in the General Indenture, the Ninth Supplemental Indenture, in any and every Obligation executed, authenticated and delivered hereunder and in all proceedings of the Board pertaining thereto, and will faithfully observe and perform at all times any and all covenants, undertakings, stipulations, and provisions of any Reimbursement Agreement on its part to be observed or performed.

(d) Successors are Bound: In the event of the dissolution of the Board, all of the covenants, stipulations, obligations, and agreements contained in the Ninth Supplemental Indenture by or on behalf of or for the benefit of the Board shall bind or inure to the benefit of the successor or successors of the Board from time to time and any officer, board, commission, authority, agency, or instrumentality to whom or to which any power or duty affecting such covenants, stipulations, obligations, and agreements shall be transferred by or in accordance with law. The word "Board" as used in the Ninth Supplemental Indenture shall include such successor or successors.

(e) Maintenance of Tax-Exemption of Series 2024 Bonds: The Board covenants that it shall not take any action or inaction, or fail to take any action, or permit any action to be taken on its behalf or cause or permit any circumstance within its control to arise or continue, if any such action or inaction would adversely affect the exclusion from gross income for federal income tax purposes of the interest on the Series 2024 Bonds under Section 103 of the Code. Without limiting the generality of the foregoing, the Board covenants that it will comply with the instructions and requirements of the Tax Certificate, which is incorporated herein as if fully set forth herein. This covenant shall survive payment in full or defeasance of the Bonds.

(f) Investment Instructions to Trustee: In the event that at any time the Board is of the opinion that for the purposes of this Section it is necessary or helpful to restrict or limit the yield on the investment of any monies held by the Trustee under the Ninth Supplemental Indenture, the Board shall so instruct the Trustee under the Ninth Supplemental Indenture in writing, and the Trustee shall take such action as may be necessary in accordance with such instructions.

Notwithstanding any provisions of this Section, if the Board shall provide to the Trustee an opinion of Bond Counsel that any specified action required under this Section is no longer required or that some further or different action is required to maintain the exclusion from federal income tax of interest on the Series 2017 Tax-exempt Bonds, the Trustee may conclusively rely on such opinion in complying with the requirements of this Section and of the Tax Certificate, and the covenants hereunder shall be deemed to be modified to that extent.

Reliance upon Opinions and Certifications

Any certificate or opinion made or given by an officer of the Board may be based (whether or not expressly so stated), insofar as it relates to legal matters, upon a certificate or opinion of, or representation by counsel, unless such officer knows that the certificate or representation, with respect to the matter upon which his or her certificate or opinion may be based, are erroneous. Any certificate or opinion made or given by counsel may be based (whether or not expressly so stated), insofar as it relates to factual matters, upon the certificate or opinion of, or representation by, an officer or officers of the Board, unless such counsel knows that the certificate, opinion or representation with respect to the matters upon which his or her certificate or opinion may be based as aforesaid, is erroneous.

All representations, warranties and covenants on the part of the Board contained in the Ninth Supplemental Indenture are based, insofar as they relate to legal matters, upon an opinion or opinions of or representations by counsel.

Louisiana Law Governs

The Ninth Supplemental Indenture shall be governed by and construed in accordance with the laws of the State of Louisiana.

Payments Due on Legal Holidays

In any case where the date of maturity of interest on or principal of the Bonds or the date fixed for redemption or purchase of any Bonds or the date fixed for the giving of notice or the taking of any action under the Ninth Supplemental Indenture shall not be a Business Day, then payment of such interest, principal, Purchase Price and redemption premium, if any, the giving of such notice or the taking of such action need not be made on such date, but may be made on the next succeeding Business Day with the same force and effect as if made on the date of maturity or the date fixed for redemption or purchase, and no interest on such payment shall accrue for the period after such date.

Further Authority

The officials of the Board, attorneys, engineers, and other agents or employees of the Board are hereby authorized to do all acts and things required of them by the Ninth Supplemental Indenture for the full, punctual and complete performance of all of the terms, covenants and agreements contained in the Bonds and the Ninth Supplemental Indenture.

APPENDIX C

REPORT OF THE AVIATION CONSULTANT

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UNISON CONSULTING

Louis Armstrong New Orleans International Airport

Report of the Aviation Consultant

October 17, 2024

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SECTION 1 | INTRODUCTION

This Report of the Aviation Consultant (the Report) examines the financial feasibility of the issuance of the New Orleans Aviation Board General Airport Revenue Bonds, Series 2024 (the Series 2024 Bonds). The Series 2024 Bonds are to be issued by New Orleans Aviation Board (the Aviation Board) pursuant to the General Revenue Bond Trust Indenture dated as of February 1, 2009 (the General Indenture), among the Aviation Board, The Bank of New York Mellon Trust Company, N.A. (the Trustee) and the City of New Orleans (the City), as supplemented and amended through a Ninth Supplemental Trust Indenture among the same parties (the Ninth Supplemental Indenture), together with the General Indenture and prior Supplemental Indentures, collectively referred to as the "Indenture."

Proceeds of the Series 2024A Bonds and the Series 2024B Bonds will be used to defease and refund all or a portion of the Aviation Board's outstanding Series 2015A Bonds and Series 2015B Bonds, respectively, and to pay the costs of issuing the Series 2024A Bonds and the Series 2024B Bonds, respectively.

Proceeds of the Series 2024C Bonds will be used to finance or to refinance the short-term financing of a portion of the constructing and equipping of certain capital improvements at Louis Armstrong New Orleans International Airport (the Airport), including: roadway improvements, utility improvements, an upgraded Checked Baggage Inspection System (CBIS), Baggage Handling System (BHS) improvements; runway and taxiway improvements; expansion of a public parking facilities, other landside improvements and other terminal projects. A portion of the proceeds of the Series 2024C Bonds also will be used to refinance short-term financing used by the Aviation Board to fund various other capital projects. The capital projects included in the Aviation Board's Capital Improvement Program (CIP), including those projects anticipated to be funded in part by the Series 2024C Bonds, are listed and described in more detail later in this Section.

This Report is organized into the following sections:

- Section 1 describes the Aviation Board, the Airport, and the Aviation Board's Capital Program and associated funding plan.
- Section 2 defines the Airport's air service area and discusses relevant demographic and economic trends at both regional and macro levels.
- Section 3 analyzes the historical aviation activity at the Airport and presents forecasts of future aviation activity.
- Section 4 reviews the financial framework of the Airport, reviews the recent historical financial performance of the Airport, and presents financial forecasts that examine the ability of the Airport to generate sufficient Revenues in each year of the forecast period to meet the Airport's financial obligations. Key financial indicators, including debt service coverage and airline cost per enplaned passenger are also presented.

1.1 | New Orleans Aviation Board

The Aviation Board was created in 1943 to oversee the administration, operation, and maintenance of the Airport. The Aviation Board is an unattached board under the executive branch of the New Orleans City Government, and it represents the City in all aeronautical matters.[1]

The Aviation Board consists of nine members who are appointed by the Mayor of New Orleans and approved by the New Orleans City Council. The Airport is partially located in the City of Kenner, which is in Jefferson Parish and partially in an unincorporated area of St. Charles Parish, immediately adjacent to the City of Kenner. Both the City of Kenner and the Parish of St. Charles have input regarding the selection of one member each to serve on the Aviation Board. The Aviation Board members are not compensated and serve five-year terms. The Chair and Vice-Chair are elected by the other Board members and serve in the Chair or Vice-Chair position until a new Chair or Vice Chair is selected by the Board members.

The Airport's operations and improvements are funded by airport user charges, revenues derived from leases and concession agreements, Passenger Facility Charges (PFCs), Louisiana Department of Transportation Trust Fund Grants, and funds received from the Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA). No general tax fund revenues from any state or local government are used to operate or maintain the Airport.

1.2 | Louis Armstrong New Orleans International Airport

In the mid-1930s, the City coordinated with the Civil Aviation Division (the predecessor to the FAA) to establish an airport at Moisant Field as an alternative to the Lakefront Airport which is located in the eastern portion of the City. Before the City could begin construction on the future airport, the land was taken over by the U.S. government and used as an air base during World War II. The Army used the land until the war ended and then returned it to the City along with an additional 295 adjacent acres in 1946. Commercial air service began at Moisant Field in May 1946, and by 1947, the Airport contained four runways on 1,360 acres. The site has since been expanded to the present size of 1,700 acres, which includes all Airport facilities and parcels for noise mitigation that the Aviation Board acquired before 2006. The Airport's three-letter identifier, MSY, stands for Moisant Stock Yards.

The Airport is adjacent to Interstate Highway 10, approximately 14 miles west of the New Orleans Central Business District, three miles south of Lake Pontchartrain, and one-half mile north of the Mississippi River. The location of the Airport is depicted in Figure 1.

[1] Lakefront Airport, a general aviation facility located on the southern shore of Lake Pontchartrain and within Orleans Parish, is owned by the Orleans Levee District.

Figure 1 | Location of the Airport

A passenger terminal and two concourses were dedicated in 1959, and in 1960, the name of the Airport was changed to New Orleans International Airport. In 1974, two more concourses were added at the east end of the original passenger terminal, thereby increasing the number of gates to 42. An extensive renovation was done on the West Concourse in 1979 and again in the 1990s. In August 2001, the Airport's name was changed to Louis Armstrong New Orleans International Airport in honor of what would have been the 100th birthday of the famous musician, who was born in New Orleans. This became known as the South Terminal.

In August 2011, the Aviation Board began a detailed analysis of the options for a new passenger terminal facility. The analysis focused on design, financial feasibility, environmental impact, and land use. After an extensive analysis, the Aviation Board determined that a new terminal complex on the airport's north side was the most feasible option for a new terminal facility. In April 2013, the Aviation Board announced its decision to proceed with what became known as the North Terminal Project. The North Terminal Project consists of a new passenger terminal along with necessary related improvements on the north side of the Airport, such as an aircraft apron, a central utility plant, parking garages, surface parking lots, an on-site roadway system and associated ground transportation facilities, and associated enabling projects such as navigational equipment and airfield lighting vault relocations. The North Terminal Project was designed to accommodate the long-term needs of the Airport and to preserve or repurpose existing assets where possible. The Aviation Board transferred all commercial passenger scheduled airline activities to the North Terminal. The North Terminal opened to the public on November 6, 2019.

The North Terminal is a three-story terminal building with three concourses (A, B, and C), 35 airline gates, and approximately 972,000 square feet of space. Departures and ticketing are located on the upper level. The ticketing and check-in area has 95 check-in counter positions, with some leased by specific airlines and some available for common use as needed. Additionally, the North Terminal includes an in-line Baggage Handling System (BHS) for checked baggage to improve screening efficiency, replacing the Explosive Detection System (EDS) machines that had been in use in the

South Terminal, and which had required manual transport of the bags to the outbound BHS after screening. The middle level provides general circulation between gates and through the terminal concession areas. After passing through a consolidated security checkpoint, passengers can access over 40 different food, beverage, news, gift, and specialty retail concessions as well as airport lounges. Baggage claim and arrival pick-ups are on the lower level, with access to the arrival roadway. The three concourses contain aircraft gates with passenger boarding bridges equipped with 400-hertz electrical service and pre-conditioned air. The terminal includes a Federal Inspection Services (FIS) facility to process international arriving flights, open when international flights are scheduled to arrive and when there is advance notice of unscheduled international flights. Additionally, a concrete apron was constructed to serve the new terminal building, as well as two new parking garages, a surface parking lot. Additionally at the South Campus there is remote parking with the economy and employee garage(s) accessible with shuttle service.

The FAA classifies the Airport as a primary medium hub airport in the National Plan of Integrated Airports System (NPIAS). A medium hub airport is defined by the FAA as serving between 0.25 percent and 1 percent of all annual enplaned passengers in the United States. In 2023, the most recent full year for which national FAA statistics are available, the Airport's 6.3 million enplanements accounted for approximately 0.67 percent of total U.S. system enplanements, and the FAA ranked the Airport as the 38th largest airport among all U.S. commercial service airports.[2]

1.3 | Capital Program

The Aviation Board's Capital Program includes the current CIP and future capital projects that are being developed as part of the Master Planning process. The estimated project costs and the planned funding sources are presented in Table 1. The project costs are based on estimates provided by the Aviation Board's capital planning team, reflecting the 2024 construction cost estimates, plus estimated soft costs (planning, design, project management, and associated costs).

In addition to updating the current CIP, the Aviation Board is in the process of developing a long-term Master Plan, which will consider potential future capital projects to meet the Airport's long-term needs. However, not all of those possible future capital projects are included in this Report because it is still early in the planning process, and the decisions whether or not to pursue those projects will depend on several factors not currently known, including the availability of potential funds under various federal grant programs, the pace of future air traffic growth at the Airport during the long-term planning horizon, among other factors. Therefore, the future projects shown on Table 1 are subject to change. The Site Work, Road, Parking Utilities, Demolition, Drainage Improvement, Runway 2-20 Mill & Overlay, Sewer Force Mains, Southside Demolition, and Pre-Construction Services projects are expected to be completed during the forecast period and the expected financial impact is accounted for in Section 4 of this report.

[2] Federal Aviation Administration, "Enplanements at All Commercial Service Airports (by Rank)," CY2023 Passenger Boarding Data, accessed at https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/cy23_commercial_service_enplanements on August 16, 2024.

Table 1 | Capital Improvement Program Estimated Costs and Funding Sources

		Funding Sources							
			Bipartisan Infrastructre Law (BIL)						
Project Name	Total Costs	Series 2024 Bonds	AIG	ATP	Airport Improvement Grants	2024 BANS [1]	Future BANS [1]	Future Series 2025 Bonds [2]	Future Funding Sources / Bonds [3]
CIP Projects									
Checked Baggage Inspection System Expansion - 5th EDS	$ 36,922,204	$ -	$ -	$ -	$ -	$ 22,654,635	$ 14,267,569		$ -
North / South Connector - Enabling	29,602,349		13,526,976	7,000,000		5,711,725	3,363,648		
Pavement and Piles - Terminal, Conc Connector	20,743,174					20,011,808	731,366		
Baggage Handling System Upgrade - DeviceNet to Ethernet	14,801,175					14,279,313	521,862		
Sewer Force Mains - Concourse B	11,920,287	11,920,287							
Sewer - Terminal	12,793,598					12,342,519	451,079		
Checked Baggage Inspection System Expansion	16,092,153	16,092,153							
Runway 11-29 Mill & Overlay	9,536,230	9,536,230							
Concourse C Sewer Repair	8,281,671	8,281,671							
Taxiway Golf - Barriere CO #4	7,223,629	2,365,769			4,857,860				
Baggage Handling System Recontrol	5,262,071	5,262,071							
Electrical Improvements	5,195,658	5,195,658							
South Terminal West Terminal Boiler Replacement	5,182,734	5,182,734							
Phase 1 Pavement Maintenance	4,500,000	4,500,000							
Overflow Parking Lot - Phase 1	4,172,101	4,172,101							
Overflow Parking Lot - Phase 2	4,172,101	4,172,101							
Inbound & Outbound Elevated Ramps	3,135,554	3,135,554							
CUP Valve Replacement	2,850,504	2,850,504							
Ingress/Egress Roadway	2,677,576	2,677,576							
Universal Water Softener	2,653,560	2,653,560							
North Terminal - Airline - Support	2,929,655	2,929,655							
North Terminal - Landside -On Airport Roadway	827,194	827,194							
North Terminal - Airside - Apron	656,265	656,265							
North Terminal - Airside - Loading Bridges	171,548	171,548							
Total CIP Projects	**$ 212,302,992**	**$ 92,582,631**	**$ 13,526,976**	**$ 7,000,000**	**$ 4,857,860**	**$ 75,000,000**	**$ 19,335,525**	**$ -**	**$ -**
Future Projects									
Concourse Expansion	$ 672,750,000								$ 672,750,000
Terminal Development	506,000,000								506,000,000
Landside Roadway & Parking Facilities	310,500,000								310,500,000
Enabling Projects: Site Work, Roads, Parking, Utilities, Demo	77,625,000							77,625,000	
Drainage Improvements	57,500,000							57,500,000	
Runway 2-20 Mill & Overlay	46,000,000							46,000,000	
Electrical, Communications, and other Support Infrastructure	28,750,000								28,750,000
Landside/Apron Improvement Program	28,750,000								28,750,000
Sewer Force Mains	17,250,000							17,250,000	
Southside Demolition	11,500,000							11,500,000	
Enabling Project: Pre-Construction Services	1,700,000							1,700,000	
Total Future Projects	**$ 1,758,325,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 211,575,000**	**$ 1,546,750,000**
Totals	**$ 1,970,627,992**	**$ 92,582,631**	**$ 13,526,976**	**$ 7,000,000**	**$ 4,857,860**	**$ 75,000,000**	**$ 19,335,525**	**$ 211,575,000**	**$ 1,546,750,000**

Note: Total Costs based on estimates provided by the Aviation Board's capital planning team, reflecting the 2024 construction cost estimates, plus estimated soft costs (design, planning, project management, and associated costs).

[1] After 3 years, the BANs are anticipated to be refinanced with GARBs. The debt service from the GARBs is included in the financial projections.

[2] These projects are expected to be completed during the forecast period, and the projected impact is reflected in Section 4. These projects have not yet been approved by the airlines, and they will require MII approval from the Airline Affairs Committee.

[3] These projects are not expected to be completed during the forecast period and the projected impact is not reflected in Section 4. Future projects and future funding are being contemplated as part of the ongoing master planning process.

The individual projects included in the Aviation Board's current CIP are described below.

1.3.1 | CIP Components

The CIP includes the following capital projects.

CBIS Expansion

The Checked Baggage Inspection System (CBIS) will be expanded to accommodate two additional Explosive Detection System (EDS) machines and four additional checked baggage inspection tables. The project includes a 5,000 square foot addition to the North Terminal, reconfiguration of the existing program within the building, and associated utility relocations.

North/South Connector – Enabling

The economy parking garage, employee parking garage, and CONRAC facility currently located in the South Campus of the Airport are still being utilized. This location requires a bus operation to move people between the South Campus facilities and the North Terminal. This roadway system contains 4 traffic lights, is subject to congestion, and leads to excessive travel times, 15 to 25 minutes on average, depending on traffic, a downgraded level of service, and additional costs. The Aviation Board desires to have a dedicated shuttle road for these busses to connect and improve the North Terminal roadway and South Campus facilities roadway. This project will provide for the planning, design, and construction of an asphalt and concrete bus road adjacent to and connecting the existing access road to the South Campus. Ultimately the roadway system will include pile supports to alleviate concerns of future settlement.

Pavement and Piles – Terminal and Concourse Connector

Pavement elevation issues must be addressed to improve the sewer systems' and ramp traffic's operational performance and reliability. The project will replace the airside pavement at the Baggage Makeup doors. The new pavement will be pile-supported and require the use of steel-segmented piles to minimize impacts on operations. The gravity sewer system currently serving the Terminal will be relocated, tunneled below the slab, and replaced with pile-supported sewer lift stations and force mains.

BHS Upgrade – DeviceNet to Ethernet

This project will upgrade the existing baggage handling equipment to ensure adequate serviceability and the availability of future parts. DeviceNet devices are no longer in production, and spare parts have become increasingly difficult to obtain. This project will involve upgrading all existing DeviceNet devices to Ethernet devices to ensure the system will perform as expected.

Sewer Force Mains – Concourse B

Due to the ongoing settlement of the apron around the terminal and concourses, the gravity sewer lines are being improved with force mains. This project is a continuation of the process for the Concourse B sewer lines.

Sewer – Terminal

This project is necessary to improve the operational performance of the existing sanitary sewer system. The existing sanitary sewer will be removed, and the existing gravity sewer system along Concourse C will be upgraded to a force main system and multiple grinder pumps.

Runway 29 Mill & Overlay

Due to the age of the runway, Runway 11-29 requires rehabilitation. This project will include rehabilitation of a section of the runway.

Concourse C Sewer Repair

Due to settlement of the existing soils around the North Terminal and the constructed design, the existing sanitary sewer system is experiencing settlement of elements of the sewer system. The repairs will reconfigure the existing service laterals to discharge into new manholes that will serve as lift stations and pump the effluent to downstream structures and eliminate the risk of sewer backups from blockages due to settlement.

Taxiway Golf – Barriere CO #4

Unexpected conditions encountered during the demolition and excavation of Taxiway Golf led to additional costs. This project represents the additional costs incurred, which include the repair of utilities damaged during construction of Taxiway Golf, increased energy fees, large pavement quantities, and additional airfield signage changes.

BHS Recontrol

The existing BHS was improved to increase operational efficiency and the system's capacity. This project recontrols the existing software to increase the BHS's efficiency and improve the system's maintenance.

Electrical Improvements

Due to settlement of the existing soils around and under the North Terminal and the constructed design, maintenance and repair of the underground electrical system is being performed. As the soil continues to shift, occasional breaks of the electrical lines occur. To best resolve the situation, the underground electrical lines will be run overhead within the building to the electrical rooms. This would eliminate any future potential for breaks due to soil movement.

South Terminal West Terminal Boiler Replacement

The existing infrastructure in the South Terminal and South Campus is 50 years old. The Airport's long-term vision includes redeveloping the South Campus, including reutilizing parts of the South Terminal. The boilers that serve the western half of the South Terminal have exceeded their useful life and cannot be repaired due to age. The boilers were required to be decommissioned by the State Fire Marshall's Office.

These boilers provide the necessary and required heating for former Concourse D and associated ramp offices, west lobby, and west baggage area. These spaces are leased to a variety of tenants, including UPS, which recently relocated its cargo operation to the west side of Concourse D, aircraft maintenance offices, TSA K-9 program offices, police narcotics office, NOAB locksmith office and workshop, and security guard offices. In addition, former Concourse D is used for non-scheduled charter activity and VIP arrivals, such as U.S. Presidential and dignitary visits, NFL/NBA charter activities, sporting events (such as Sugar Bowl, NCAA final four, Super Bowl LIX, NCAA football championship, etc.), and emergency preparedness training. Furthermore, heating is required in these areas to preserve life safety systems, potable water, and sewer systems.

Currently, portable temporary units must be rented to provide the necessary heating until new boiler units are procured and installed. Given the uses and tenants leasing space, as well as the preservation of life safety, occupancy, and structural integrity, the boiler units must be replaced.

Phase 1 Pavement Maintenance

Due to settlement of landside and airside pavements, several areas are in need of repair. This project will include the removal and replacement of sections of pavement to minimize operational hazards.

Overflow Parking Lot - Phase 1

With multiple special events and changes in the dynamics of parking, additional parking areas are required. This parking can be used during peak times when the garages are full. For Phase 1, approximately 200 spaces will be developed east of the Long-Term Parking Garage. The project includes the design and construction of a paved parking lot, signage, lighting, and a traffic-controlled pedestrian crosswalk.

Overflow Parking Lot - Phase 2

Phase 2 of the Overflow Parking Lot will provide an additional 200 spaces, for a total of 400 spaces, east of the Long-Term Parking Garage. The project includes the design and construction of a paved parking lot, signage, lighting, and a traffic-controlled pedestrian crosswalk.

Inbound & Outbound Elevated Ramps

The existing approach slabs along the Elevated Departures Road need repairs due to excessive settlement. This project will remove existing slabs and driving piles and will install new slabs. The project will be phased to allow continuous traffic to utilize the Elevated Departures Roadway.

CUP Valve Replacement

The potable water supplied by the City of Kenner contains high calcium levels. As a result, the existing water distribution system components are suffering from an accumulation of calcium deposits. These deposits have significantly damaged the valves in the Central Utility Plant. Replacing the failing valves is critical for the functionality and servicing of the boilers and chillers serving the entire terminal building. This project will replace those valves. To prevent this issue, a water softener has been installed for the North Terminal.

Ingress/Egress Roadway

With increased passenger traffic and the integration of the vehicle flyover road, improvements to the landside roadways are required. This includes widening of the outbound lanes and connection to the new access point for Transportation Network Companies (TNCs).

Universal Water Softener

Water softeners are needed to prevent excessive wear that has occurred to plumbing equipment due to the presence of hard water. The first centralized water softener will be installed at the incoming water supply. The second centralized water softener will be installed outside of the CUP, and it will provide conditioned water to each boiler.

North Terminal – Airline – Support

This project includes the closeout of the North Terminal Project to facilitate leases, as-builts, warranty work, and repairs to the terminal building.

North Terminal – Landside – On Airport Roadway

This project includes the closeout of the North Terminal Project to facilitate as-builts, warranty work, and repairs of roadways, utilities, and landside facilities.

North Terminal – Airside – Apron

This project includes the closeout of the North Terminal Project to facilitate as-builts, warranty work and repairs of apron and airside facilities.

North Terminal – Airside – Loading Bridges

This project included a study to determine the allowable fleet mix that could be utilized at each gate and what modifications would be needed to existing gates to serve aircraft that were determined to be out-of-range for existing bridges.

Future Capital Projects

The Aviation Board plans to include some of the capital projects being developed in the Master Planning process in the Capital Program. The Aviation Board will require approval to complete the projects.

1.3.2 | CIP Funding Sources

The costs of the Capital Program are anticipated to be funded from the following sources:

Series 2024C Bonds

The funding plan calls for General Airport Revenue Bonds (GARBs) to be issued to finance a portion of the capital costs of the CIP and refinance the short-term financing of a portion of the constructing and equipping of certain capital improvements. The Series 2024C Bonds are anticipated to fund approximately $42.3 million of capital costs and refinance $50.2 million of short-term financing.

Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (BIL) is an investment in America's transportation network, which was signed into law in November 2021. The law provides for a $25 billion investment to modernize airport infrastructure, spread equally over five years (federal fiscal years (FFY) 2022 through 2026). As specified in the BIL, the FAA plans to invest the $25 billion total investment in the three categories described below.

- $15 billion for airport infrastructure to increase safety and expand capacity. This portion of the BIL spending is known as the Airport Infrastructure Grant (AIG) Program.
- $5 billion to improve aging terminal facilities, including projects such as terminal renovations, terminal enabling projects, terminal roadways, and central heating and refrigeration facilities. This portion of the BIL spending is known as the Airport Terminal Program (ATP).
- $5 billion to improve air traffic facilities.

The $15 billion in AIG funds are allocated to airports using a two-step process. First, grants are allocated based on the same formula used for determining the allocation of FAA AIP entitlement grants. Second, any remaining balance is allocated based on each commercial airport's share of total U.S. enplanements. As enplanements grow from year-to-year, the amount of funds allocated based on the FAA AIP entitlement grant formula will increase, reducing the remaining balance to be allocated.

The $5 billion ATP is a competitive or discretionary program; however, no more than 15 percent of the total ($750 million) can be awarded to medium-hub airports, Airport demand for competitive BIL grant funds is expected to exceed funding availability. ATP grant amounts are based on an evaluation of funds that can be reasonably expected to be made available to the Aviation Board. The evaluation is based in part on an examination of BIL ATP grants announced for medium hub airports for FFY2022.

The BIL also expanded eligible sponsorship for certain rail, transit, and highway grant (surface transportation) programs to owners and operators of airports. The funding plan assumes that the Aviation Board will be able to successfully compete for funds from these programs and also reflects an evaluation of amounts that the Airport can reasonably expect to receive.

The funding plan assumes that the Aviation Board will receive approximately $13.5 million in AIG funding and $7.0 million in ATP funding under the provisions of BIL. If these assumed funding amounts are not received, the Aviation Board will fund the associated capital projects with BANS in the short term, which would then be refinanced with long-term debt in the future.

FAA Airport Improvement Program Grants

FAA Airport Improvement (AIP) grants are administered to develop and maintain infrastructure projects that increase the capacity, safety, and security at airports across the United States. The FAA issues either entitlement (passenger or cargo) or discretionary grants for projects. AIP passenger entitlement grants are awarded using an enplanement-based formula. The FAA awards AIP discretionary grants based on established funding priorities and the allocation of discretionary funds among nine FAA regions. The distribution of the funds to the FAA regions is based on various considerations including the number and types of airports in each region, and the identified capital needs of those airports. This analysis assumes that the FAA AIP grant program will continue throughout the projection period.

AIP passenger entitlement funding amounts are based on the forecasts of passenger traffic. Some projects, in particular projects for terminal development, are only partially eligible for AIP funding.

For those projects, the entitlement funding amounts reflect the percentage of eligibility typical for such projects, based on the team's experience at the Airport and at other airports. The maximum funding eligibility for medium hub airport (the category for the Airport) as defined by the FAA, is 75 percent, except for noise projects, which have an 80 percent eligibility.

Demand for AIP discretionary grant funding consistently exceeds funding availability. AIP discretionary grant funding amounts are based on an evaluation of amounts that can be reasonably expected to be made available to the Airport considering historic AIP discretionary grant funding provided to the Airport, the timing of projects identified for AIP discretionary grant funding, and the level of AIP discretionary grant funding support provided to similar projects at comparable airports.

The funding plan assumes that the Aviation Board will receive approximately $4.9 million in AIP funding for eligible project costs of the CIP.

Bond Anticipation Notes

The funding plan assumes approximately $94.3 million in Bond Anticipation Notes (BANS), which are anticipated to meet the Aviation Board's short-term capital funding needs. The Aviation Board anticipates that the BANS will be refinanced with long-term debt, issued under the General Indenture, in 2027.

Future Bonds

The Aviation Board anticipates issuing future series of GARBs in 2025 to fund approximately $211.6 million of future capital project costs. The Airline Affairs Committee has not approved the future capital projects, but the Aviation Board will require such approval to complete the projects. The Aviation Board also anticipates issuing a future series of GARBs in 2027 to refinance the portion of the 2024 BANS not refinanced with the Series 2024C Bonds and future BANS. It is assumed that the future bonds will be issued with approximately 2.5 years of capitalized interest, and that the associated debt service (after the capitalized interest period) will be recovered through the annual airline rates and charges.

SECTION 2 | REGIONAL AND MACRO ECONOMIC ENVIRONMENT

National trends influence U.S. aggregate demand for air travel and shape state and regional economies. Similarly, regional trends impact local demand for outbound travel and the region's attractiveness as a visitor destination. This section examines the demographic and economic trends in the New Orleans MSA, the state of Louisiana, and the United States. It also provides an outlook on both the regional and national economies.

The COVID-19 pandemic, which lasted from March 2020 to May 2023, severely disrupted daily life and economic activities worldwide. Stay-at-home orders, travel restrictions, and social distancing exacerbated the economic repercussions, leading to a sharp fall in passenger traffic, a major downturn in the aviation industry, and a deep recession. This section illustrates the substantial negative economic impacts as well as the strong recovery, demonstrating the New Orleans MSA economy's resilience.

2.1 | Air Service Area

The Airport's primary air service area is the New Orleans-Metairie, LA, MSA (Table 2). Effective July 2023, the New Orleans MSA comprises seven adjoining parishes in southeastern Louisiana: Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist. [3] The two principal population concentrations in the MSA reside in New Orleans and Metairie. The City of New Orleans is coterminous with Orleans Parish, while Metairie is the largest census-designated place in Jefferson Parish. Previously, the New Orleans MSA delineation included St. Tammany Parish, which is now designated as a separate MSA (the Slidell-Mandeville-Covington, LA MSA).

Table 2 | Component Counties of the New Orleans MSA, 2023

Principal Cities	Parishes			
New Orleans	Jefferson	Plaquemines	St. Charles	St. John the Baptist
Metairie	Orleans	St. Bernard	St. James	

Sources: U.S Office of Management and Budget 2023, and Unison Consulting, Inc..

The Airport is mostly located in Jefferson Parish with a small portion expanding into neighboring St. Charles Parish and is located approximately 14 miles west of the New Orleans Central Business District (Figure 2). It is the only major commercial service airport in the New Orleans MSA. In 2023, the FAA classified the Airport as a medium hub, a category for airports that account for 0.25 to 1.0

[3] The Office of Management and Budget (OMB) establishes and maintains the delineations of Metropolitan Statistical Areas, Metropolitan Divisions, Micropolitan Statistical Areas, Combined Statistical Areas, and New England City and Town Areas to provide nationally consistent delineations for collecting, tabulating, and publishing Federal statistics for a set of geographic areas. See U.S. Office of Management and Budget, *OMB Bulletin* No. 23-01, July 21, 2023.

percent of annual U.S. commercial enplanements. In 2023, MSY had nearly 6.4 million enplanements;[4] making it comparable to San Jose (SJC) and Sacramento (SMF).[5]

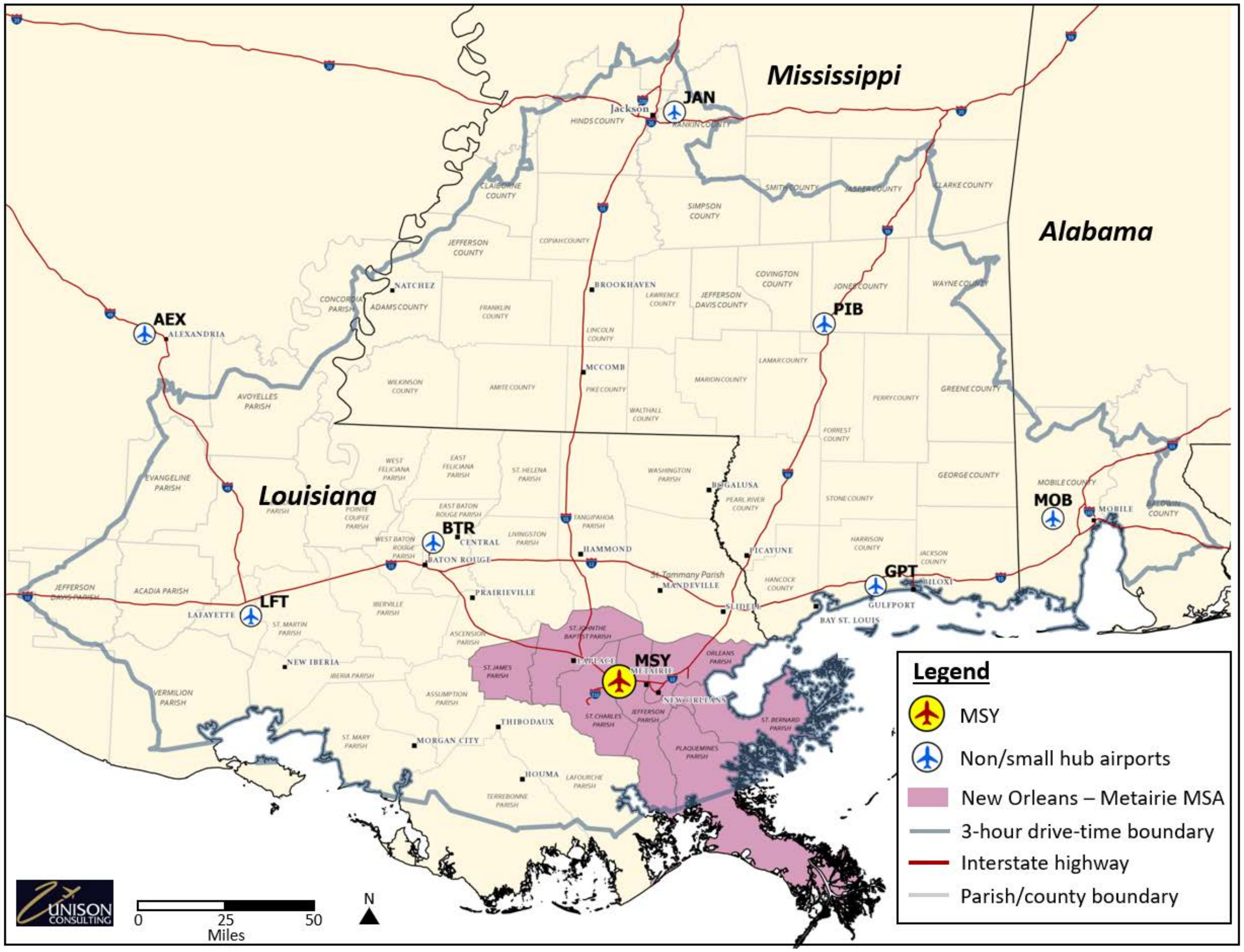
Most commercial service airports near New Orleans are nonhubs, with annual enplanements exceeding 10,000 but comprising less than 0.05 percent of U.S. commercial enplanements (Figure 2 and Table 3). Baton Rouge (BTR) and Gulfport-Biloxi (GPT), the closest alternatives within two hours of driving, each had fewer than 400,000 enplanements in 2023. Lafayette (LFT), Mobile (MOB), and Hattiesburg (PIB) are within a 2.5-hour drive. LFT and MOB each had fewer than 300,000 enplanements in 2023, and PIB is a very small airport under the Essential Air Service Program.[6] The largest alternative is Jackson (JAN), a small hub about 2.75 hours away. Due to their distance, size, and limited service, these airports pose little competition to MSY. In fact, MSY attracts passengers from a wider geographic area, including areas served by these alternative airports.

[4] U.S. Bureau of Transportation Statistics

[5] Commercial service airports are publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service. Nonhubs have more than 10,000 enplanements but less than 0.05 percent of the annual U.S. total enplanements; small hubs have a 0.05-0.25 percent share; medium hubs, a 0.25-1.0 percent share; and large hubs, more than 1 percent share. See: Federal Aviation Administration, “Airport Categories,” https://www.faa.gov/airports/planning_capacity/categories. 2022 is the latest date for which hub designations are available.

[6] U.S. Department of Transportation, Essential Air Service, https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/essential-air-service

Figure 2 | The New Orleans MSA and Surrounding Region



Sources: Esri, FAA, and Unison Consulting, Inc.

Table 3 | Selected Commercial Service Airports within Approximately Three Driving Hours of MSY

Airport Information			Enplanement Statistics		Distance from MSY	
Name	State	Code	2023 Enplanements	2023 FAA Hub Classification	Miles	Average Drive Time
New Orleans International Airport	LA	MSY	6,309,196	medium	0	0
Baton Rouge Metropolitan Airport	LA	BTR	377,665	nonhub	75	1h 15m
Gulfport-Biloxi International Airport	MS	GPT	376,976	nonhub	87	1h 26m
Hattiesburg-Laurel Regional Airport	MS	PIB	13,002	nonhub	133	2h 1m
Lafayette Regional Airport	LA	LFT	229,831	nonhub	123	2h 2m
Mobile Regional Airport	AL	MOB	275,342	nonhub	150	2h 25m
Jackson International Airport	MS	JAN	628,321	small	182	2h 44m
Alexandria International Airport	LA	AEX	176,351	nonhub	198	3h 8m

Sources: FAA, Google Maps, Federal Aviation Administration, and Unison Consulting, Inc.
Distances and drive times are approximate and vary by day, time, and driving conditions.
Enplanements are based on the FAA's 2023 "Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports," which is used by the FAA for the designation of airport hub status.

2.2 | Demographic Attributes

Demographic factors are fundamental drivers of regional economic conditions. Population size, growth rate, age distribution, immigration, and educational attainment significantly impact the labor force—its size, quality, and productivity. Additionally, demographics and income characteristics shape consumption patterns and demand for various goods and services, including demand for air travel.

2.2.1 | Population

In 2023, the New Orleans MSA ranked as the 58th largest MSA in the United States, with a population of 962,165, primarily concentrated in Jefferson and Orleans Parishes (81 percent). The Airport's passenger market extends beyond the MSA boundaries, potentially including an additional 3.2 million people residing within a two-hour drive.[7]

Figure 3 shows the population trends in the New Orleans MSA since 2000, along with those for Louisiana and the United States. For consistency in depicting trends over time, we continue to include St. Tammany Parish in the New Orleans MSA data.[8] While the U.S. population grew 19 percent since 2000 (0.7 percent CAGR[9]), Louisiana's increase was a modest 2 percent (0.1 percent CAGR), and the New Orleans MSA contracted by 8 percent (-0.3 percent CAGR).

Several factors have hindered population growth in Louisiana and New Orleans. In 2005, Hurricanes Katrina and Rita caused widespread devastation that led to significant outmigration;

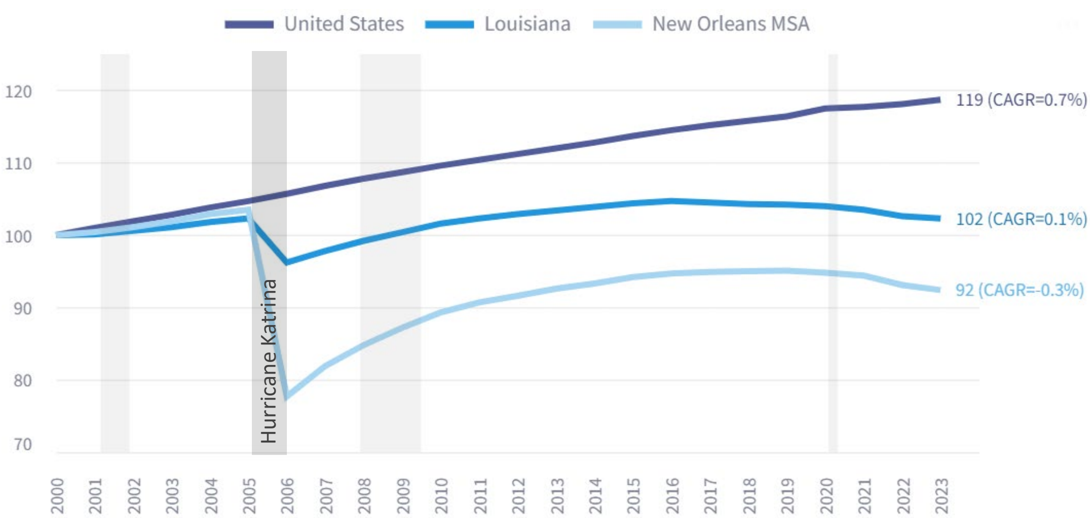
[7] Based on estimates from 2023 ESRI demographics.

[8] The St. Tammany Parish population is estimated at 275,583 as of July 1, 2023 (Source: U.S. Census Bureau).

[9] CAGR refers to compound annual growth rate.

Louisiana lost 6 percent of its population, and the New Orleans MSA lost nearly 25 percent. Although Louisiana has since regained its pre-hurricane population, the New Orleans MSA has not. The constant threat of hurricanes and flooding continues to deter potential residents. Economic challenges, particularly the downturn in the oil industry from 2015-2017, resulted in job losses that prompted many residents to seek opportunities elsewhere. More recently, the COVID-19 pandemic impacted regional economies, accelerating population decline in Louisiana and reversing Katrina-related recovery progress in the New Orleans MSA.

Figure 3 | Population Index (2000=100), 2000-2023

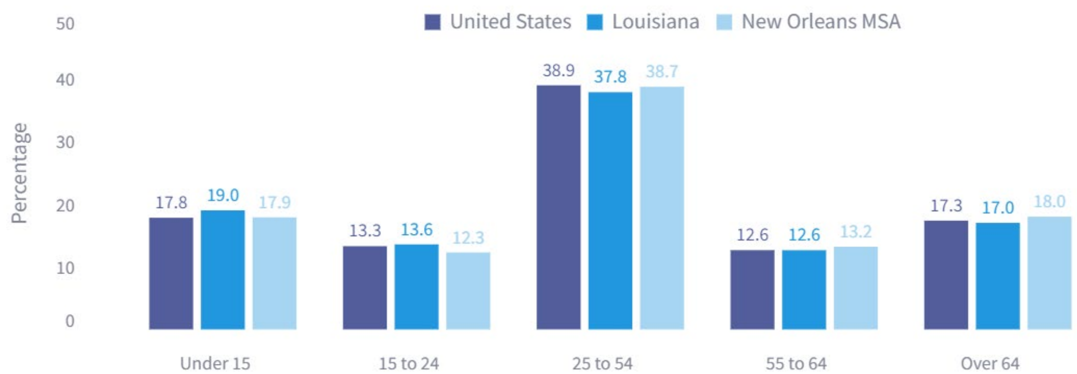


Sources: U.S. Census Bureau Unison Consulting, Inc.
Gray areas indicate economic recession periods. The New Orleans MSA data include St. Tammany Parish.

2.2.2 | Population Age Structure

A region's population distribution by age has essential economic and social implications (Figure 4). The New Orleans MSA population age distribution mirrors national and state trends. In 2022, approximately 52 percent of the New Orleans MSA population was within the prime working age (25 to 64 years), similar to the United States (52 percent) and slightly higher than Louisiana (50 percent). A sizeable working-age population is essential for a robust local economy and a high standard of living.

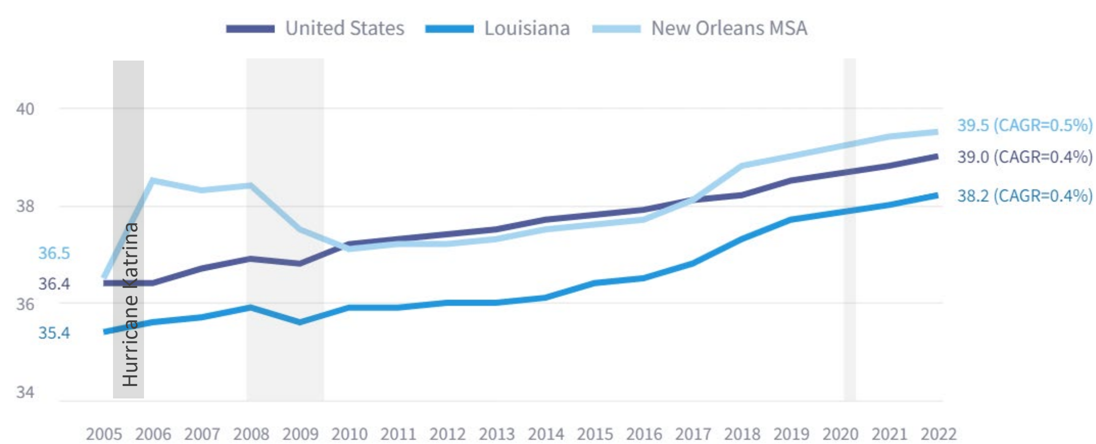
Figure 4 | Population Age Distribution, 2022



Sources: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.

The New Orleans MSA's median age (39.5) is slightly higher than the U.S. median age (39) and Louisiana's (38.2), though all three are experiencing population aging (Figure 5). Between 2005 and 2022, the median age rose by 2.6 years in the U.S., 2.8 years in Louisiana, and 3.0 years in the New Orleans MSA. An aging population presents a challenge for economic growth because it slows the growth of the labor pool. To counter this trend and sustain economic growth, labor productivity must improve through upskilling, raising educational attainment, and technological advancements.

Figure 5 | Median Age, 2005-2022



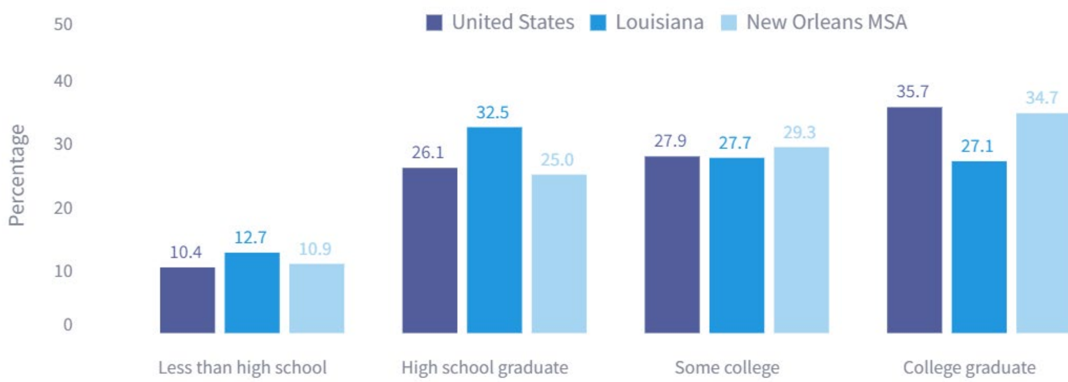
Sources: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

2.2.3 | Educational Attainment

Education promotes economic growth in several ways. It raises workers' productivity, increasing human capital and economic output. It fosters innovation, accelerates the adoption of new technologies, and equips the workforce to adapt to changing work environments and skill requirements. Studies show that regions with educated and skilled workers thrive.[10, 11, 12] Educated workers earn more: in 2023, college graduates earned more than double and had nearly three times lower unemployment rates than those without a high school diploma.[13, 14]

Educational attainment in the New Orleans MSA is higher than in Louisiana and comparable to national levels (Figure 6). About 35 percent of the population aged 25 and over in the MSA hold a bachelor's degree or higher, compared to 27 percent in Louisiana and 34 percent nationwide. From 2005 to 2022, the percentage of residents with at least a bachelor's degree increased from 25 percent to 35 percent, while those with less than a high school diploma decreased from 16 percent to 11 percent. Improving educational attainment in the MSA will enhance opportunities for future economic growth. The Greater New Orleans region is home to 13 colleges and universities, including Tulane University, Loyola University, Xavier University and the University of New Orleans providing access to educational attainment.

Figure 6 | Educational Attainment, 2022



Sources: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.

2.2.4 | Foreign-Born Population

Amid an aging population and declining birth rates, immigration can increase the population, expand the labor force, boost productivity, and broaden the regional market for goods and

[10] Edward Glaeser, *Triumph of the City* (New York: Penguin Books, 2012).

[11] E. Hanushek and L. Woessman, "Education and Economic Growth," International Encyclopedia of Education (Oxford: Elsevier, 2010), Vol. 2, pp. 245-252.

[12] D. Claude and L. Charlotte, "Human Capital and Economic Growth," *Encyclopedia of International Higher Education Systems and Institutions* (Dordrecht: Springer, 2019).

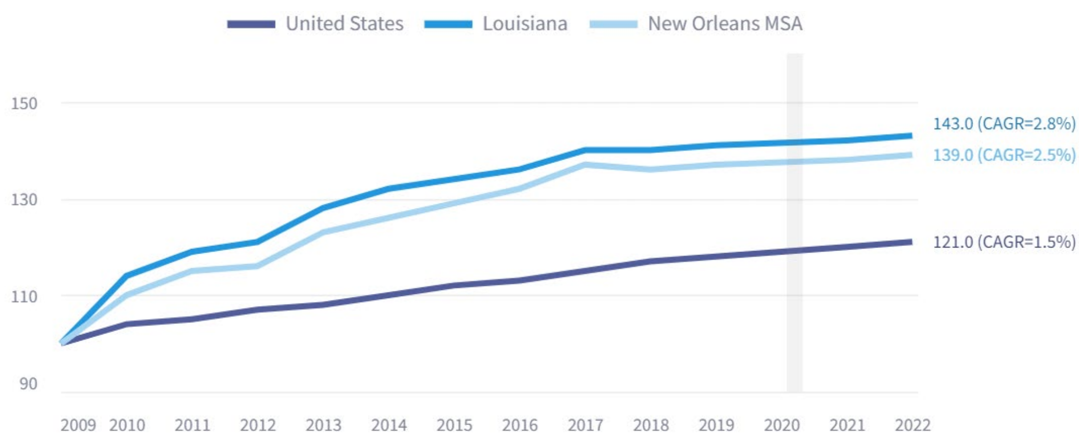
[13] U.S. Bureau of Labor Statistics, "Education pays, 2022," May 2023, https://www.bls.gov/careeroutlook/2023/data-on-display/education-pays.htm.

[14] U.S. Bureau of Labor Statistics, "Unemployment Rates for Persons 25 years and older by Educational Attainment, Seasonally Adjusted."

services.[15, 16] Immigrants also increase demand for air travel through their trips and visits from family and friends.

The New Orleans MSA has a small but growing immigrant population. In 2022, foreign-born individuals comprised 7.6 percent of the New Orleans MSA population, greater than the state's share (4.3 percent) but less than their national share (13.6 percent). Between 2009 and 2022, the number of foreign-born residents in the New Orleans MSA grew at a CAGR of 2.5 percent, faster than the national rate (1.5 percent) and slightly slower than Louisiana's (2.8 percent) (Figure 7). Immigration offset some of the domestic outmigration from the region since 2020, adding over 9,500 residents, including those in St. Tammany Parish.[17]

Figure 7 | Foreign Born Population Index, 2009-2022



Sources: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

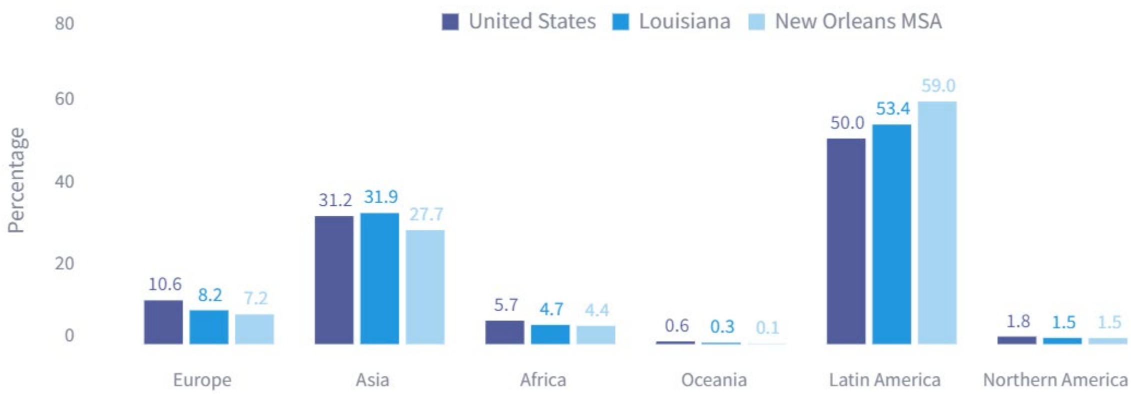
By origin, 59 percent of the foreign-born population in the New Orleans MSA comes from Latin America, and 28 percent comes from Asia (Figure 8). Compared with the United States, the New Orleans MSA has relatively more residents from Latin America and fewer residents from Asia and Europe.

[15] G.J. Borjas, "Immigration and Economic Growth," National Bureau of Economic Research *Working Paper Series*, Working Paper 25836, May 2019, https://www.nber.org/system/files/working_papers/ w25836/w25836.pdf.

[16] P. Orrenius and C. Smith, "Without Immigration, U.S. Economy Will Struggle to Grow," *Dallas Fed Economics*, Federal Reserve Bank of Dallas, April 9, 2020, https://www.dallasfed.org/research/economics/2020/ 0409.

[17] U.S. Census Bureau Components of Residential Population Change.

Figure 8 | Foreign-Born Residents by Region of Origin, 2022



Source: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.

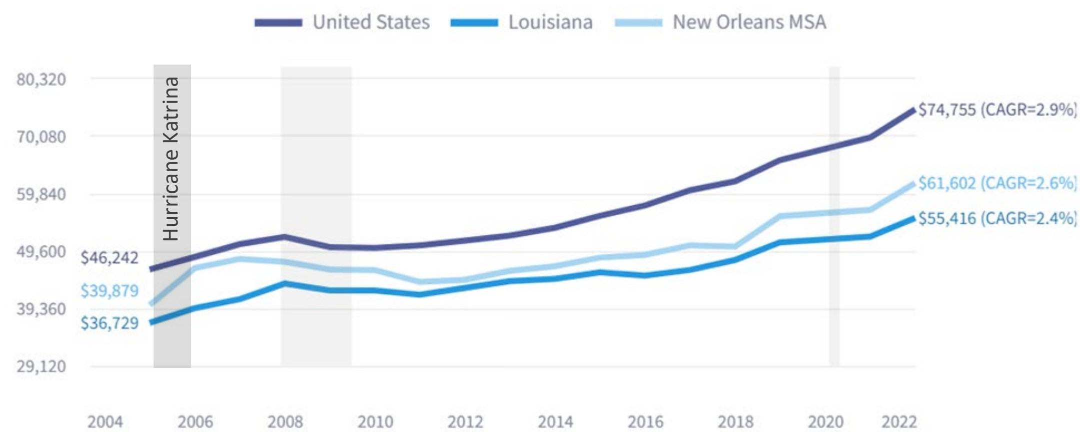
2.2.5 | Income

Demand for air travel increases with income, often at a faster rate, indicating an income elasticity greater than one. This means that, as income rises, air travel increases proportionately more, assuming other factors remain constant.[18]

New Orleans MSA households generally earn more than those in the rest of Louisiana but less than the national average (Figure 9). Compared to state figures, the median household income in the New Orleans MSA ($61,602) is 11 percent higher, and the New Orleans MSA has a higher percentage of households earning at least $50,000 (Figure 10). Compared to the United States, however, the New Orleans MSA's median household income is18 percent lower, and relatively fewer households earn at least $50,000.

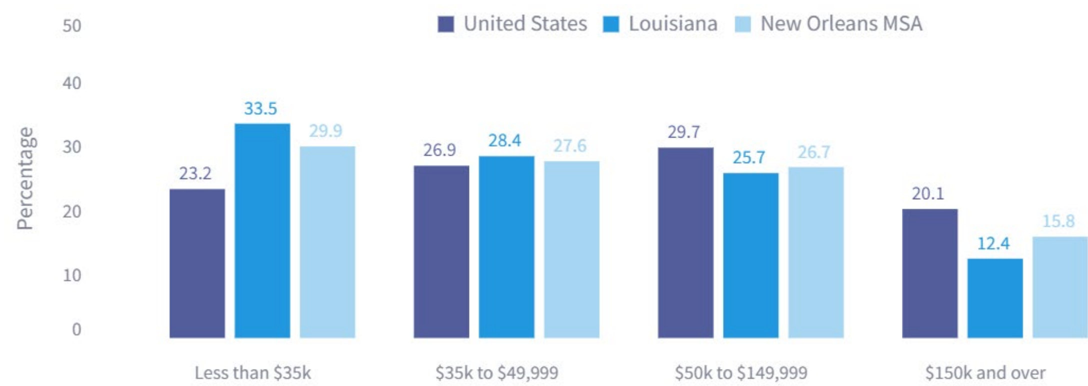
[18] This implies that a 10 percent increase in income will generate more than a 10 percent increase in air travel demand. See: C. A. Gallet and H. Doucouliagos, "The income elasticity of air travel: A meta-analysis," *Annals of Tourism Research* 49 (2014), 141-155.

Figure 9 | Median Household Income, 2004-2022



Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

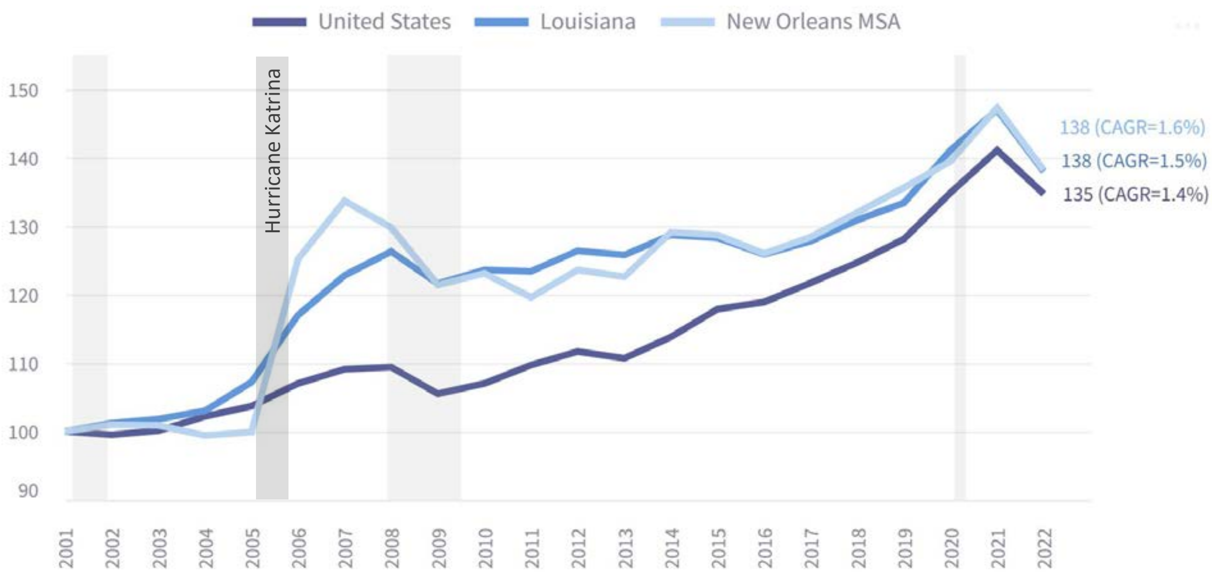
Figure 10 | Median Household Income and Household Income Distribution, 2022



Sources: U.S. Census Bureau 2022 American Community Survey and Unison Consulting, Inc.

Real per capita personal income (PCPI) shows favorable trends for the New Orleans MSA through 2022 (Figure 11). Between 2001 and 2022, PCPI increased 38 percent in New Orleans MSA and Louisiana, with CAGRs of 1.6 percent and 1.5 percent, respectively, outpacing the national increase of 35 percent (1.4 percent CAGR). Since 2006, PCPI in the New Orleans MSA has been higher than the national average.

Figure 11 | Real Personal Per Capita Income, 2000-2022

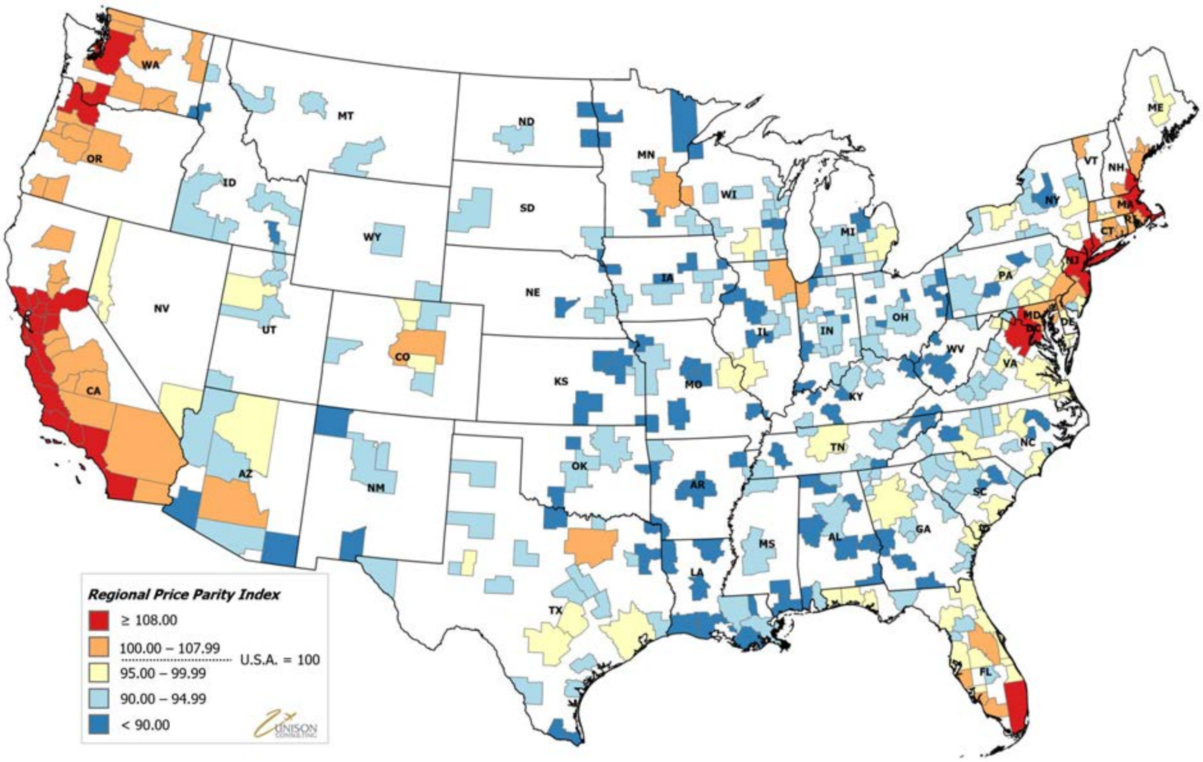


Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

2.2.6 | Cost of Living

Although the median household income in the New Orleans MSA is lower than the national average, residents enjoy a lower cost of living. Based on the regional price parity index, prices in the New Orleans MSA are about 6.4 percent below the U.S. average (Figure 12). They are significantly lower than in other major metropolitan areas such as Atlanta, Dallas, Houston, Chicago, and Washington, D.C. All other things equal, lower prices leave more discretionary income for travel.

Figure 12 | Regional Price Parity Index (U.S. Average=100), 2022



Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.

2.3 | Economic Attributes

A region's economic vitality can be gauged through GDP trends, labor market conditions, industry mix, and tourism activity. Regional, national, and global economic conditions impact demand for air travel.

2.3.1 | Gross Domestic Product

The most comprehensive measure of economic output is GDP—the dollar value of all goods and services produced in a region. Sustained GDP growth signals economic expansion, increasing employment, incomes, and air travel. Conversely, declining GDP over two or more consecutive quarters often signals a recession, in which employment, income, and air travel fall. Over the last two decades, the correlation between U.S. enplanements and real GDP is about 0.7.[19]

When COVID-19 struck the United States in Q1 2020, lockdowns and social distancing measures led to a deep recession. U.S. real GDP decreased by 5.3 percent in Q1 and 28 percent in Q2 2020 (Figure

[19] The correlation coefficient measures the degree to which data series move in tandem with one another. A zero (0) correlation means no association, while a correlation of one (1) indicates a perfect association.

13). The Q2 decline alone was at least three times the overall GDP decline during the 2008-2009 Great Recession.

Unlike typical recessions caused by market factors, the 2020 recession resulted from pandemic-induced supply and demand shocks. As restrictions eased, U.S. real GDP rebounded swiftly, increasing 34.8 percent in Q3 2020 and 4.2 percent in Q4 2020. Vaccination efforts helped restore consumer and business confidence, accelerating U.S. real GDP recovery to 5.8 percent in 2021, the highest annual increase since 1978.

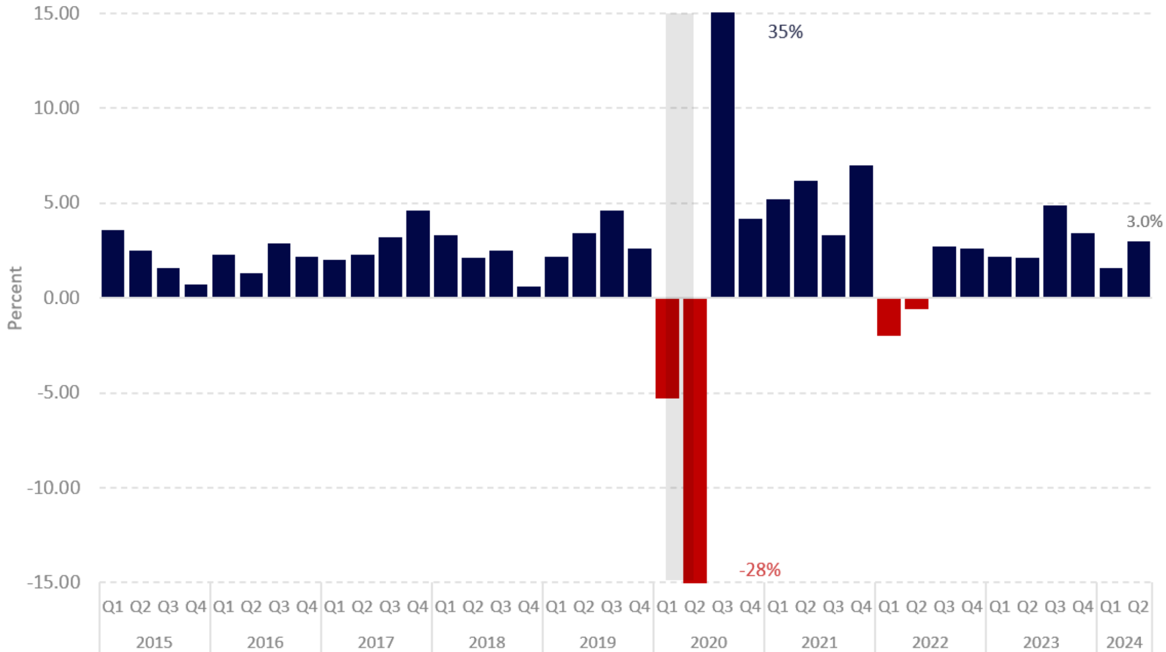
In 2022, Omicron variant infections, supply-chain issues, and labor market tightness halted economic recovery; GDP declined by 2.0 percent in Q1 and 0.6 percent in Q2. However, nonfarm employment, real consumer spending, industrial production, and real personal income continued to rise. GDP rebounded with 2.7 percent growth in Q3 and 2.6 percent in Q4, resulting in 1.9 percent annual growth.

In 2023, rising interest rates and banking sector concerns slowed GDP growth to 2.2 percent in Q1 and 2.1 percent in Q2. In the second half of the year, strong consumer spending bolstered GDP growth to 4.9 percent in Q3 and 3.4 percent in Q4, ending 2023 with 2.5 percent annual growth.

In 2024, GDP growth slowed to 1.6 percent in Q1 but rebounded to 3.0 percent in Q2 on the tailwinds of strong consumer spending. However, the *Wall Street Journal's* July 2024 Economic Forecasting Survey projects slower GDP growth in the next four quarters: 1.6 percent in Q3, 1.5 percent in Q4, 1.7 percent in Q1 2025, and 1.9 percent in Q2 2025. [20] Slowing GDP growth could dampen enplanement growth.

[20] Wells Fargo, "Economic Growth Exceeded Expectation in Q2," https://wellsfargo.bluematrix.com/links2/html/6adb4983-c8c0-4b39-9e9b-15f354eeb590, July 25, 2024.

Figure 13 | U.S. Real GDP, Quarterly, Annualized Percent Change from Previous Period, Q1 2015-Q2 2024



Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Since 2017, real GDP growth in Louisiana and the New Orleans MSA has generally mirrored national trends, reflecting business cycles and the impacts of COVID-19 (Figure 14). However, the region's economic performance has lagged behind the nation. While the U.S. economy grew 11 percent (2.2 percent CAGR) between 2017 and 2022, Louisiana contracted by 4 percent (-0.7 percent CAGR), and the New Orleans MSA contracted by 5 percent (-1.1 percent CAGR).[21] Only 11 U.S. MSAs experienced a weaker GDP recovery since COVID-19 than the New Orleans MSA, and two are also in Louisiana (Lake Charles MSA and Houma-Thibodaux MSA).[22] Although Louisiana's real GDP rebounded in 2023, it remains below 2017. The slower growth in Louisiana and the New Orleans MSA underscores a critical need for region-specific economic strategies to revitalize the local economy and align with broader economic successes.

Louisiana's economy remains heavily reliant on oil and gas extraction and petrochemical industries, which contributed approximately 14 percent to the state GDP in 2022.[23] The oil and gas industry

[21] In 2023, the U.S. Bureau of Economic Analysis began a significant revision of state and MSA GDP data. As of May 2024, only data from 2017-2022 (MSA) is available. Earlier years will become available in the future.

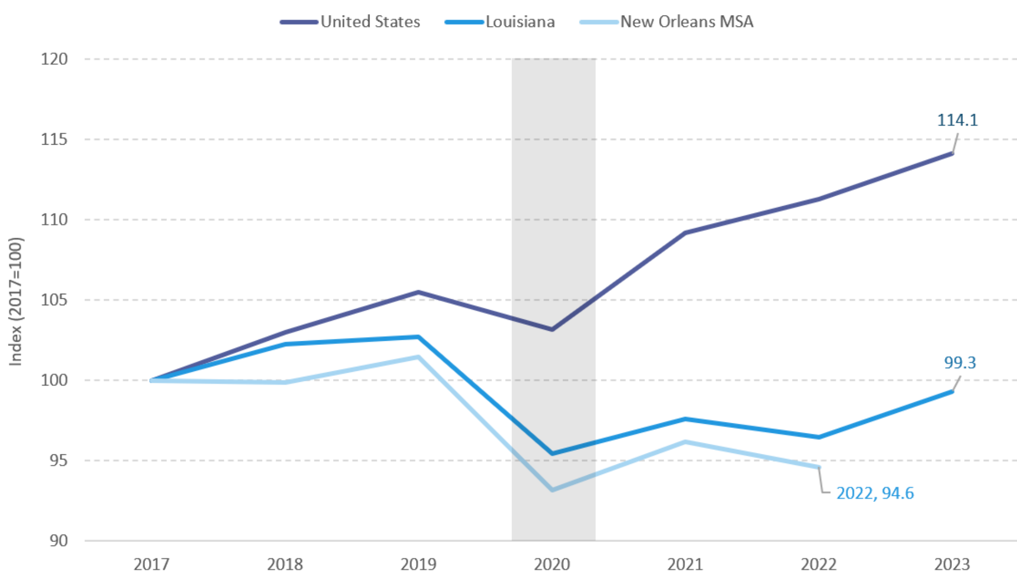
[22] U.S. Bureau of Economic Analysis.

[23] Louisiana Department of Administration, Economic Outlook, https://doa.la.gov/media/2ujo5dog/outlook.pdf.

directly employed 92,00 people and indirectly supported 350,000 jobs in 2021.[24] State crude oil production decreased 51 percent from 56.48 million barrels in 2013 to 27.83 million barrels in 2023, while natural gas production increased 81 percent from 2.26 million MCF to 4.10 million MCF.[25] These figures highlight the volatility of the sectors, where total employment has decreased by 42 percent since 2013. The economic impact of these losses is magnified by the energy sector's high wages, large employment multipliers, and substantial contributions to state and local tax revenues.[26]

Fortunately, the southern Louisiana economy also includes a unique and vibrant leisure and hospitality sector, that has experienced growth since the Great Recession, providing needed economic diversity to the region.

Figure 14 | Real GDP Index (2001=100), 2017-2023



Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc. MSA-level data are available through 2022. Gray areas indicate economic recession periods.

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[24] American Petroleum Institute, Impacts of the Oil and Natural Gas Industry on the US Economy in 2021, https://www.api.org/-/media/files/policy/american-energy/pwc/2023/api-pwc-economic-impact-report-2023, April 2023.

[25] Louisiana Department of Energy and Natural Resources, Louisiana Energy Facts and Figures, https://www.dnr.louisiana.gov/index.cfm?md=pagebuilder&tmp=home&pid=209.

[26] L. Scott, "The Energy Sector: Still a Giant Economic Engine for the Louisiana Economy ---An Update," Grow Louisiana Coalition, 2018, https://www.noia.org/wp-content/uploads/2021/04/2018-THE-ENERGY-SECTOR-STUDY_GROW-LOUISIANA-COALITION.pdf.

2.3.2 | Labor Market

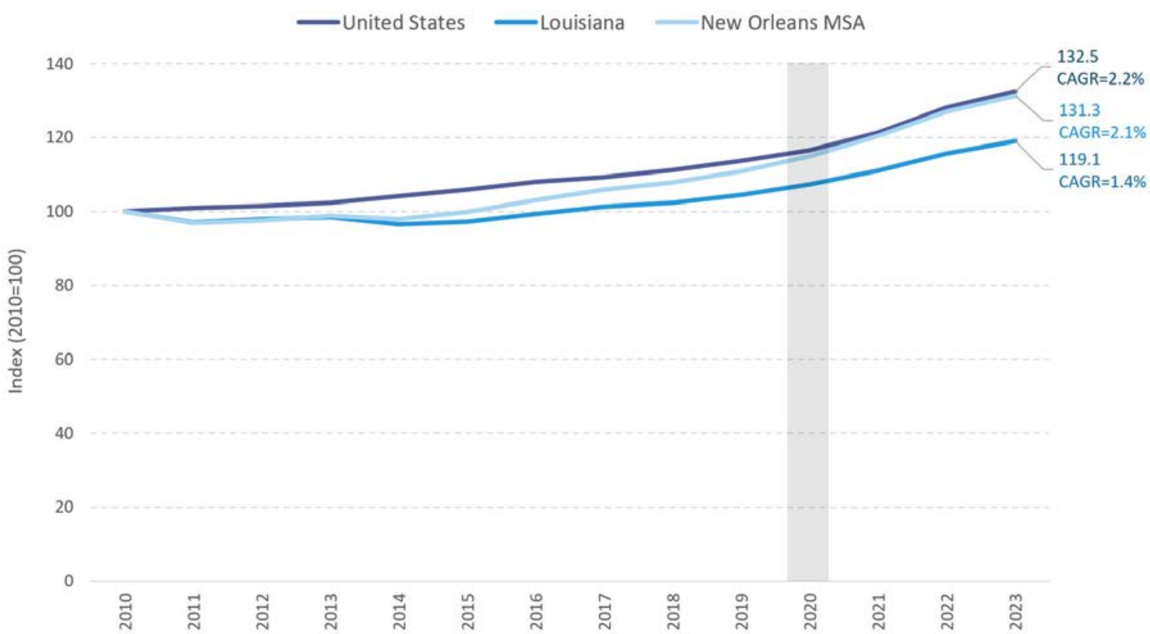
Labor market trends evolve with business cycles and reflect the state of the economy. Growth in business establishments and employment increase income and stimulate air travel demand.

Business Establishments

A growing number of business establishments indicate a healthy business climate conducive to entrepreneurial activity. New business formation creates jobs and promotes overall economic growth.

Between 2010 and 2023, the number of establishments in the New Orleans MSA increased 31 percent (2.1 percent CAGR), on pace with the national trend (33 percent, 2.2 percent CAGR), outperforming Louisiana's growth (19 percent, 1.4 percent CAGR) (Figure 15). This growth suggests a strong entrepreneurial culture and a positive outlook for employment in the New Orleans MSA.

Figure 15 | Business Establishments Index (2010=100), 2010-2023



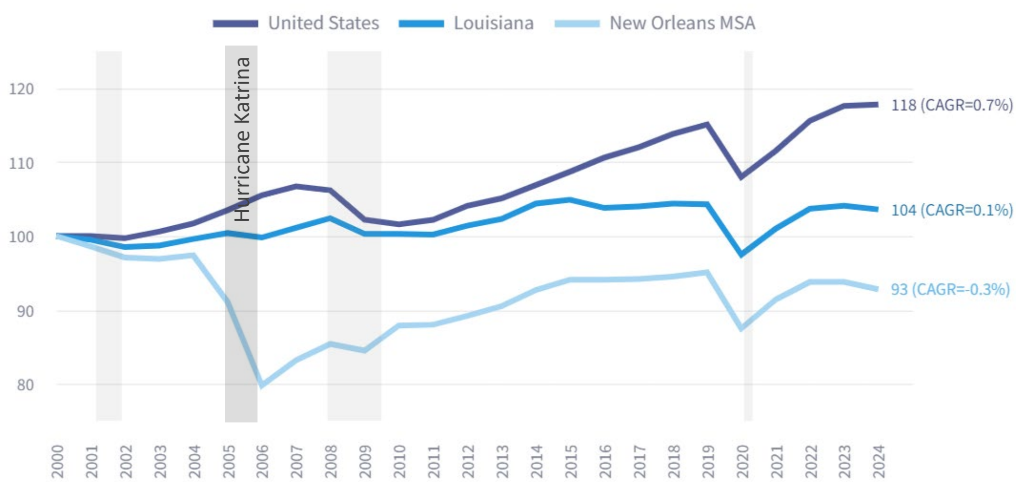
Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Employment

The 2005 hurricanes led to an 18 percent decrease in employment in the New Orleans MSA between 2004 and 2006. Recovery brought back more than 92,000 jobs in the New Orleans MSA between 2006 and 2019 at a 1.4 percent CAGR, faster than employment growth in Louisiana (0.3 percent CAGR) and the United States (0.7 percent CAGR) over the same period. The Great Recession caused employment losses across the country, but the New Orleans MSA quickly resumed steady employment recovery—thanks to reconstruction activity—even as the rest of the country continued to cut jobs. As of 2024, however, employment in the New Orleans MSA remains 7 percent lower than the 2000 level (-0.3 percent CAGR). By comparison, employment increased by 4 percent (0.1 percent CAGR) in Louisiana and by 18 percent (0.7 percent CAGR) in the United States (Figure 16).

In 2020, the pandemic-induced recession led to a steeper decline in employment in the New Orleans MSA (-8 percent) than in Louisiana (-6.5 percent) and nationwide (-6.2 percent). As of Q2 2024, national employment exceeded 2019 levels by 2.5 percent, while Louisiana and the New Orleans MSA were still below their 2019 levels by 0.7 percent and 2.6 percent, respectively.

Figure 16 | Employment Index (2000=100), 2000-2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
National and state data are through through Q2 2024. MSA data are through May 2024.
Gray areas indicate economic recession periods.

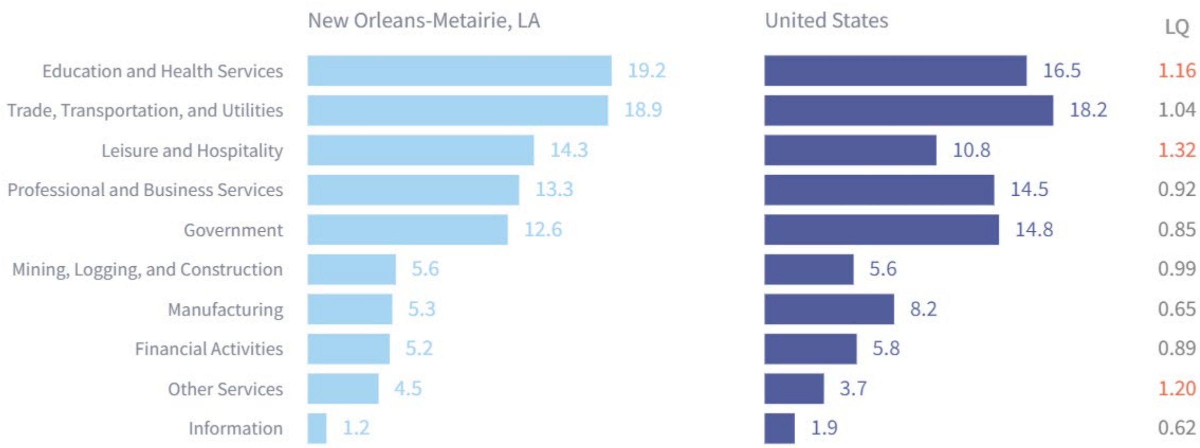
Nonfarm Employment by Industry

A diversified economy is vital for robust growth and resilience against economic shocks. Conversely, heavy specialization in a few industries, especially pro-cyclical industries like construction, mining, and manufacturing, increases vulnerability to business cycle fluctuations. Regions often specialize due to natural resources, geography, labor supply, and business climate, leading to higher concentrations in specific industries than the national average.

Figure 17 shows the employment distribution across nonfarm industry sectors in the New Orleans MSA and the United States in 2024. The MSA's largest industry sector is education and health services (19.2 percent), followed by trade, transportation & utilities (18.9 percent), and leisure & business services (14.3 percent).

Figure 17 also presents the location quotient (LQ), which measures an industry's relative concentration within a region. An LQ higher than one indicates specialization in a particular industry—the region has a larger share of employment in that industry compared to the national share. The New Orleans MSA shows specialization in leisure & hospitality with an LQ of 1.32, education & health services with an LQ of 1.16, and other services with an LQ of 1.20. Other services include maintenance, repair, and personal services, employing about 5 percent of the MSA's workers. Strong specialization in leisure & hospitality highlights tourism's importance to the New Orleans MSA. Conversely, the MSA has the lowest LQs in manufacturing (0.65) and information (0.62). These industries have significantly smaller shares of employment in the MSA than in the nation.

Figure 17 | Employment Mix and Location Quotients—Selected Nonfarm Sectors, 2024

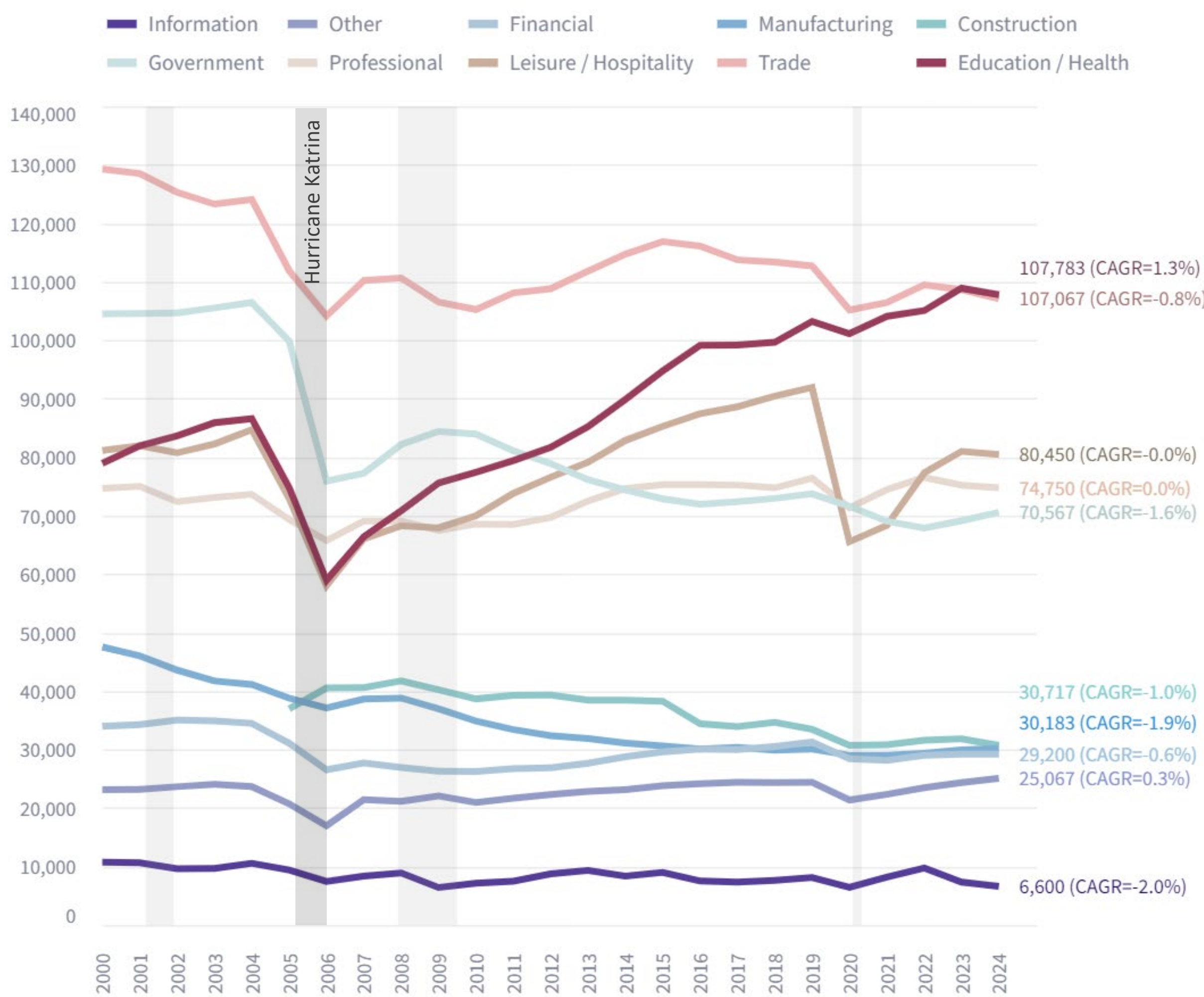


Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
2024 data are as of June.

Figure 18 shows employment trends in selected nonfarm sectors from 2000 to 2024 and the corresponding CAGRs. Employment trends reflect impacts from the 2005 hurricanes, the Great Recession (2008-2009), the oil industry downturn, and the 2020 COVID-19 recession.

Between 2000 and 2024, only education & health services (1.3 percent CAGR) and other services (0.3 percent CAGR) experienced growth. Leisure & hospitality and professional services had zero growth, while other industry sectors declined. Much of the long-term decline resulted from drops after the 2005 hurricanes. From 2006 to 2019, many industry sectors grew, including education and health services (2.2 percent CAGR), leisure and hospitality (3.6 percent), other services (2.8 percent), and financial activities (1.3 percent CAGR). During the COVID-19 pandemic, however, most industry sectors in the New Orleans MSA suffered significant employment losses. Leisure & hospitality experienced the largest decline, with employment falling 29 percent between 2019 and 2020. Leisure & hospitality employment fell nationally due to stay-at-home orders and public reluctance to travel. By mid-2024, employment in most sectors—except education & health services, other services, and manufacturing—remained below 2019 levels. Most significantly, leisure & hospitality employment continued to lag pre-COVID levels by more than 12 percent.

Figure 18 | Employment by Selected Industry, New Orleans MSA, 2000-2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods. Compound annual growth rates are in parentheses.
2024 data are through June.

Leading Employers

A diverse range of employers from both public and private sectors, along with many small enterprises, support the New Orleans MSA economy. Large corporate presence drives significant demand for air travel.

Major private employers in the area span diverse industries including financial services, construction, education, energy, healthcare, manufacturing, logistics, and technology (Table 4). Prominent companies like Boeing, Chevron, Domino Sugar, Port of South Louisiana, and Harrah's contribute to the region's broad economic base.

Table 4 | Selected Private Employers by Industry in the New Orleans MSA

Private Employers	Industry	Private Employers	Industry
Accenture	Business & Professional Services	LCMC Health	Healthcare
Accruent	Technology	Levelset	Technology
Adams & Reese	Legal	Live Nation	Sports and Entertainment
AECOM	Construction, Architects & Engineers	LLOG Exploration	Energy
Associated Terminals	Supply Chain and Logistics	LM Windpower	Manufacturing
Associated Wholesale Grocers	Supply Chain and Logistics	Lockheed Martin	Manufacturing
Audubon Companies	Construction, Architects & Engineers	Louisiana Cancer Research Center	Healthcare
Audubon Nature Institute	Nonprofits & Foundations	Loyola University New Orleans	Education
Bernhard MCC	Construction, Architects & Engineers	Lucid	Technology
Boeing	Manufacturing	Marathon Oil	Energy
Boh Brothers	Construction, Architects & Engineers	Netchex	Technology
Bollinger Shipyards	Manufacturing	New Orleans & Company	Hospitality and Tourism
C.H. Fenstermaker & Associates	Construction, Architects & Engineers	New Orleans Cold Storage	Supply Chain and Logistics
C&S Wholesale Grocers	Supply Chain and Logistics	New Orleans East Hospital	Healthcare
CH2M Hill	Construction, Architects & Engineers	North Oaks Health System	Healthcare
Chalmette Refinery	Energy	Ochsner Health System	Healthcare
Chevron	Energy	Palmisano	Construction, Architects & Engineers
Children's Hospital	Healthcare	Pan-American Life Insurance Group	Insurance
Cornerstone Chemical Company	Manufacturing	Peoples Health	Healthcare
Dillard University	Education	Peter Mayer	Media and Advertising
Domino Sugar	Manufacturing	Phillips66	Energy
DonahueFavret Contractors	Construction, Architects & Engineers	Plaquemines Port Harbor & Terminal District	Supply Chain and Logistics
The Dow Chemical Company	Manufacturing	PoolCorp	Other
Dupuy Storage & Forwarding	Supply Chain and Logistics	Port of New Orleans	Supply Chain and Logistics
DXC Technology	Technology	Port of South Louisiana	Supply Chain and Logistics
East Jefferson General Hospital	Healthcare	PosiGen	Energy
Elmer Chocolate	Manufacturing	Postlethwaite & Netterville	Accounting Services
Entergy Corporation	Energy	PricewaterhouseCoopers	Accounting Services
Ernst & Young	Accounting Services	Rain CII Carbon	Manufacturing
Eskew+Dumez+Ripple	Construction, Architects & Engineers	Royal Engineers and Consultants	Construction, Architects & Engineers
Folgers Coffee	Manufacturing	Select Comfort	Other
GCR Inc.	Technology	Shell	Energy
GE	Technology	Solomon Group	Sports and Entertainment
Geocent	Technology	SE Louisiana Veterans Healthcare System	Healthcare
Gibbs Construction	Construction, Architects & Engineers	T. Baker Smith	Construction, Architects & Engineers
Globalstar	Technology	TCI Packaging	Supply Chain and Logistics
Hancock Whitney Bank	Banking and Finance	Testronic	Technology
Harrah's New Orleans Hotel & Casino	Sports and Entertainment	Textron Systems Marine & Land	Manufacturing
Hornbeck Offshore Services	Supply Chain and Logistics	Tidewater	Supply Chain and Logistics
Innocence Project New Orleans	Nonprofits & Foundations	Trumpet	Media and Advertising
International-Matex Tank Terminals	Supply Chain and Logistics	Tulane University	Education
International Paper	Manufacturing	Tulane Health System	Healthcare
Intralox	Manufacturing	TurboSquid	Technology
iSeatz	Technology	Valero	Energy
Jones Walker	Legal	Venice Port Complex	Supply Chain and Logistics
Kearney Companies	Supply Chain and Logistics	Waldemar S. Nelson Engineering	Construction, Architects & Engineers
Kinder Morgan Delta Terminal	Energy	Weeks Marine	Construction, Architects & Engineers
Laitram	Manufacturing	West Jefferson General Hospital	Healthcare
Lakeview Regional Medical Center	Healthcare	Woodward Design + Build	Construction, Architects & Engineers
Landis Construction	Construction, Architects & Engineers	Xavier University of Louisiana	Education

Sources: Greater New Orleans Inc. Regional Economic Development and Unison Consulting, Inc.

Public institutions are also major employers in the New Orleans MSA (Table 5). These include the University of New Orleans, United States Army Corps of Engineers, The Louis Armstrong New Orleans International Airport, and various local and regional government organizations.

Table 5 | Selected Public Employers in the New Orleans MSA

Public Employers	Industry	Public Employers	Industry
City of New Orleans	Government	Southeastern Louisiana University	Education
Delgado Community College	Education	St. Bernard Parish Government	Government
Ernest N. Morial Convention Center New Orleans	Hospitality and Tourism	St. Charles Parish Government	Government
Jefferson Parish Government	Government	St. James Parish Government	Government
Louis Armstrong New Orleans International Airport	Supply Chain and Logistics	St. John the Baptist Government	Government
LSU Health Sciences Center	Healthcare	St. Tammany Parish Government	Government
NASA	Manufacturing	Tangipahoa Parish Government	Government
Naval Air Station Join Reserve Base	Government	United States Army Corps of Engineers	Construction, Architects & Engineers
Northshore Technical Community College	Education	United States Marine Corps	Government
Nunez Community College	Education	United States Navy	Government
Plaquemines Parish Government	Government	University of New Orleans	Education
River Parishes Community College	Education	Washington Parish Government	Government
Southeast Louisiana Veterans Health Care System	Healthcare		

Source: Greater New Orleans Inc. Regional Economic Development and Unison Consulting, Inc.

Commuting

The New Orleans MSA has a net employment inflow of more than 35,000 workers, indicating that it attracts workers from beyond its boundaries. Approximately 79 percent of those employed in the MSA also live there, similar to cities like Charlotte (77 percent), Tampa (77 percent), and Milwaukee (78 percent).

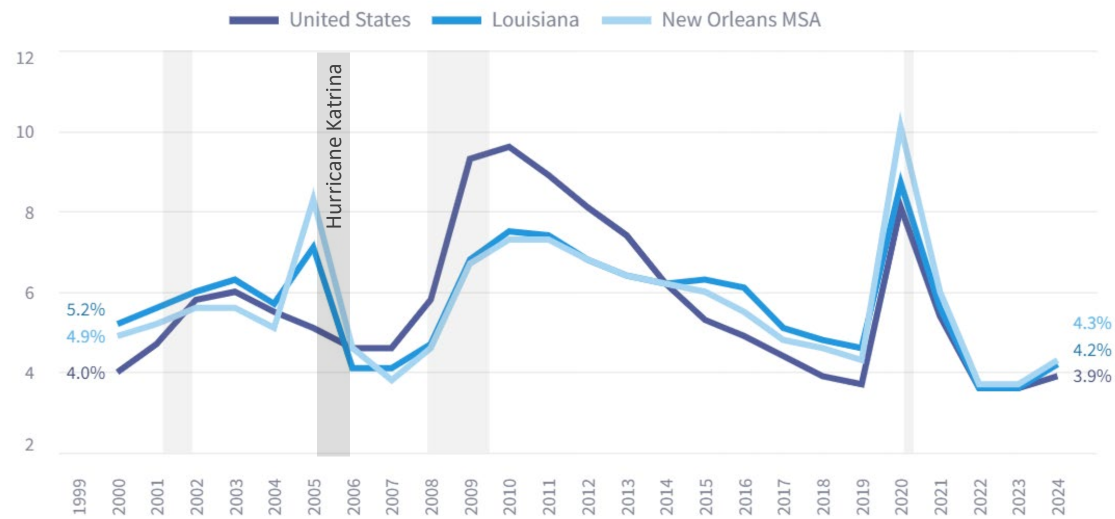
Unemployment

The unemployment rate measures the share of the labor force (those 16 and older) who are unemployed and actively seeking work. Higher rates correlate with reduced incomes and discretionary spending. Unemployment rates typically rise during recessions and fall during expansions (Figure 19).

Following the Great Recession, annual unemployment peaked at 7.3 percent in the New Orleans MSA, below the peaks in Louisiana (7.5 percent) and the United States (9.6 percent). By 2019, unemployment rates had dropped to full-employment levels: 4.3 percent in the MSA, 4.6 percent in Louisiana, and below 4 percent in the United States. In 2020, the COVID-19 pandemic triggered another spike, with annual unemployment reaching 10.1 percent in the New Orleans MSA, surpassing peaks in Louisiana (8.7 percent) in Louisiana and the United States (8.1 percent). Recovery was swift, and by mid-2024, unemployment rates had stabilized to full-employment levels: 4.3 percent in the New Orleans MSA, 4.3 percent in Louisiana, and 3.9 percent nationally.[27]

[27] Unemployment rates between 4.1 and 4.7 percent indicate full employment—a state where "…the unemployment rate equals the nonaccelerating inflation rate of unemployment, no cyclical unemployment

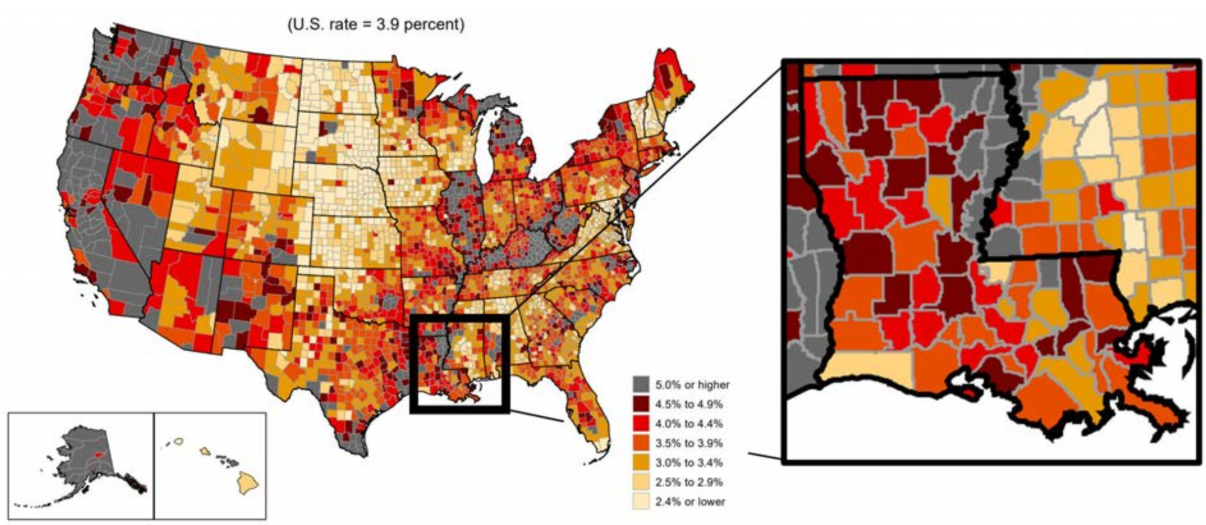
Figure 19 | Annual Unemployment Rate, 2000-2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Figure 20 shows the 12-month average unemployment rate through July 2024 by county nationwide. The New Orleans MSA has a somewhat lower unemployment rate compared to surrounding areas in southeastern Texas and northern Louisiana.

Figure 20 | Unemployment Rate by County, 12-Month Average through July 2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.

exists, and GDP is at its potential." Sources: (1) C. Cook, "Full Employment," Bloomberg, 2016. (2) Bureau of Labor Statistics, "Full Employment: an assumption within BLS projections," 2017.

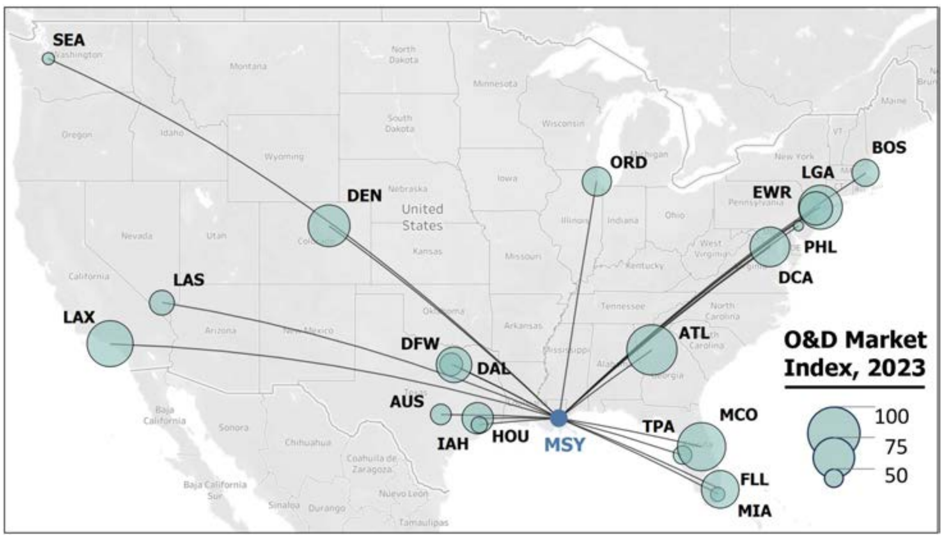
2.3.3 | Tourism

Tourism is a key driver of economic growth, bringing "new" money to a region through visitor spending on food, lodging, recreation, and other local services. It is a significant component of the economy for both New Orleans and Louisiana, supporting thousands of jobs.[28] In 2022, Louisiana tourism generated $23 billion in business sales, $336 million in GDP, $1.9 billion in state and local taxes, and supported nearly 157,000 jobs.

Tourism, the Visitor Economy, and MSY

MSY serves origin and destination (O&D) markets nationwide (Figure 21), with Atlanta being the largest. The Airport provides significant connections to major Northeast markets such as New York (LGA and EWR), Boston (BOS), Philadelphia (PHL), and Washington D.C. (DCA), western markets like Denver (DEN), Los Angeles (LAX), and Las Vegas (LAS), and key markets in Texas and Florida.

Figure 21 | MSY Top 20 Domestic O&D Markets Index, 2023

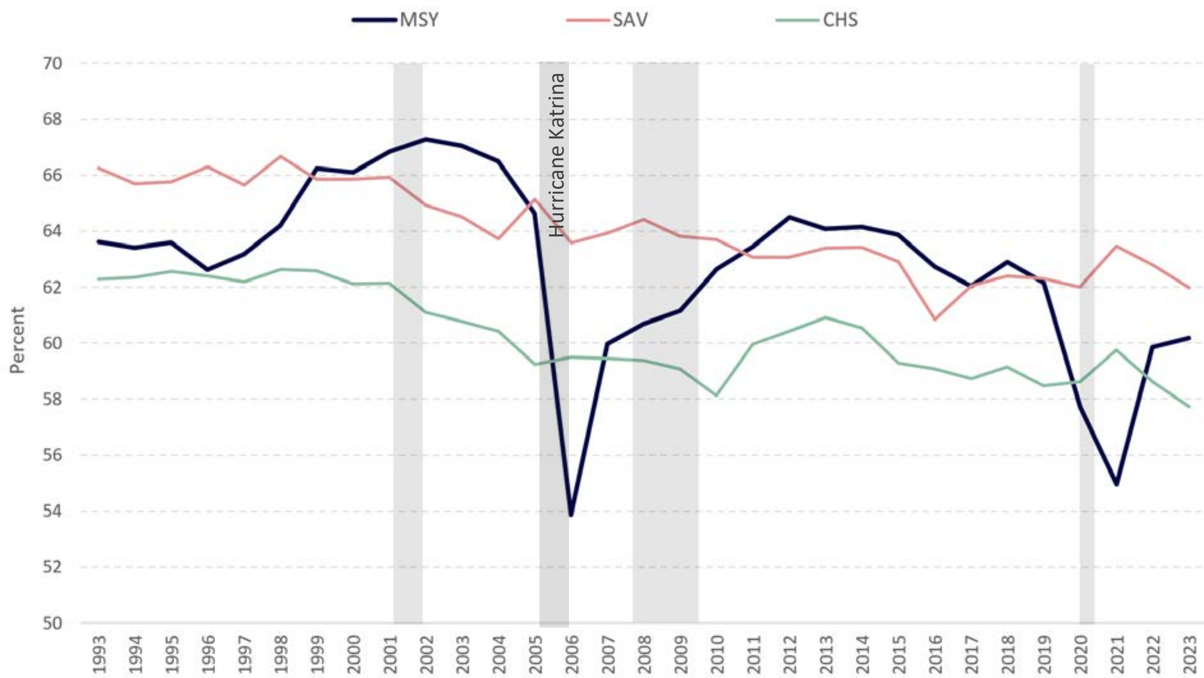


Sources: U.S. Bureau of Transportation Statisitcs and Unison Consulting, Inc.
Index=100 is the top market (ATL). Symbols are sized by estimated O&D traffic relative to ATL.

Historically, over 60 percent of MSY enplanements were visitors, except following the 2005 hurricanes and the COVID-19 pandemic (Figure 22). This percentage gradually declined from about 67 percent in the early 2000s to 63 percent in the 2010s and further to 60 percent in 2022 and 2023, mirroring trends in Charleston (CHS) and Savannah (SAV).

[28] In regional economic development theory, “basic” industries are those that generate revenue from customers from outside the region, thus bringing “new money” into the region.

Figure 22 | Estimated Percentage of Non-Local (Visitor) Enplanements, Annual, 1993-2023



Sources: U.S. Bureau of Transportation Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

In 2019, Louisiana welcomed approximately 53 million visitors who spent about $19 billion. These include over 20 million domestic visitors and nearly 700,000 international visitors to Greater New Orleans, who spent an average of $181 per day—more than in any other region in Louisiana. About 17 percent of New Orleans' visitors arrived by plane. Although a comprehensive post-pandemic visitor impact study has yet to be conducted, these numbers highlight the significance of tourism to the area and the Airport's role in facilitating tourism.

New Orleans' visitor economy has two facets: "big events" and general travel for leisure and business, both drawing global visitors. "Big events" are a staple in New Orleans. For example, in February 2025, New Orleans will host its 11th Super Bowl, tying Miami for the most Super Bowls held. Annually, New Orleans hosts the Sugar Bowl, generating over $389 million in economic impact in 2023. Mardi Gras, held between January 6 and Ash Wednesday, is one of the world's most famous festivals. In 2023, it generated $891 million in economic impact, accounting for more than 3 percent of New Orleans' GDP. Over 63 percent of Mardi Gras visitors arrived from outside Louisiana, highlighting MSY's major role in facilitating travel for participants.[29]

[29] T. Weiss, "Economic and Net Fiscal Benefit of New Orleans' 2023 Mardi Gras Season," Tulane University, https://tulane.app.box.com/s/m1t5mjrl8n2xbu2urkg0uo6dq9jukg1v, January 2024.

Leisure and Business Travel

In addition to "big events," travelers visit New Orleans for various business and leisure purposes. Leisure travel comprises approximately 70 percent of visitor trips to New Orleans, and guests for conventions and business make the remainder.[30] Emerging data show visitors are returning, a healthy sign for broader economic recovery post-COVID-19.[31] During the pandemic in 2020, however, domestic visitation to Louisiana dropped by around 40 percent and by about 38 percent to New Orleans. International visitors to Louisiana decreased by over 78 percent and by more than 74 percent to New Orleans.[32] This sharp decline led to significant job losses in the leisure and hospitality sector and a $1.3 billion loss in state tax revenues.[33]

The Port of Louisiana is a major center for leisure cruising. In 2023, the Port of New Orleans recorded nearly 1.2 million cruise passenger movements, with a new monthly high of over 155,000 in February 2023.[34] About 90 percent of cruise tourists are from out of state, generating around 306,000 hotel room nights annually. Approximately one-third of cruise passengers use MSY, so the resurgence in cruise passengers generates enplanements at the Airport.[35]

New Orleans has about 500 restaurants and 26,000 hotel rooms within 2.5 miles of downtown, offering over 1.3 million square feet of meeting space. The Ernest N. Morial Convention Center adds another 3 million square feet.[36] The Convention Center attracts nearly 750,000 visitors annually and generates about 22,000 jobs, including multiplier effects.[37] Convention business now exceeds pre-pandemic levels, with confirmed convention room nights for 2026-2030 exceeding the 2017-2019 average for advance bookings by 7 to 61 percent.[38]

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[30] Personal communication with New Orleans & Company on June 30, 2024.

[31] American Press, "Louisiana Tourism Industry Recovering Quicker than Expected," May 3, 2022, https://www.americanpress.com/2022/05/03/louisiana-tourism-industry-recovering-quicker-than-expected/.

[32] D.K. Shifflet, *2019 Louisiana Visitor Profile*, *2019 Louisiana Visitor Volume and Spending*, *2020 Louisiana Visitor Volume and Spending*, March 2022. The data in this section is compiled from a variety of sources and may contain small discrepancies.

[33] Tourism Economics, *Economic Impacts of Visitors in Louisiana 2020*, April 12, 2022.

[34] The Port of New Orleans, "Port of New Orleans Cruise Passenger Numbers Back to Pre-Pandemic Levels," https://portnola.com/info/news-media/press-releases/port-of-new-orleans-cruise-passenger-numbers-back-to-pre-pandemic-levels, February 5, 2024.

[35] The Port of New Orleans, https://portnola.com/assets/pdf/PORT-NOLA-2022-FACT-SHEET-CRUISE.pdf.

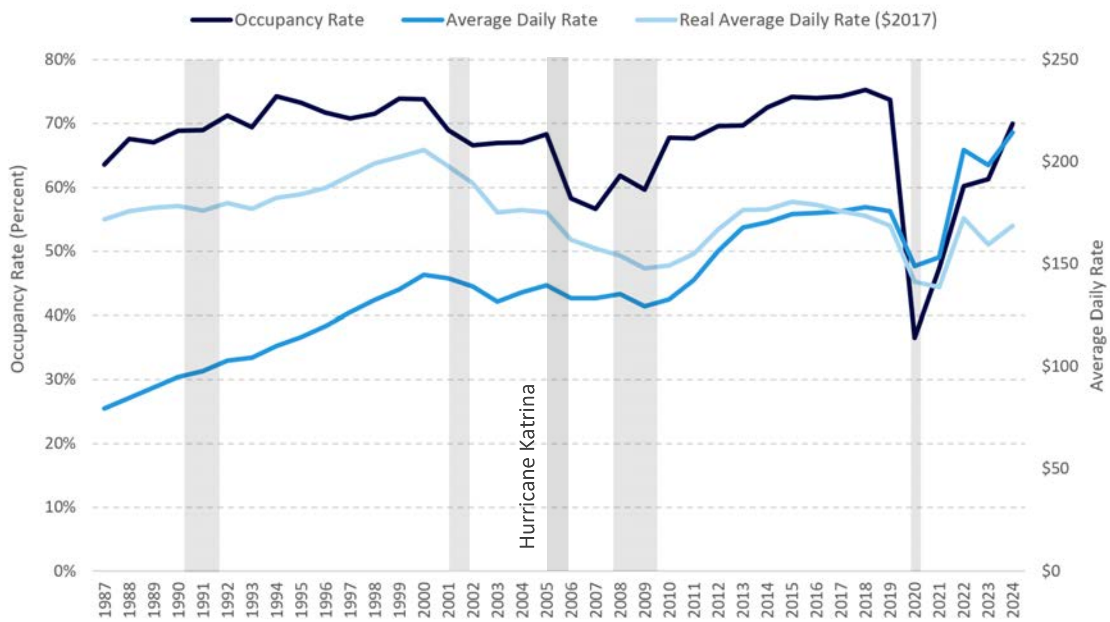
[36] New Orleans & Company, "New Orleans | Built to Host Your Meeting," https://www.neworleans.com/meeting-planners/

[37] The Ernest N. Morial New Orleans Exhibition Hall Authority, "Impact Beyond Tourism," https://exhallnola.com/impact-beyond-tourism/

[38] New Orleans and Company, 2024.

Hotel occupancy rates averaged over 70 percent in the mid-1990s, dipped below 60 percent after the 2005 hurricanes and Great Recession, and rose to 74 percent in 2019. During the pandemic, occupancy rates fell to 36 percent but have since recovered to 65 percent in 2024 (partial year). From 1987 to 2004, the average daily hotel rate (ADR) increased from $80 to $214 (2.7 percent CAGR). Despite strong occupancy, room supply grew from 3.4 million in 1987 to 8.1 million in 2023 (2.5 percent CAGR), indicating that high occupancy rates were not due to a shrinking supply. [39]

Figure 23 | Hotel Occupancy and Average Daily Rates, Downtown New Orleans, 1987-2024



Sources: New Orleans Downtown Development District and Unison Consulting Inc.
Gray areas indicate economic recession periods.
2024 data are through May.

Continued success in attracting conventions, meetings, and overnight visitors to the New Orleans MSA will drive visitation to the region and enplanements at MSY.

2.4 | Macroeconomic Indicators

U.S. economic conditions directly impact regional economies and air travel demand. Current trends in key macroeconomic indicators are positive, but there are mixed signals for the future.

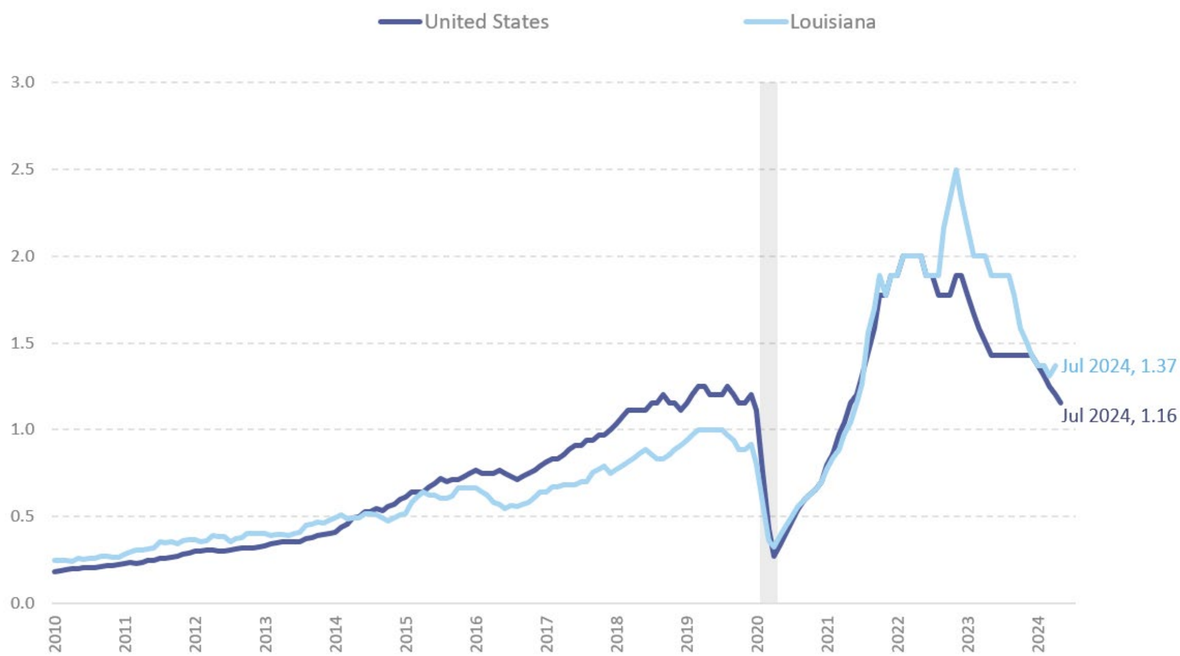
2.4.1 | Employment

The labor market has shown remarkable resilience after the COVID-19 recession. Job openings surged in 2021 and 2022, with insufficient workers to fill available positions. Nationally, the ratio of available jobs to unemployed persons reached a high of 2 in 2022 (3-month moving average)

[39] New Orleans Development District, 2024.

(Figure 24). In January 2023, Louisiana experienced an even tighter market, with up to 2.5 job openings per unemployed worker. Recent data (late 2023 and 2024) indicate a cooling labor market, with the jobs-to-unemployed ratio decreasing but remaining near or above pre-pandemic levels.

Figure 24 | Jobs per Unemployed Person, 3-Month Moving Average, March 2010-July 2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

2.4.2 | Housing

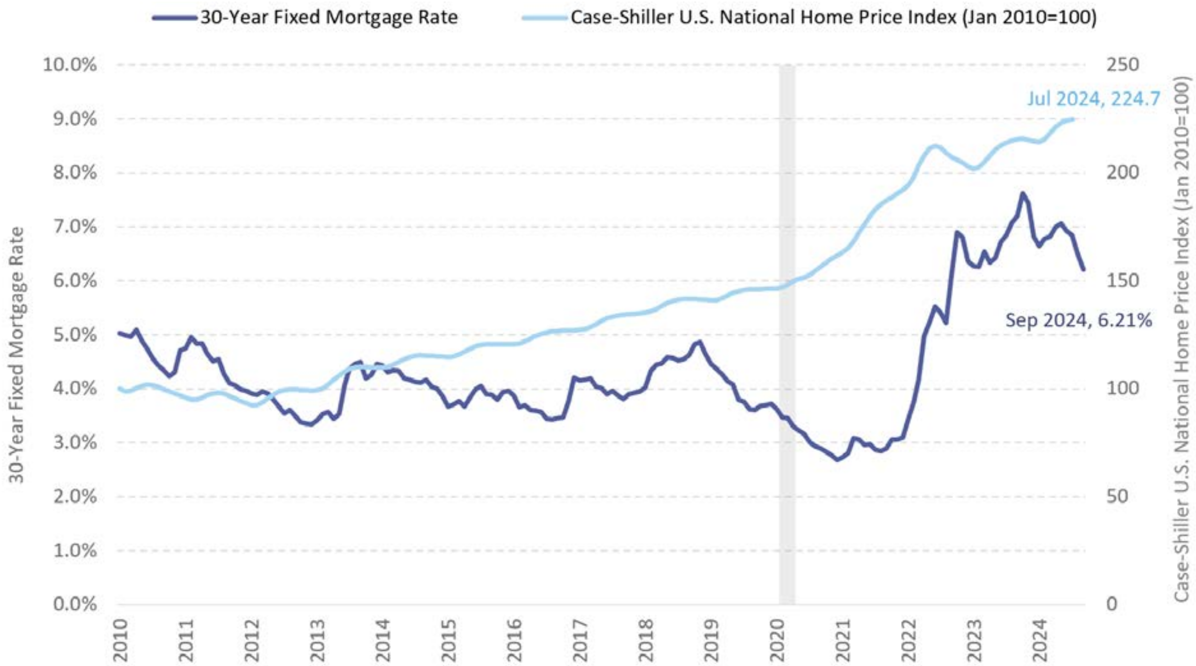
A robust housing market indicates a thriving economy but has mixed impacts on consumer spending and air travel:[40]

- Wealth effect: Rising home prices boost household net worth, potentially increasing consumer spending, including on air travel.
- Spending squeeze: Rising housing costs (rent or mortgage payments) can limit discretionary spending on travel.

Housing prices increased by 45 percent from January 2020 to June 2022 (Figure 25). After a brief correction (-5.0 percent) between June 2022 and January 2023, they rebounded by 11.2 percent by July 2024 as mortgage rates stabilized in late 2023 and 2024.

[40] P. Carlsson-Szlezak and P. Swartz. "How much damage will the housing market do to the economy?" *Fortune*, August 9, 2022.

Figure 25 | S&P/ Case-Shiller National Home Price Index and 30-Year Fixed Mortgage Rate Monthly, January 2001-July/September 2024



Sources: S&P Dow Jones and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

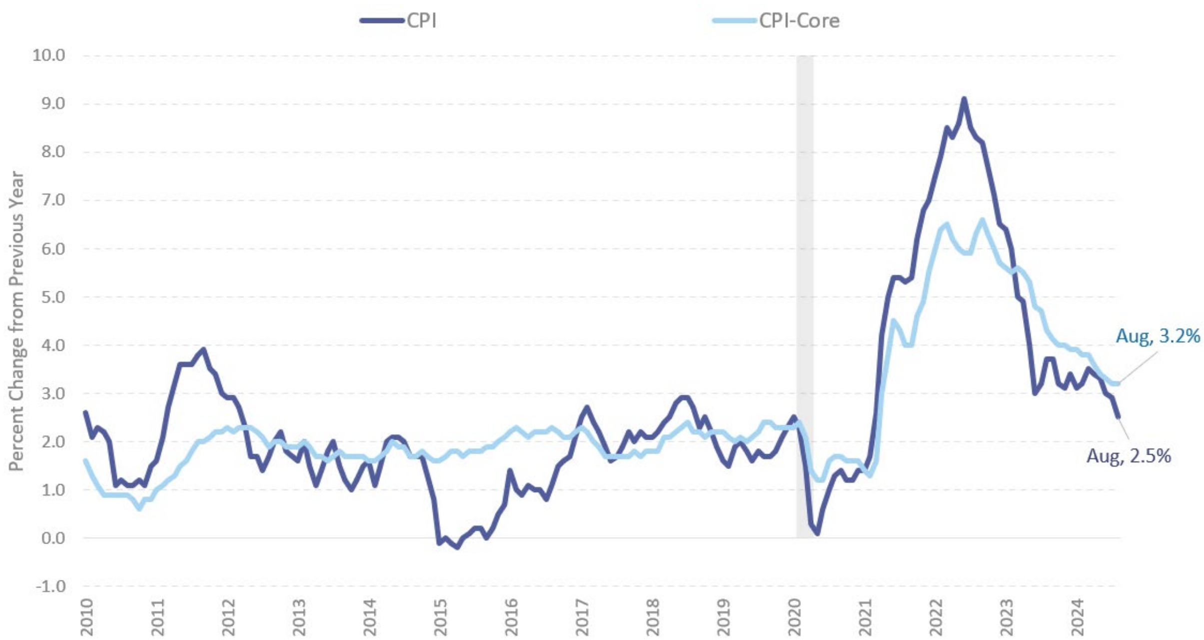
2.4.3 | Inflation

Strong consumer demand and supply constraints created an inflationary environment, dramatically increasing consumer prices starting in early 2021. After hovering around 2 percent between 2010 and 2020, inflation surged to levels not seen since the early 1980s in 2021 and 2022 (Figure 26). The headline inflation rate, measured by the All-Items Consumer Price Index (CPI), reached 8.9 percent year-over-year in June 2022. Core inflation, excluding volatile items like food and energy, reached 6.6 percent year-over-year in September 2022.

To rein spending and inflation, the Federal Open Market Committee (FOMC) raised the Fed Funds rate 11 times from March 2022 to August 2024, increasing the effective rate by 5.25 percent. These actions significantly impacted inflation, with headline inflation dropping to an annual rate of 2.5 percent and core inflation to 3.2 percent by June 2023. Between June 2023 and June 2024, headline inflation remained at 3.0 percent or higher, while core inflation steadily declined to 3.3 percent in June 2024. Both rates remain above the FOMC’s long-term goal of 2 percent, but price increases have slowed.

As a result, the FOMC reduced the target Fed Funds rate by 50 basis points (0.5 percent) in September 2024 over concerns about a slowing labor market. Inflation is forecasted to return to 2 percent by 2027.[41]

Figure 26 | Consumer Price Index, Monthly, January 2000-August 2024



Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Although inflation has slowed, cumulative price increase since the COVID-19 pandemic have raised the total cost of travel (Figure 27). Between January 2020 and August 2024, average prices nationwide have risen by about 21 percent. Except for airfare decreasing 7 percent, travel costs have risen by more:

- Rental cars: 35 percent
- Food way from home: 28 percent
- Airport parking Food away from home: 27 percent
- Hotels: 23 percent

Average airfares, which increased significantly between 2022 and early 2023, have softened and retreated to levels lower than at the COVID-19 pandemic's start. However, the cumulative price increases across travel categories will weigh on business and leisure travel decisions moving forward.

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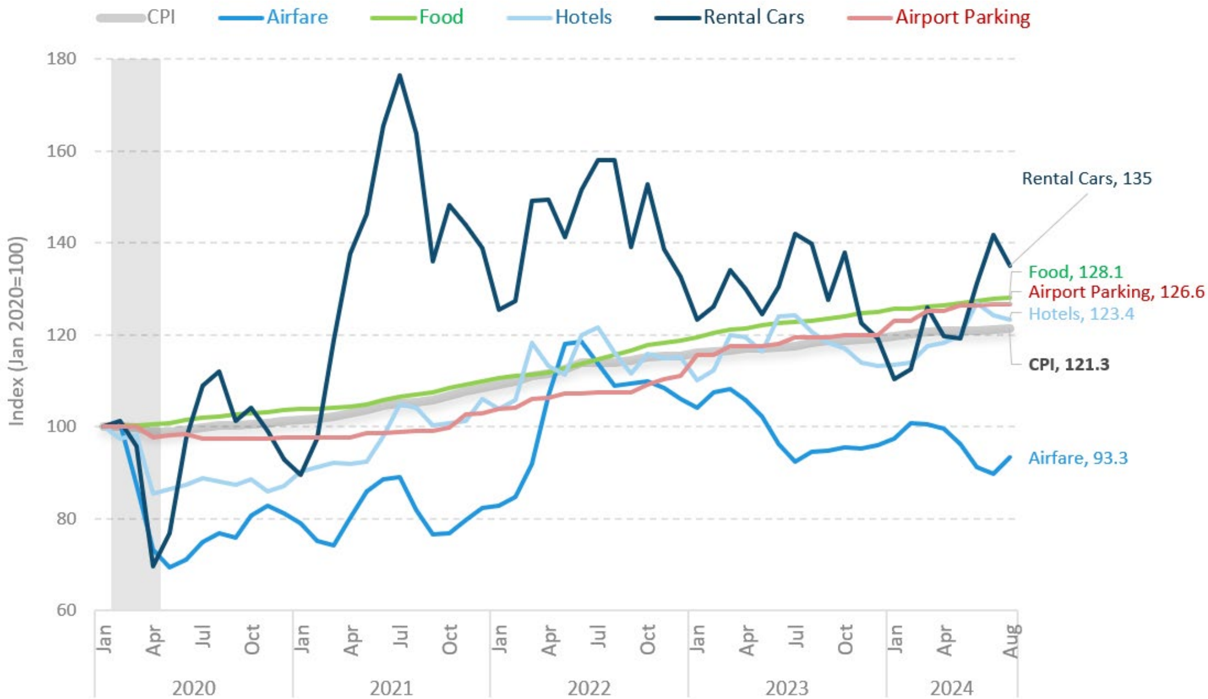
[41] N. Timiraos, "Fed Starts the Pivot Toward Lowering Rates," *The Wall Street Journal*, December 14, 2023.

Figure 27 | Price Indices for Selected Travel Products, Jan 2020-August 2024



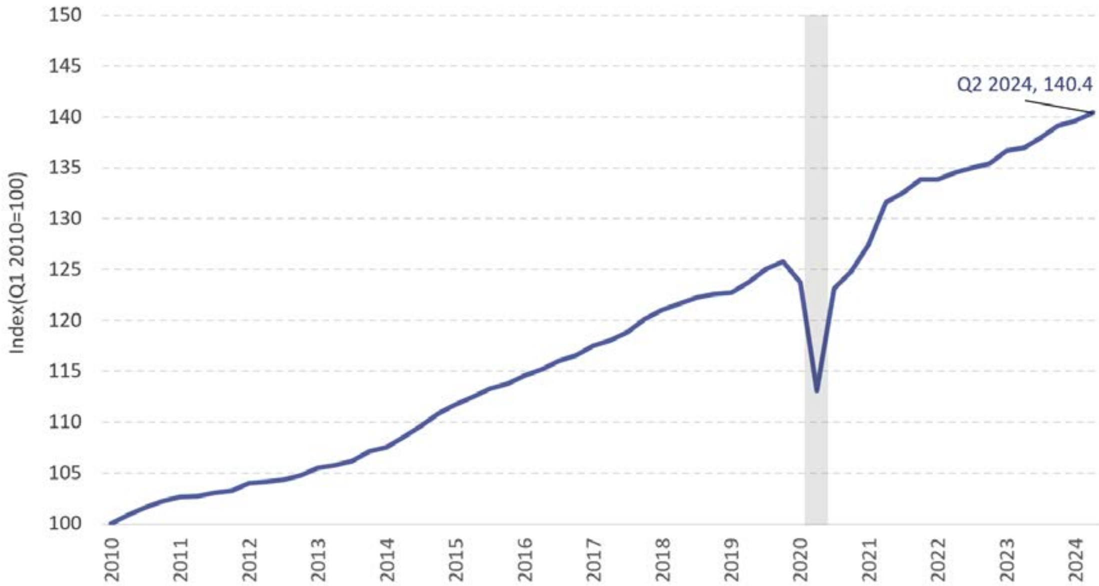
Sources: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.
Airfares and food away from home are consumer price indices. All others are producer price indices.
Gray areas indicate economic recession periods.

2.4.4 | Consumer Spending

Personal consumption expenditures (PCE), contributing around 66 percent to GDP, have steadily increased over time, with only temporary setbacks during the Great Recession and the COVID-19 pandemic. From Q1 2010 to Q1 2020, real consumer spending rose by 24 percent (2.2 percent CAGR) (Figure 28). The pandemic caused a significant decline (-10.1 percent from Q4 2019 to Q2 2020). However, spending rebounded sharply, rising 21.7 percent from Q2 2020 to Q1 2024, exceeding the pre-pandemic peak by 10.4 percent. Recent increases in consumer spending are likely driven by higher employee compensation.[42]

[42] U.S. Bureau of Economic Analysis, *Personal Income and Outlays*, February 2023.

Figure 28 | Personal Consumption Expenditures Index (Q1 2010=100), Q1 2010-Q2 2024



Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Robust consumer spending, which propelled the U.S. economy's rebound from the 2020 recession, has moderated. As cumulative price increases begin to weigh, consumers are switching to smaller or less expensive items[43] and reducing spending on non-essential items, including travel.[44] These changes in consumer spending will dampen the recent strong GDP growth (2.8 percent in Q2 2024).[45]

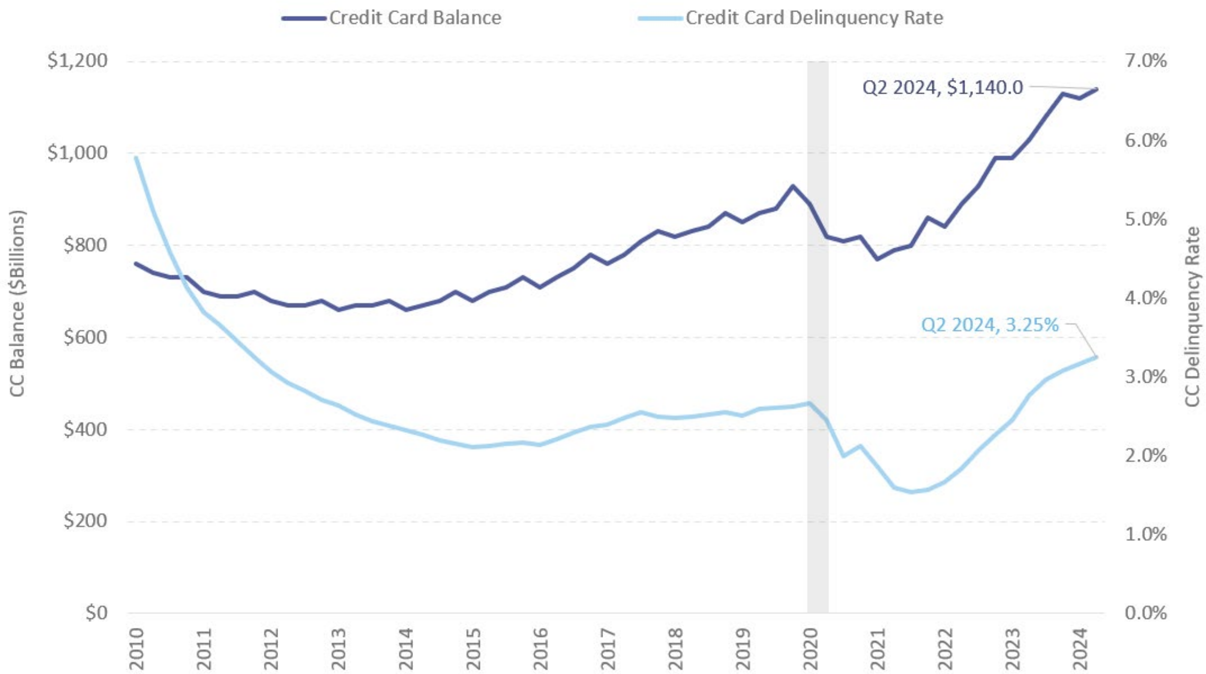
Borrowing has supported consumer spending, with consumer credit card balances increasing significantly since the COVID-19 pandemic (Figure 29). In the ten quarters ending Q4 2019, balances rose by 19.2 percent. During the pandemic, decreased spending and government relief led to a significant drop in balances in 2021. However, in the ten quarters ending Q2 2024, credit card balances surged by 36.0 percent. Delinquency rates, which dropped sharply during the pandemic, have risen rapidly, now exceeding pre-pandemic levels. This heavy reliance on credit for consumer purchases is unsustainable in the long term.

[43] Wells Fargo, "Pressure Drop: Slight Cooling in Real Spending as Price Ascent Slows, https://wellsfargo.bluematrix.com/links2/html/04231e9c-51ca-4b10-86c2-43ec269b424b, May 31, 2024.

[44] McKinsey & Company, "An update on US consumer sentiment: Are consumers on the cusp of a shift?", https://www.mckinsey.com/industries/consumer-packaged-goods/our-insights/the-state-of-the-us-consumer, May 31, 2024.

[45] Wells Fargo, "Economic Growth Exceeded Expectation in Q2," July 25, 2024,

Figure 29 | Credit Card Balances and Delinquency Rate, Quarterly, Q1 2010- Q2 2024



Source: U.S. Board of Governors of the Federal Reserve System and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

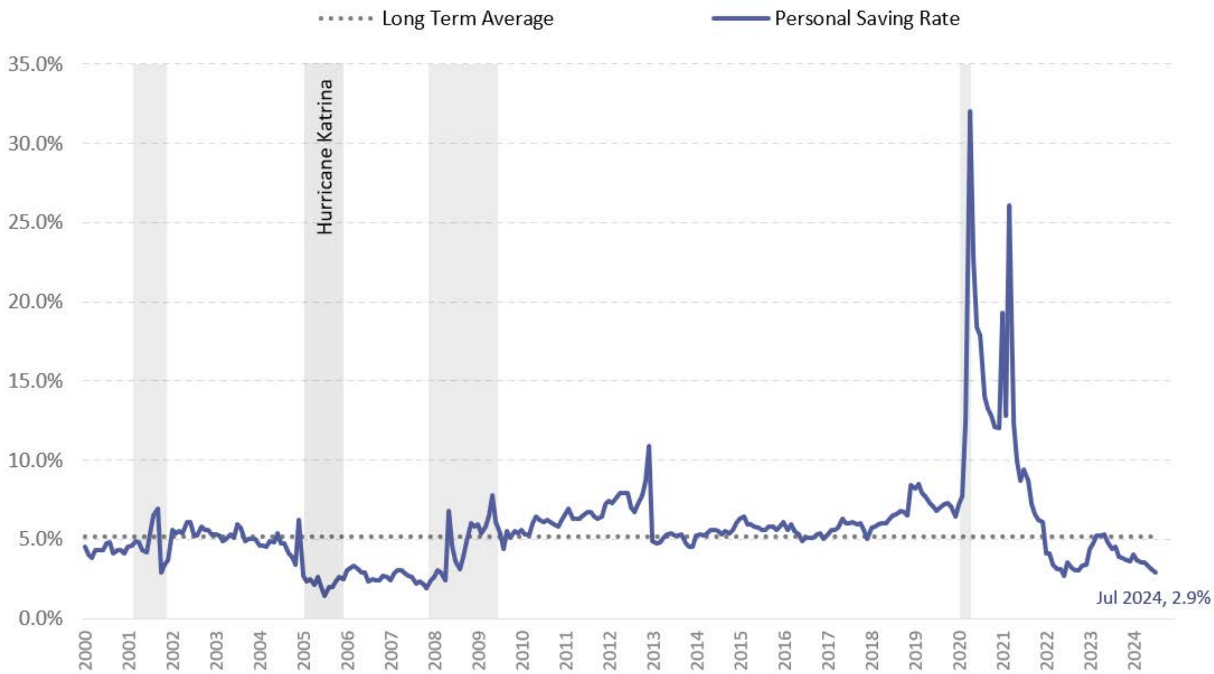
2.4.5 | Personal Saving Rate

Figure 30 illustrates the dramatic shift in personal saving rates during the pandemic. Before the pandemic (2000-2019), personal savings averaged 5.2 percent of disposable income. During the pandemic, social distancing curtailed household spending, while COVID-19 relief packages boosted incomes. The personal saving rate soared above 30 percent, resulting in more than $2 trillion accumulated savings by the end of 2021.

However, this cushion has shrunk as consumers dipped into their savings to sustain spending. Since early 2022, the personal saving rate has fallen below its long-term average in most months. The Federal Reserve Bank of San Francisco estimated that excess savings accumulated during the pandemic were completely depleted by March 2024.[46]

[46] H. Abdelrahman and L. Oliveira. "Pandemic Savings Are Gone: What's Next for U.S. Consumers?", Federal Reserve Bank of San Francisco, https://www.frbsf.org/research-and-insights/blog/sf-fed-blog/2024/05/03/pandemic-savings-are-gone-whats-next-for-us-consumers/, May 2024.

Figure 30 | Personal Saving Rate, Monthly, January 2000- July 2024



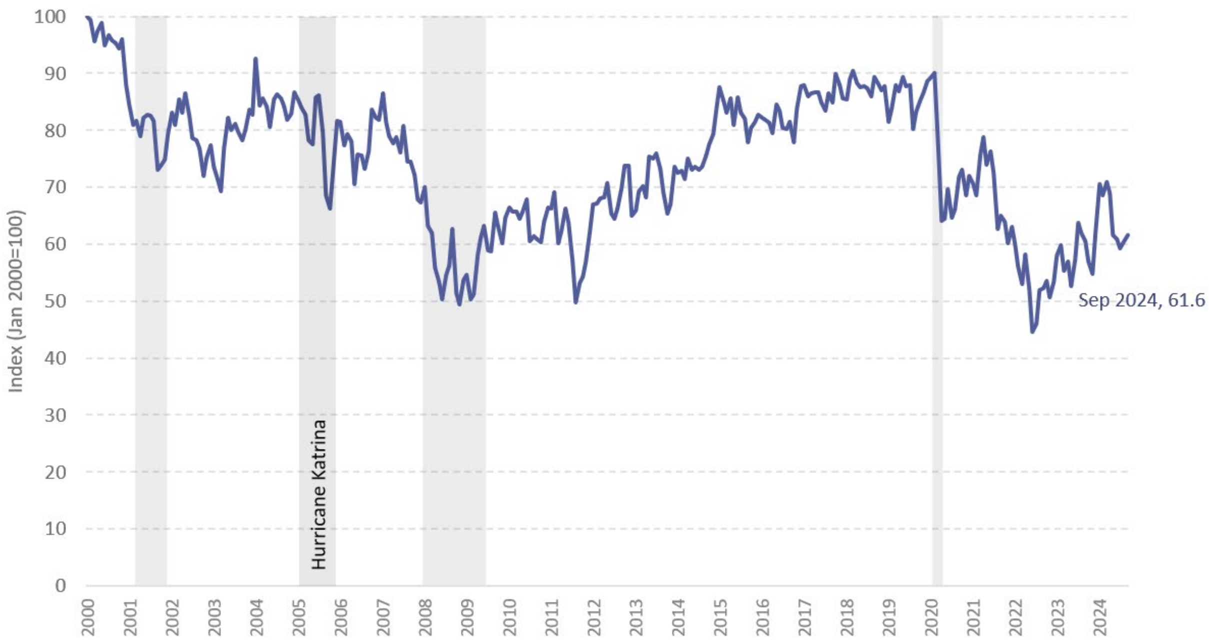
Sources: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

2.4.6 | Consumer Sentiment

The University of Michigan Consumer Sentiment Index, which measures consumer confidence in the economy and future spending, plummeted in 2022 to levels below the Great Recession due to high inflation and economic uncertainty (Figure 31).[47] Since then, Consumer Sentiment has risen overall, but the index continues to be volatile, suggesting lingering uncertainty about the current business environment, employment stability, and economic outlook.

[47] W. Huth et al., "The indexes of consumer sentiment and confidence: Leading or misleading guides to future buyer behavior," *Journal of Business Research*, March 1994.

Figure 31 | Consumer Sentiment Index (January 2000=100), January 2000-September 2024



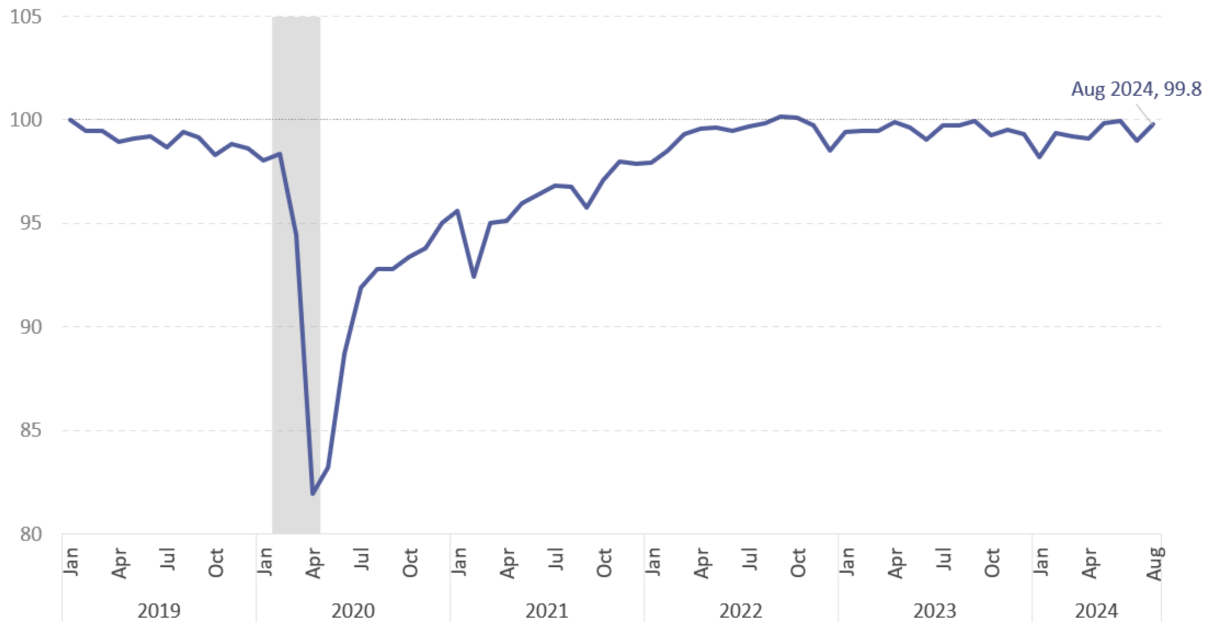
Gray areas indicate economic recession periods.
Sources: University of Michigan, University of Michigan and Unison Consulting, Inc.

2.4.7 | Industrial Production

The industrial production index, which tracks output in manufacturing, mining, and utility industries, typically follows business cycles (Figure 32). It declined significantly during the 2001, 2008-2009, and 2020 recessions. Most recently, industrial production plunged 19 percent between Q4 2018 and Q2 2020. However, the recovery was faster than after the Great Recession, returning to Q4 2019 levels by Q2 2022—a stark contrast to the seven-year recovery period after the previous downturn. Since mid-2022, the index has stalled due to slowing demand, rising interest rates, and a strong dollar hindering exports. However, the index shows a notable upswing in summer 2024, driven partly by high demand for electricity during summer.[48]

[48] Wells Fargo, "Hard Flex for Industrial Production, But Headwinds Remain," July 17, 2024.

Figure 32 | Industrial Production Index (January 2000=100), Monthly, January 2019-August 2024



Gray areas indicate economic recession periods.
Sources: Board of Governors of the Federal Reserve System and Unison Consulting, Inc.

2.4.8 | Global Supply Chain

The COVID-19 pandemic exposed vulnerabilities in the global supply chain, causing factory shutdowns, transportation bottlenecks, and worker shortages that disrupted production and distribution across many industries.[49] Manufacturing, construction, and retail & wholesale trade were among the hardest hit sectors.[50] These bottlenecks restricted raw material availability, manufacturing capabilities, and product accessibility, leading to widespread price increases.

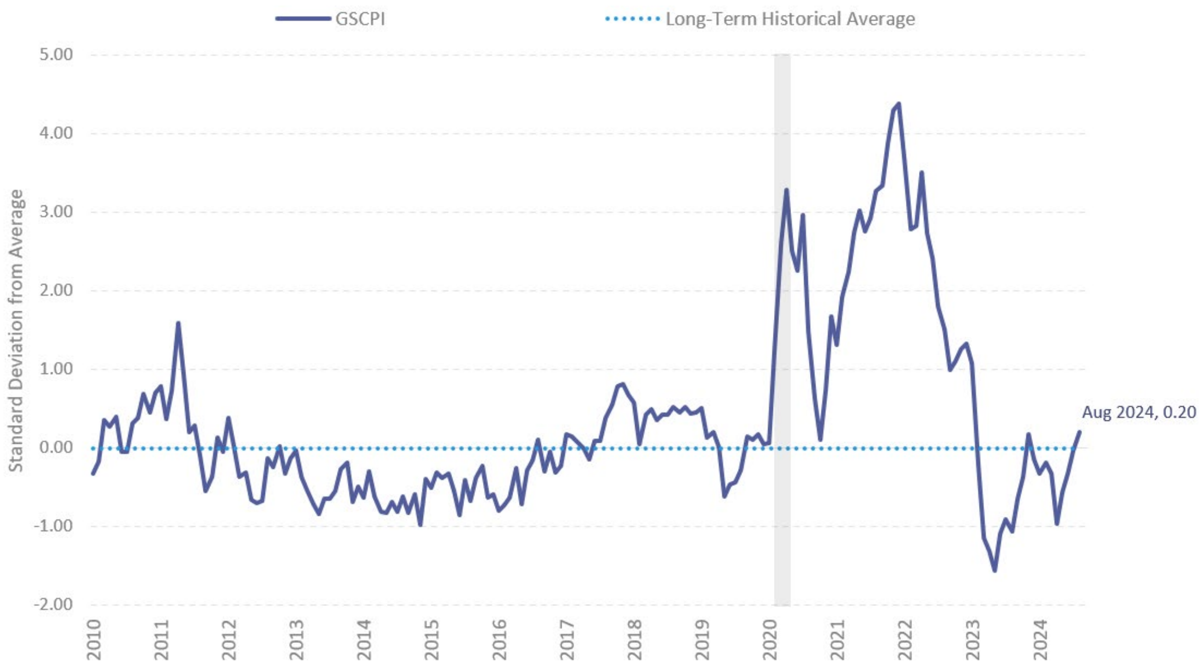
The Global Supply Chain Pressure Index (GSCPI), calculated by the Federal Reserve Bank of New York, measures supply chain strain by combining shipping cost metrics with the Purchasing Managers' Index (Figure 33). Higher values indicate stress, while lower values indicate a smooth system. The GSCPI hovered near zero for most of the past two decades, signaling normalcy. It spiked above 3 in 2020 and climbed above 4 in December 2021 due to pandemic disruptions. A significant decline brought the index to a low in May 2022, but it has again risen slightly above the long-term average in August 2024. While the trend suggests that the global logistics system has

[49] P. Goodman, "How the Supply Chain Broke, and Why It Won't Be Fixed Anytime Soon," *The New York Times*, October 31, 2021.

[50] S. Helper and E. Soltas, "Why the Pandemic Has Disrupted Supply Chains," The White House Council of Economic Advisers Written Materials Blog, June 17, 2021, https://www.whitehouse.gov/cea/written-materials/2021/06/17/why-the-pandemic-has-disrupted-supply-chains/.

adapted to the post-pandemic environment, global supply chains remain vulnerable to geopolitical conflicts, labor shortages, and cyber threats.[51,52]

Figure 33 | Global Supply Chain Pressure Index (standard deviation from average), Monthly, January 2010-August 2024



Sources: Federal Reseve Bank of New York and Unison Conulsting, Inc.
Gray areas indicate economic recession periods.

2.5 | Economic Outlook

The short-term U.S. economic growth trajectory is moderating, with forecasts for U.S. real GDP growth clustering between 1.6-2.0 percent through 2026 (Figure 34). The global economy is also slowing. After growing 6.5 percent in 2021 and 3.5 percent in 2022, the International Monetary Fund (IMF) projects global growth to remain at 3.2 percent through 2026, then slow to 3.1 percent annually from 2027-2029. In major advanced economies, growth is expected to stay at 1.7 percent in 2024 and slow to 1.6 percent annually from 2025-2029. However, despite short-term weakening, many aspects of the U.S. economy show baseline strength over the long term.

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[51] D. Demblowski, "Supply Chains in 2024—Improved, but Still Vulnerable," *Bloomberg Law*, https://news.bloomberglaw.com/bloomberg-law-analysis/analysis-supply-chains-in-2024-improved-but-still-vulnerable, November 5, 2023.

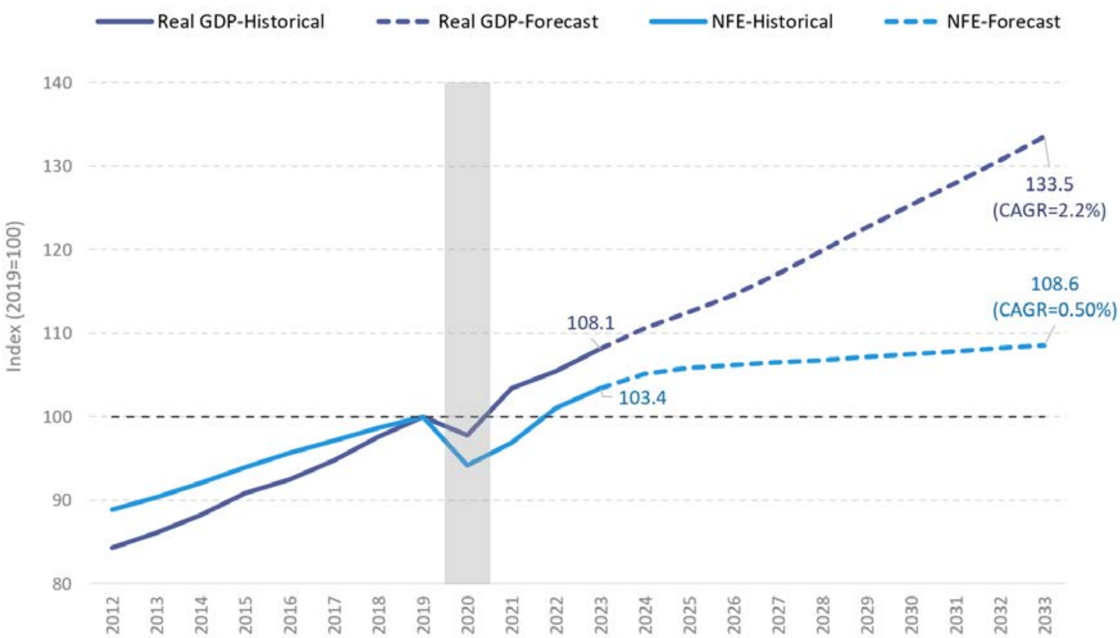
[52] J.P. Morgan, "What are the impacts of the Red Sea shipping crisis?", https://www.jpmorgan.com/insights/global-research/supply-chain/red-sea-shipping, February 8, 2024.

Figure 34 | U.S. Real GDP, Quarterly and Annual Change and Short-Term Forecasts

Sources: U.S. Bureau of Economic Analysis (history), *The Wall Street Journal* August 2024 Economic Forecasting Survey (forecast), and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

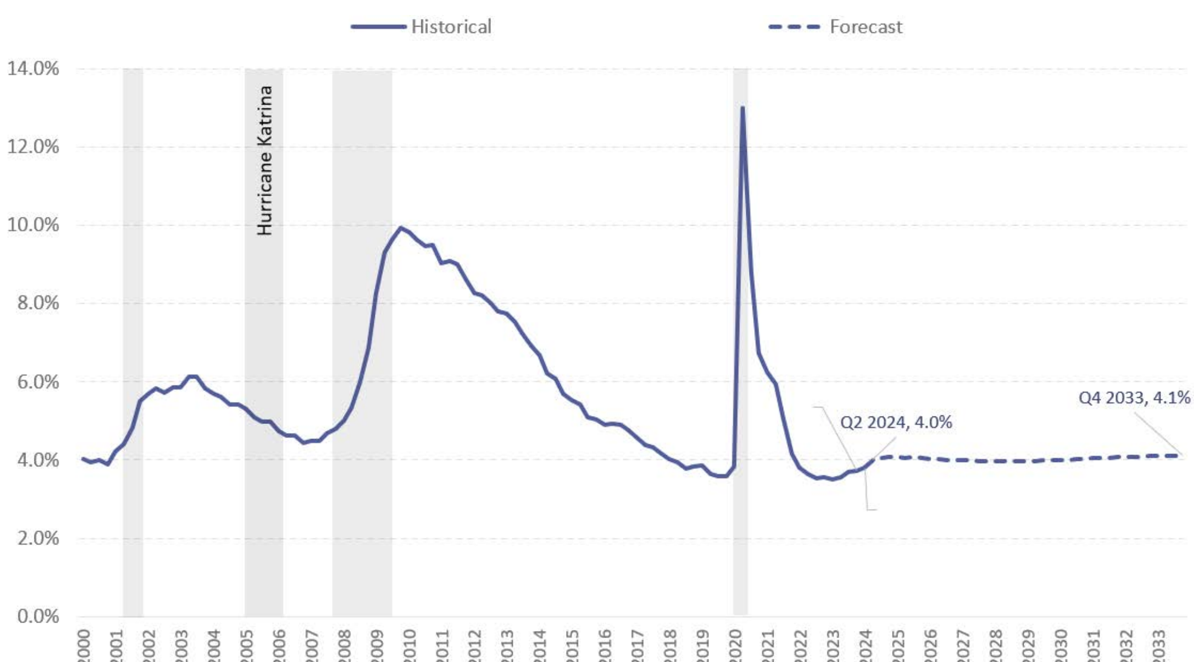
In the long run, the U.S. economy is projected to return to a steady growth path (Figure 35). Moody's Analytics forecasts the U.S. real GDP to grow at a compound annual rate of 2.2 percent from 2023 to 2033. Following the trend in economic output, U.S. non-farm employment is also expected to demonstrate growth throughout the next decade. After falling by almost 6 percent between 2019 and 2020, non-farm employment reached pre-pandemic levels in 2022. According to Moody's Analytics, U.S. non-farm employment is projected to gain about 8 million jobs between 2023 and 2033, increasing at a compound annual rate of about 0.5 percent. The U.S. unemployment rate is projected to rise slightly over time to 4.1 percent but remain mostly stable through 2033 at rates consistent with a full-employment economy (Figure 36).

Figure 35 | Long Term Historical and Projected U.S. Real Gross Domestic Product and Nonfarm Employment Index (2019=100), 2012-2033



Sources: U.S. Bureau of Economic Analysis, Moody's Analytics Baseline Scenario as of July 2024, and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

Figure 36 | Historical and Forecast Unemployment Rate, 2000-2033



Sources: Bureau of Labor Statistics, Moody's Analytics Baseline Scenario as of July 2024, and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

2.5.1 | Summary

Over the past two decades, the New Orleans MSA has faced numerous challenges, including Hurricanes Katrina and Rita, the Great Recession, the oil industry downturn, the Louisiana state recession, and the COVID-19 pandemic. The state and MSA continue to struggle economically, lagging behind national growth in population, GDP, employment, and median household income. However, the cost of living in the New Orleans MSA is lower than many other MSAs, making real per capita incomes more competitive. Educational attainment is solid and improving, and international immigration positively influences the population. Though employment in leisure and hospitality remains below pre-COVID 2019 levels, the vital tourism sector has made strides toward recovery.

Although global and national GDP show signs of slowing, they are forecast to remain positive and macroeconomic trends are predicted to remain generally favorable beyond 2024. Non-farm employment is expected to grow, and the unemployment rate is predicted to stay low. However, while consumer spending remains strong, there are signs of a slowdown due to exhausted excess savings and increased credit card debt. International geopolitical tensions pose ongoing concerns for the global economy.

SECTION 3 | COMMERCIAL AVIATION ACTIVITY

This section reviews the historical trends in commercial aviation activity at the Airport, in the context of broader demographic and economic trends discussed previously and significant developments in the aviation industry. The analysis informs the development of forecasts, which are important in evaluating the Airport's financial outlook and the financial feasibility of the planned bond financings. Recognizing future uncertainty, we present multiple scenarios on the trajectory of commercial aviation activity at the Airport over the coming years. Lastly, we acknowledge external factors that introduce forecast uncertainties.

Commercial aviation activity at MSY consists primarily of passenger traffic. Trends reflect broader economic cycles: economic expansions typically fuel demand, while recessions cause downturns. They also reflect industry disruptions caused by shock events (for example, the 9/11 terrorist attacks and the COVID-19 pandemic) and shifts in airline strategies, mergers, and network consolidation.

While the pandemic's peak disruptions are behind us, recent trends and near-term forecasts still reflect its effects. Commercial aviation was one of the hardest-hit sectors, with global passenger traffic plummeting to an unprecedented low. Recovery has progressed unevenly across different airports and traffic segments. Domestic travel has recovered faster than international travel, and personal travel has recovered faster than business travel. At the Airport, monthly passenger traffic has recovered from as little as 4 percent of normal levels in April 2020 to 92 percent of the pre-pandemic 2019 enplanement level as of August 2024.

3.1 | Significant Developments Shaping the U.S. Airline Industry

The U.S. airline industry has undergone significant transformation since 1980, with each decade bringing a unique set of developments shaping the industry. The Airline Deregulation Act of 1978 removed government control over fares, routes, and the market entry of new airlines, leading to increased competition, lower fares, greater route flexibility, and hub-and-spoke networks. Amid a wave of consolidation, air service supply and demand expanded rapidly in the 1980s and the 1990s with:

- the emergence of low-cost carriers (LCCs)
- technological advancements (fuel-efficient aircraft and improved navigation systems)
- the rise of the internet and online booking systems
- the formation of global airline alliances
- the U.S. 1990s economic boom

The 2000s brought a series of disruptions: the 2001 U.S. economic recession, the 9/11 terrorist attacks, skyrocketing fuel costs, and the Great Recession. The 2001 recession was brief, and its effects were mild. However, terrorist attacks on September 11, 2001, caused a steep decline in air travel. Tightened security discouraged short-haul trips, and airlines lowered airfares to stimulate demand. Meanwhile, the internet made it easy to compare airfares and made passengers more price-sensitive.

Jet fuel prices quadrupled from 2000 to 2008 and stayed elevated through 2014. Amid record high fuel prices, the U.S. economy entered the Great Recession (December 2007-June 2009). Air travel demand fell, exacerbating airlines' financial difficulties. Several major airlines filed for bankruptcy protection and entered into mergers. Consolidation continued into the 2010s, leaving four major airlines—American, Delta, Southwest, and United—controlling 80 percent of the U.S. domestic passenger traffic today.

Airlines implemented cost-cutting measures through the 2010s. They renewed their fleets with larger, more fuel-efficient aircraft. They optimized their networks to increase revenues, shifting mainline and regional service routes to match seat capacity with demand and moving flights from less to more profitable markets. They changed pricing structures and created new revenue sources. They cut flight schedules, added seats on aircraft, and increased load factors to improve aircraft utilization. This capacity rationalization strategy disproportionately impacted smaller airports.

The 2010s saw the slowest recovery for the U.S. economy and air travel demand but also the longest expansion on record. Jet fuel prices began to fall in late 2014. U.S. airlines sustained profits, renewed fleets, and increased flight schedules while maintaining capacity discipline. Air traffic growth accelerated in Q4 2019 despite the grounding of the Boeing 737 MAX, a recent addition to the commercial passenger aircraft fleet.

COVID-19 was declared a global pandemic on March 11, 2020, and brought air travel to a near halt, with U.S. passenger traffic plummeting by nearly 97 percent in mid-April 2020. The pandemic induced structural changes in the demand for air travel and the supply of airline passenger service. The recovery has been uneven—personal and domestic travel rebounded faster than business and international travel. The lag in business travel recovery is attributed to the widespread adoption of virtual conferencing, delayed return to offices, and shifts to remote and hybrid work practices, while international travel recovery was delayed by travel restrictions.

Airlines responded by reducing capacity. Through 2020 and 2021, airlines retired older aircraft and postponed delivery of new ones. They offered voluntary retirement and extended leave incentives to shrink their workforce. These actions later created fleet and labor shortages that constrained airlines' ability to restore capacity as demand rebounded in 2022 onwards. Orders for new aircraft have rebounded, but Boeing and Airbus have faced production challenges due to supply chain disruptions. In addition, the safety measures that Boeing and the FAA are taking after the January 2024 in-flight failure of a 737 MAX-9 door panel have contributed to Boeing-related production delays in 2024.

The WHO declared COVID-19 no longer global pandemic as of May 5, 2023; six days later, on May 11, 2023, the U.S. Department of Health and Human Services declared an end to the United States's national public health emergency. Unlike the aftermath of the Great Recession, consumer spending remained strong through the pandemic-induced recession. The job market rebounded, with unemployment falling to historic lows and job openings outnumbering job-seekers. Households emerged with relatively healthy finances and the ability to spend on the pent-up demand for travel.

3.2 | Operating Airline History

Throughout 2023, 15 airlines had scheduled passenger service at the Airport. Southwest Airlines has the largest market share at the Airport with 34 percent, a significant lead in market share over the next four largest carriers: American, Delta, United, and Spirit. In addition to the 15 service providers at the Airport, American, Delta, United, and Air Canada also make use of six additional regional carriers. These regional carriers include Republic Airways, PSA Airlines, Envoy Air, Skywest Airlines, Mesa Airlines, and Air Canada Jazz.

Since 2005, domestic traffic has accounted for more than 99 percent of enplanements at the Airport—except for 2017-2020 when the domestic traffic share decreased slightly below 99 percent. When international travel restrictions went into effect between 2020 and 2021, the Airport lost service from five international airlines. Condor Flugdienst has had no scheduled service at the Airport since 2020. Air Canada, Air Transat, and Copa Airlines stopped service in 2021. Even though British Airways and Air Transat had operations in that year, each operated fewer than ten flights in total. Since 2022, British Airways and Air Canada have restored service to the Airport.

Three new airlines—Breeze, Boutique, and Silver—provided operations at the Airport in 2021 over the course of the COVID-19 pandemic. Boutique Air provided service during the second quarter of 2021 but did not return in 2022, while Breeze and Silver continued to provide service at the Airport into 2023. International airlines Viva Aerobus and Air France briefly provided service in 2022, though with only six and two recorded departures, respectively. Air Transat, which joined MSY in 2019, also slowed down its activity through 2021 and 2022, with no activity at the Airport by 2023. One new airline, Sunwing, began providing scheduled charter service in 2023, albeit with only three recorded departures, which brought the total number of serving airlines in 2023 to 15.

As of October 8, 2024, advance schedules through the end of 2024 project scheduled service for all the 2023 airlines except Silver and Sunwing, and introduces the beginning of Avelo Airlines' service at MSY. Due to the nature of advance schedules, this is subject to change as 2024 progresses.

Table 6 | Scheduled Passenger Airlines at the Airport, 2018-2023

Airlines		2018	2019	2020	2021	2022	2023
AA	American Airlines[1]	●	●	●	●	●	●
AS	Alaska Airlines	●	●	●	●	●	●
B6	JetBlue Airways	●	●	●	●	●	●
BA	British Airways	●	●	●	○	●	●
DL	Delta Air Lines[2]	●	●	●	●	●	●
F9	Frontier Airlines	●	●	●	●	●	●
G4	Allegiant Air	●	●	●	●	●	●
NK	Spirit Airlines	●	●	●	●	●	●
UA	United Airlines[3]	●	●	●	●	●	●
WN	Southwest Airlines	●	●	●	●	●	●
AC	Air Canada[4]	●	●	●		●	●
SY	Sun Country Airlines	●	●	●	●	●	●
3M	Silver Airways	○			●	●	●
MX	Breeze Airways				●	●	●
WG	Sunwing						○
Former MSY Service Providers							
TS	Air Transat		●	●	○	○	
VB	Viva Aerobus					○	
AF	Air France					○	
4B	Boutique Air				●		
CM	Copa Airlines	●	●	●			
DE	Condor Flugdienst	●	●				
VX	Virgin America	●					

Source: OAG Schedules Analyzer, last accessed October 8, 2024.
Note: Light gray marks indicate airlines/years with less than 10 scheduled flights.
[1] In 2023, American Airlines employed regional carriers Republic Airways, PSA Airlines, Envoy Air, and Skywest Airlines.
[2] In 2023, Delta Air Lines employed regional carrier Republic Airways.
[3] In 2023, United Airlines employed regional carriers Republic Airways, Skywest Airlines, and Mesa Airlines.
[4] In 2023, Air Canada employed regional carrier Air Canada Jazz.

3.3 | Historical Enplanement Trends

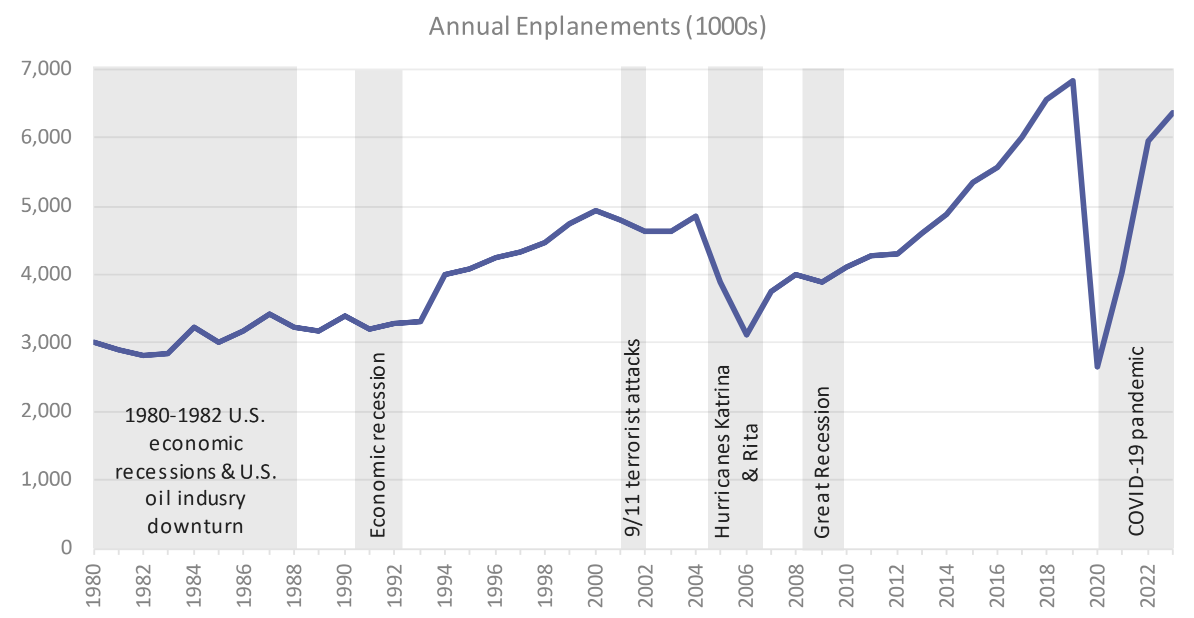
Enplanements at the Airport increased by more than 100 percent, a CAGR of 1.7 percent from 1980 through 2023 (Figure 37). Short-term fluctuations reflect the impact of economic recessions and shocks that have affected the broad industry. In addition, in 2005, Hurricanes Katrina and Rita caused catastrophic damage and massive population losses in Louisiana and New Orleans, leaving the local economy and the Airport's passenger traffic severely depressed for many years.

Enplanements decreased by approximately 20 percent each year in 2005 and 2006 to levels not seen since the 1980s. Reconstruction in the aftermath of the hurricanes helped the Airport's enplanements rebound by 21.1 percent in 2007. Furthermore, employment from reconstruction efforts helped mitigate the negative impacts of the Great Recession. Enplanements increased by 5.9 percent in 2008 and decreased by 2.3 percent in 2009.

Despite several setbacks, the Airport experienced continuous growth from 2010 through most of the next decade. By 2015, the Airport had exceeded its 2004 traffic level prior to the hurricanes (which was just below 4.9 million), as well as its previous all-time peak traffic of 4.9 million enplanements in 2000. Air traffic grew to a new peak of 6.8 million enplanements in 2019, 38 percent higher than its former peak. From 2010 to 2019, the Airport realized a CAGR of 6 percent, which is considerably faster than the growth of similarly sized airports over the same period. The Airport's growth during that period is particularly notable considering that the New Orleans MSA's population and employment remained below their pre-hurricane levels.

In 2020, the COVID-19 pandemic caused MSY's annual enplanements to fall by 61.2 percent, down to 2.6 million, a level not seen even in the early 1980s. Recovery began in earnest with the distribution of COVID-19 vaccinations, but was disrupted by the wave of infections brought on by the Delta variant, as well as the arrival of the Category 4 Hurricane Ida ultimately totaling 4.0 million enplanements in 2021. The following years brought progress toward recovery, with the COVID-19 pandemic officially declared over by the WHO and the U.S. Department of Health and Human Services in May 2023. By the end of 2023, MSY reached an annual enplanement count of 6.4 million in 2023, which is about 93.2 percent of the Airport's 2019 total.

Figure 37 | Historical Enplanement Trends at the Airport, 1980-2023



Source: Airport records.

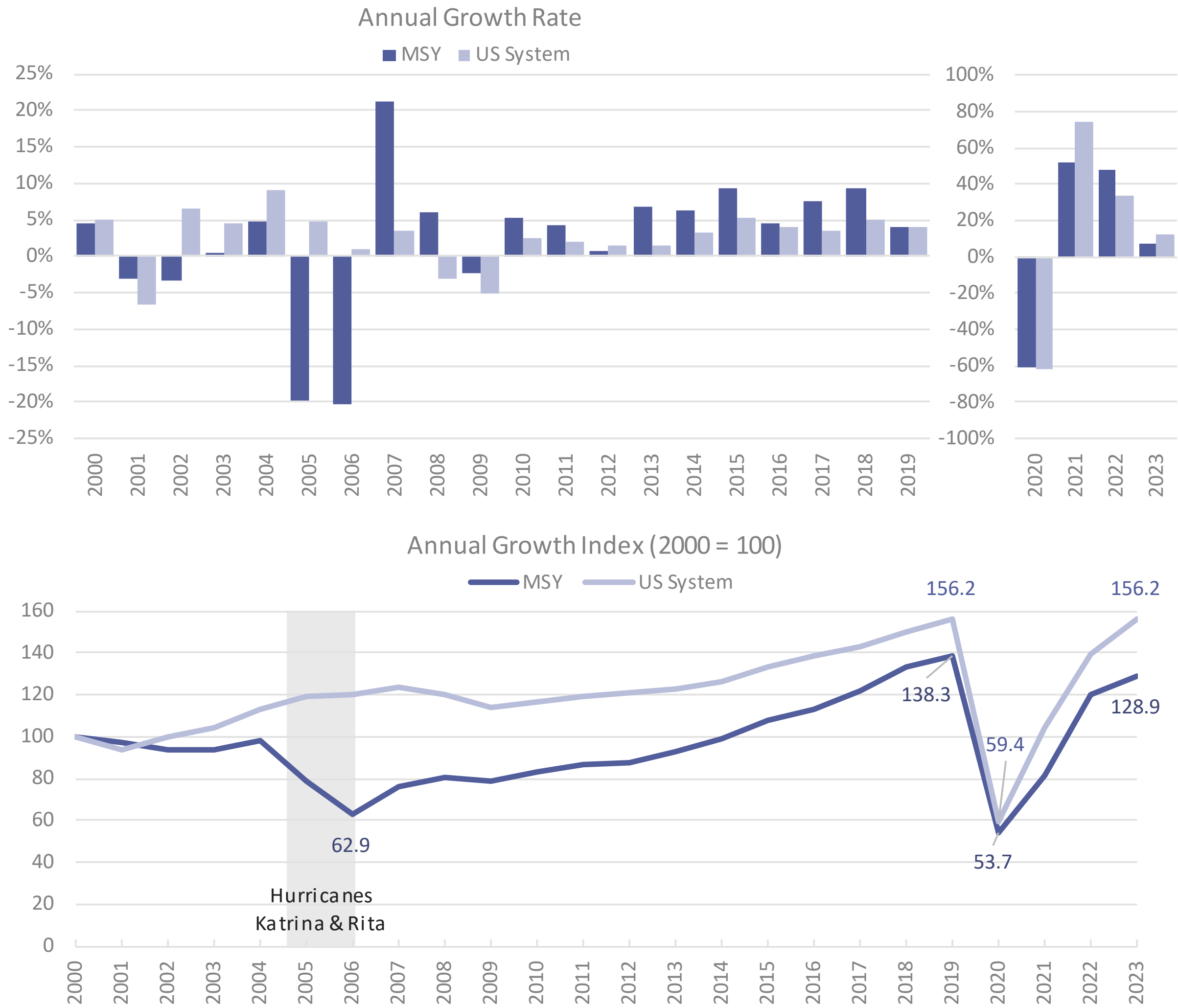
3.3.1 | Airport Versus U.S. System Enplanements

Figure 38 compares the annual growth trends of the Airport and the U.S. system in enplanements since 2000. Despite mostly lagging behind the U.S. system, the Airport's growth after Hurricane Katrina and Hurricane Rita has almost consistently and substantially outpaced the national trend.

The Airport first dipped behind the U.S. system from 2001 to 2002, during which the Airport's enplanements decreased while those of the nation increased. The gap widened dramatically between 2005 and 2006 with the severe impacts of Hurricane Katrina and Hurricane Rita, dropping the Airport down to 62.9 percent of its 2000 air traffic level. Since then, however, the Airport has gradually closed the gap as it exhibited faster expansion than the U.S. system through the 2010s. The Airport had a compound annual growth rate of about 6 percent from 2010 to 2019, compared to 3.3 percent for the U.S. system during the same period. By 2019, the Airport's annual enplanements had exceeded its 2000 level by 38.3 percent, while the U.S. system enplanements had risen to 56.2 percent above its 2000 level.

Both the Airport and the U.S. system experienced a steep decline in 2020 due to the COVID-19 pandemic and the associated travel restrictions, though the Airport's decrease of 61.2 percent was slightly smaller than the nation's 62.2 percent drop. The gap in cumulative enplanement growth between the Airport and U.S. system briefly closed in 2020, but it widened again in 2021 when Hurricane Ida slowed MSY's recovery. The recovery gap widened further in 2023, and by the end of that year the Airport's enplanements reached 28.9 percent above its 2000 level, while the U.S. system enplanements had returned to its 2019 level, which was 56.2 percent above the 2000 level.

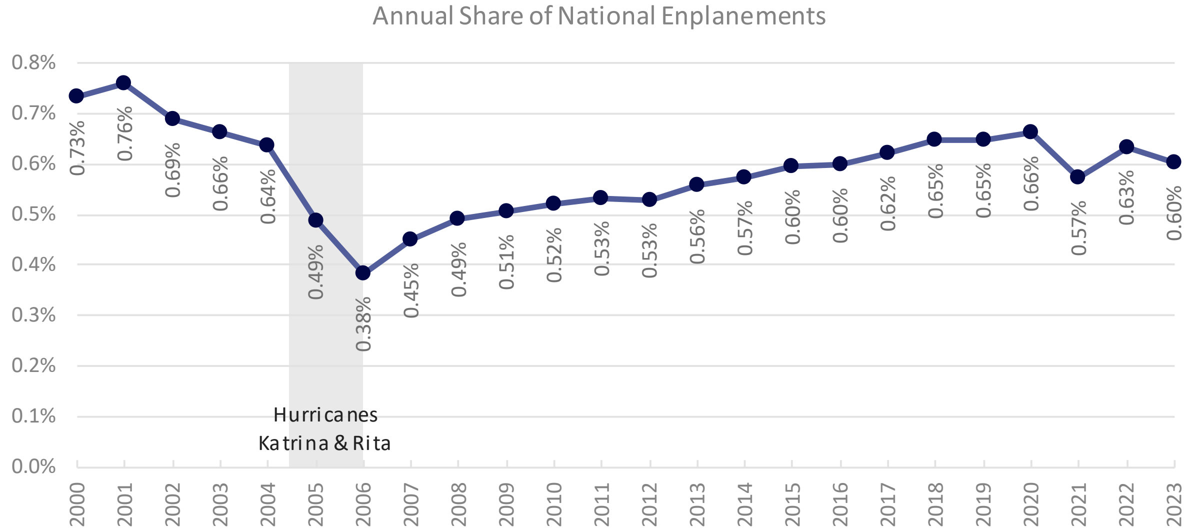
Figure 38 | The Airport and U.S. Enplanements, Annual Growth Comparison, 2000-2023



Sources: Airport records and U.S. Bureau of Transportation Statistics.

Figure 39 shows the Airport's share of total U.S. enplanements over the past two decades, and Table 7 shows the underlying data. The Airport maintained its classification as a medium hub commercial service airport with annual enplanements making up between 0.25 and 1 percent of U.S. total commercial enplanements. The Airport's share reached a peak of 0.76 percent in 2001, before decreasing in the following years to 0.38 percent in 2006 due to the hurricanes. Its share then increased gradually to 0.67 percent in 2020 before decreasing again to 0.57 percent in 2021, recovering to 0.60 percent in 2023.

Figure 39 | The Airport's Share of the U.S. Total Enplanements by Calendar Year, 2000-2023



Sources: Airport records and U.S. Bureau of Transportation Statistics.

Table 7 | The Airport's Annual Enplanements and U.S. System Annual Enplanements, 2000-YTD2024

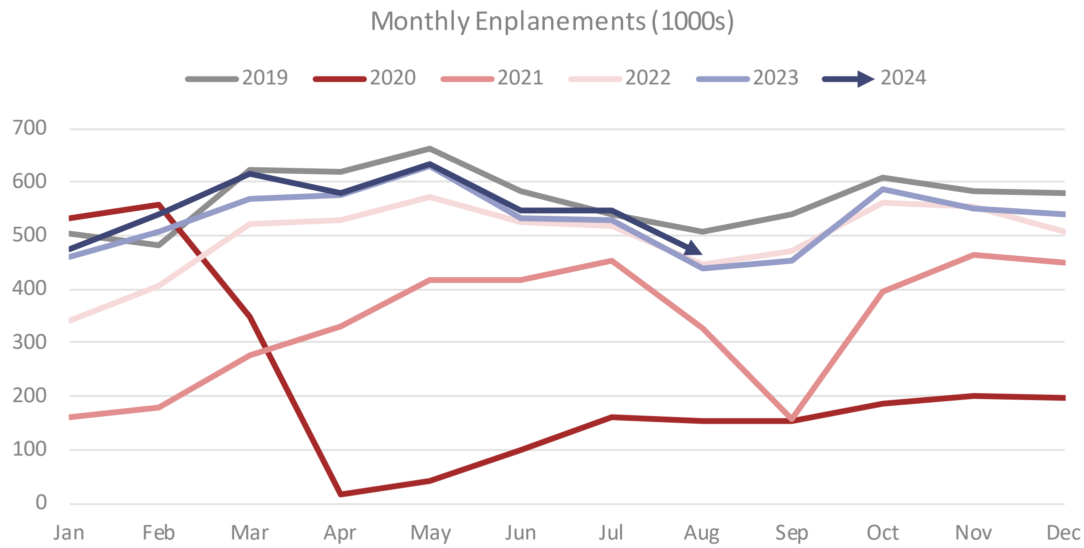
Annual Enplanements					
	MSY		US System		MSY Share
Year	EP (1000s)	AGR	EP (1000s)	AGR	of U.S
2000	4,940	4.4%	674,251	5.0%	0.73%
2001	4,789	-3.1%	629,266	-6.7%	0.76%
2002	4,624	-3.4%	670,604	6.6%	0.69%
2003	4,640	0.3%	700,864	4.5%	0.66%
2004	4,863	4.8%	763,710	9.0%	0.64%
2005	3,904	-19.7%	800,850	4.9%	0.49%
2006	3,109	-20.4%	808,103	0.9%	0.38%
2007	3,765	21.1%	835,510	3.4%	0.45%
2008	3,988	5.9%	809,822	-3.1%	0.49%
2009	3,896	-2.3%	767,817	-5.2%	0.51%
2010	4,102	5.3%	787,478	2.6%	0.52%
2011	4,281	4.4%	802,135	1.9%	0.53%
2012	4,307	0.6%	813,123	1.4%	0.53%
2013	4,598	6.8%	825,322	1.5%	0.56%
2014	4,892	6.4%	851,850	3.2%	0.57%
2015	5,345	9.2%	896,632	5.3%	0.60%
2016	5,580	4.4%	931,989	3.9%	0.60%
2017	6,005	7.6%	964,765	3.5%	0.62%
2018	6,565	9.3%	1,013,213	5.0%	0.65%
2019	6,832	4.1%	1,052,981	3.9%	0.65%
2020	2,652	-61.2%	400,569	-62.0%	0.66%
2021	4,023	51.7%	700,560	74.9%	0.57%
2022	5,946	47.8%	937,367	33.8%	0.63%
2023	6,367	7.1%	1,053,196	12.4%	0.60%
YTD 2023	4,240		700,156		
YTD 2024	4,403	3.9%	746,129	6.6%	0.59%
Compound Annual Growth Rate					
1990-2019	2.4%		2.9%		
2001-2019	2.0%		2.9%		
2001-2023	1.3%		2.4%		
2010-2019	5.8%		3.3%		
2012-2019	6.8%		3.8%		
2010-2023	3.4%		2.3%		
2019-2023	-1.7%		0.0%		

Sources: Airport records and U.S. Bureau of Transportation Statistics.
Note: December 2022 U.S. system enplanements are estimated, due to data only being available up to November 2022 at the time of writing.
EP = Enplaned passengers.
YTD = January through August.

3.3.2 | Monthly Enplanement Trends

The impact of the COVID-19 pandemic is more pronounced in monthly enplanement trends (Figure 40). The plunge in air travel in April 2020 caused the Airport's monthly seasonal pattern to break in 2020 and 2021. Monthly enplanements remained noticeably below 2019 levels through 2022 and 2023. Aside from spikes in February and July, MSY's 2024 enplanements have stayed around roughly 90 percent of its 2019 level each month. As of August 2024, monthly enplanements at MSY have dipped, and currently sits at 92 percent of its August 2019 count.

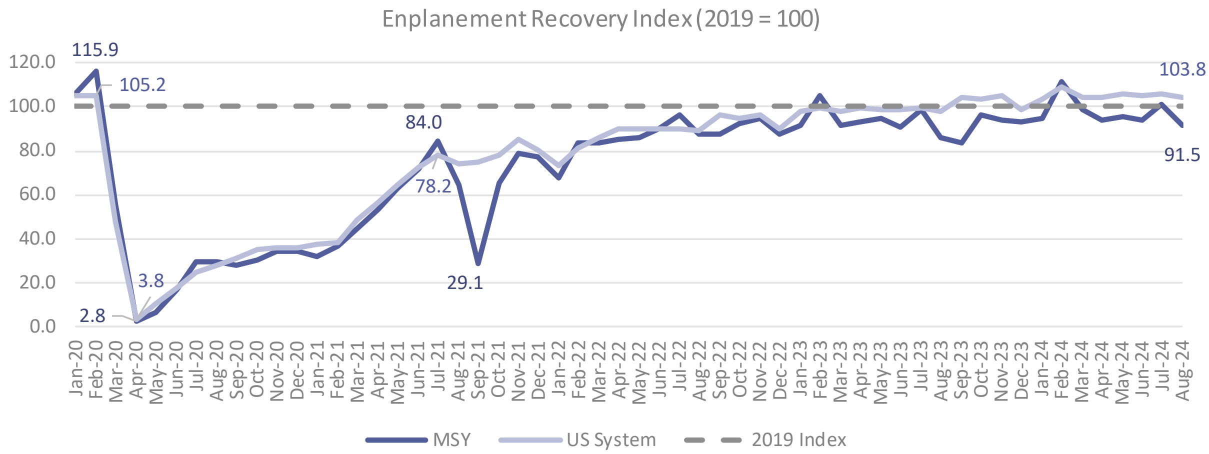
Figure 40 | The Airport Monthly Enplanements by Calendar Year, 2019-YTD2024



Source: Airport records.

Figure 41 compares the recovery progress of the Airport and the U.S. system. After the initial drop from February to April 2020, recovery at the Airport largely kept pace with the U.S. system except during the summer of 2021. The emergence of the Delta variant and fourth wave of COVID-19 cases combined with the arrival of the Category 4 Hurricane Ida significantly set back the Airport's recovery in September 2021. Through the second quarter of 2024, MSY's year-to-date total enplanements from January to June were 98 percent of its total enplanements for the same six-month period in 2019. By comparison, the U.S. system's enplanements from January through June 2024 were 95 percent of its 2019 equivalent year-to-date total.

Figure 41 | The Airport and U.S. COVID-19 Monthly Recovery Trends, January 2020 - August 2024



Sources: Airport records and U.S. Bureau of Transportation Statistics.

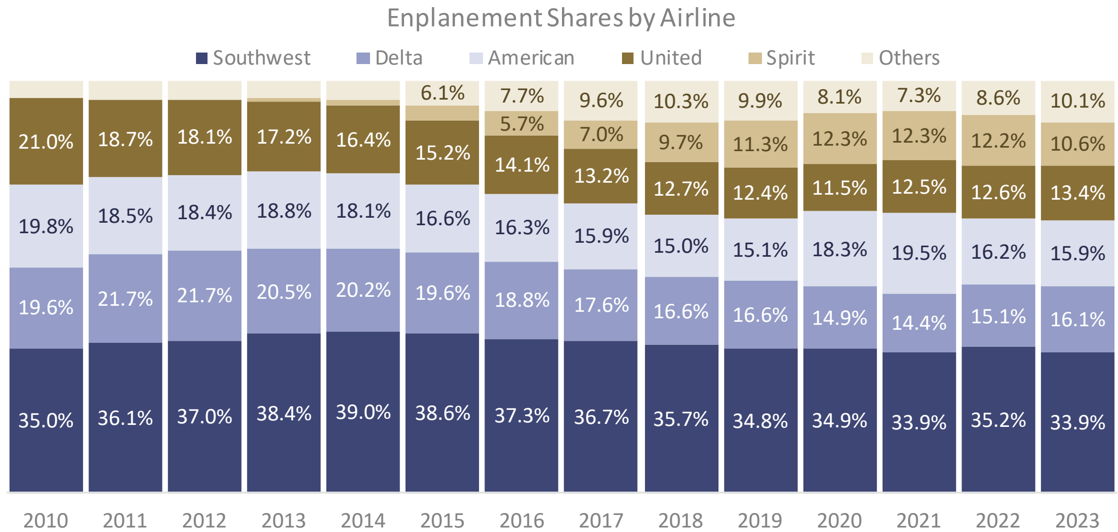
3.4 | Airline Market Shares

Airline consolidation left the industry with four major airlines controlling more than 80 percent of U.S. domestic passenger traffic: American, Delta, Southwest, and United. At the Airport, these four airlines held over 90 percent of the Airport's passenger traffic for over half of the last decade and about 80 percent since 2018 (Figure 42). Among them, Southwest is the largest, consistently serving over 30 percent of the Airport's passengers since 2010. Southwest is followed by American and Delta, which are close in terms of market share at the Airport. Delta held the larger share through most of the past decade. Network changes during the pandemic led to changes in their relative market shares at the Airport, with American holding the larger share since 2020.

Other airlines entered the Airport and expanded service. In particular, Spirit started service at the Airport in 2013, though its share was negligible for the first two years. Spirit's combined share with other airlines eventually broke the 10 percent mark in 2016. By 2019, Spirit's share alone began to exceed 10 percent, and Spirit began to compete with United Airlines for the fourth largest market share at the Airport.

As of 2023, Southwest continues its hold on the largest share with 33.9 percent. Delta surpassed American this year, having grown the past three years to the second largest share with 16.1 percent. Inversely, American had been gradually shrinking over the same three years, and now has the third largest share of 15.9 percent. United's share also grew, though it maintains its position as the fourth largest share with 13.4 percent, followed by Spirit with 10.6 percent. The rest of the airlines at the Airport compose the remaining 10.1 percent share of 2023 enplanements.

Figure 42 | Annual Enplanement Shares by Airline, 2010-2023

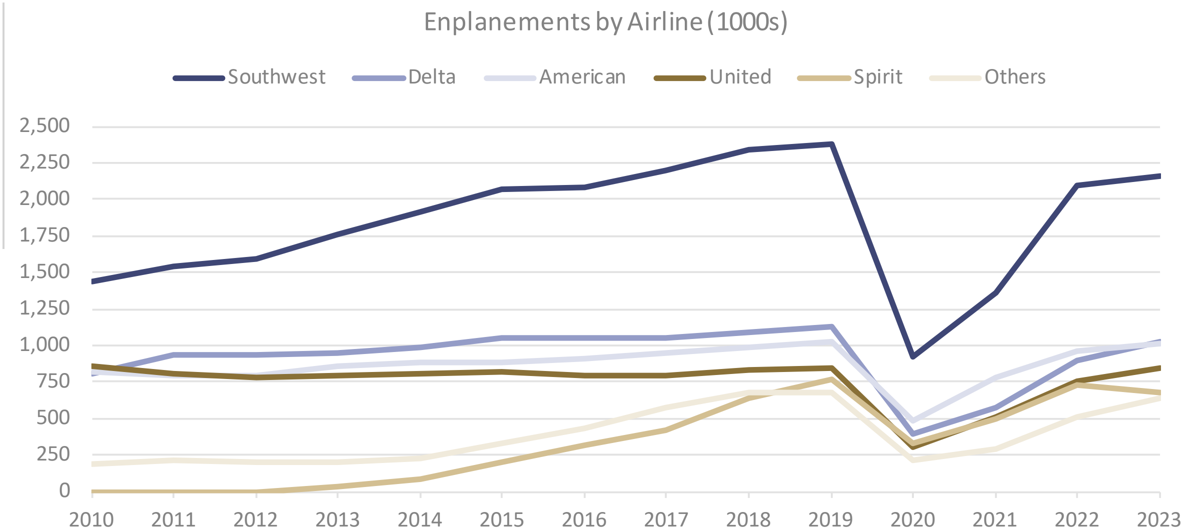


Source: Airport records.
Others = All other airlines.

Figure 43 shows each airline's enplanements from 2010 to 2023, and Table 8 shows the underlying data. Not only has Southwest maintained a substantial lead since 2010, but it has also experienced the fastest growth over the decade, further widening the gap. The other three major airlines have undergone slower, relatively flat growth from 2010 to 2019. The remaining airlines, along with Spirit upon its introduction, exhibit faster growth closer to Southwest's rate.

In 2020, the COVID-19 pandemic caused enplanements across all airlines at the Airport to drop. Proportionally, airlines outside the top five suffered the largest declines, with enplanements on these airlines collectively falling by 68.1 percent. Among the top five airlines, Delta had the next sharpest decline, dropping by 65.0 percent. American had the smallest decrease, though still a substantial 52.8 percent drop. Over this period, Southwest maintained its large lead over the others, American pulled ahead of Delta as the second largest airline in terms of market share. Spirit briefly surpassed United, though United regained a slight lead over Spirit during the 2021 recovery. Through the changes in individual airline shares during the pandemic, the combined market share held by American, Delta, Southwest, and United at the Airport remained stable near 80 percent, consistent with their combined share of U.S. system traffic.

Figure 43 | Annual Enplanements by Airline (1000s), 2010-2023



Source: Airport records.

Table 8 | Enplanements and Market Share by Airline, 2010-2023

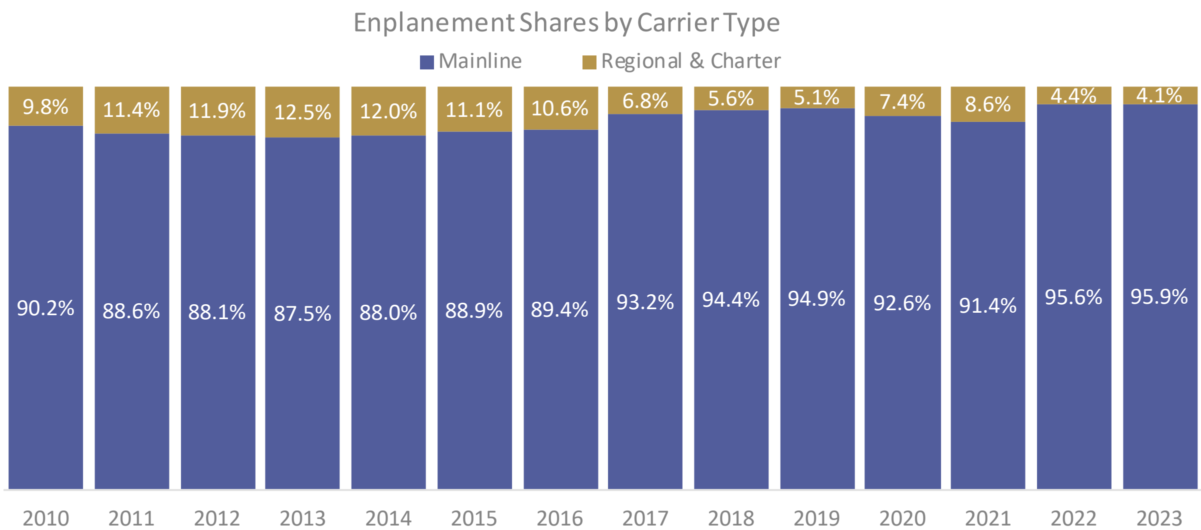
Enplanements by Airline (1000s)														
Airline	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Southwest	1,437	1,545	1,592	1,765	1,910	2,064	2,081	2,203	2,341	2,375	924	1,365	2,092	2,160
Delta	804	929	936	945	990	1,045	1,051	1,055	1,092	1,134	396	579	898	1,023
American	814	793	794	863	884	889	910	953	986	1,031	487	786	965	1,014
United	862	801	779	790	802	814	789	795	836	846	304	505	750	851
Spirit	0	0	0	37	80	205	320	420	636	770	325	494	728	677
Others	184	213	205	199	226	327	429	579	673	676	216	294	513	641
Airport Total	**4,102**	**4,281**	**4,307**	**4,598**	**4,892**	**5,345**	**5,580**	**6,005**	**6,565**	**6,832**	**2,652**	**4,023**	**5,946**	**6,367**

Airline Market Shares														
Airline	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Southwest	35.0%	36.1%	37.0%	38.4%	39.0%	38.6%	37.3%	36.7%	35.7%	34.8%	34.9%	33.9%	35.2%	33.9%
Delta	19.6%	21.7%	21.7%	20.5%	20.2%	19.6%	18.8%	17.6%	16.6%	16.6%	14.9%	14.4%	15.1%	16.1%
American	19.8%	18.5%	18.4%	18.8%	18.1%	16.6%	16.3%	15.9%	15.0%	15.1%	18.3%	19.5%	16.2%	15.9%
United	21.0%	18.7%	18.1%	17.2%	16.4%	15.2%	14.1%	13.2%	12.7%	12.4%	11.5%	12.5%	12.6%	13.4%
Spirit	0.0%	0.0%	0.0%	0.8%	1.6%	3.8%	5.7%	7.0%	9.7%	11.3%	12.3%	12.3%	12.2%	10.6%
Others	4.5%	5.0%	4.8%	4.3%	4.6%	6.1%	7.7%	9.6%	10.3%	9.9%	8.1%	7.3%	8.6%	10.1%
Airport Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: Airport records.
Others = All other airlines.

Mainline carriers compose the bulk of enplanements at the Airport, with regional and charter carriers gradually declining through the majority of the past decade (Figure 44). The combined enplanement shares of regional and charter carriers shrank from a high of 12.5 percent in 2013 to a low of 5.1 percent in 2019, consistent with the industry-wide trend of fleet up-gauging. With the decrease in passenger demand during the COVID-19 pandemic, the Airport saw a brief reversal in the trend—that share grew to 7.4 percent in 2020 and 8.6 percent in 2021. In 2023, the combined share of regional and charter carriers declined further, down to 4.1 percent—less than half of its share size in 2021. Airlines are again cutting back on the use of regional carriers amid pilot and staff shortages.

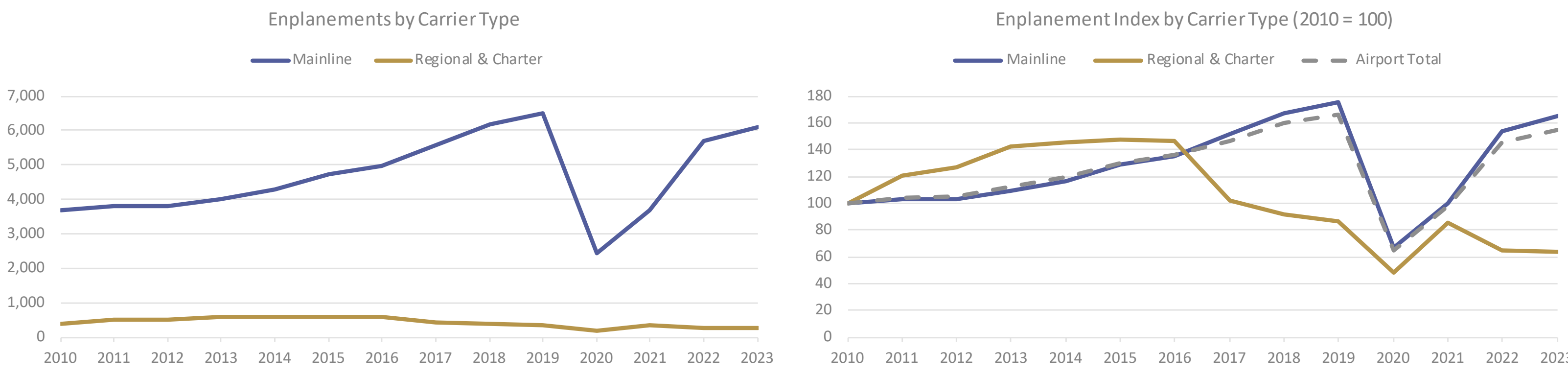
Figure 44 | Enplanement Shares by Carrier Type, 2010-2023



Source: Airport records.

Figure 45 shows enplanements by mainline and regional/charter carriers, as well as their growth relative to the 2010 level, and Table 9 shows the underlying data. Mainline carrier operations make up the vast majority of air traffic at the Airport, but regional carriers and charters experienced faster proportional growth in the first few years of the 2010s before facing sharp and continual decline from 2016 through the rest of the decade. Mainline enplanements fell in 2020 due to the COVID-19 pandemic, but it still maintains a dominant majority over regional and charter enplanements.

Figure 45 | Enplanements and Growth Index by Carrier Type (2010 = 100), 2010-2023



Source: Airport records.

Table 9 | Enplanements and Market Shares by Carrier Type, 2010-2023

Enplanements by Carrier Type (1000s)														
Carrier Type	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Mainline	3,700	3,795	3,796	4,025	4,306	4,749	4,989	5,595	6,197	6,486	2,457	3,677	5,688	6,109
Regional & Charter	403	486	510	573	587	595	591	410	367	347	196	346	259	258
Airport Total	4,102	4,281	4,307	4,598	4,892	5,345	5,580	6,005	6,565	6,832	2,652	4,023	5,946	6,367
Enplanement Shares by Carrier Type														
Carrier Type	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Mainline	90.2%	88.6%	88.1%	87.5%	88.0%	88.9%	89.4%	93.2%	94.4%	94.9%	92.6%	91.4%	95.6%	95.9%
Regional & Charter	9.8%	11.4%	11.9%	12.5%	12.0%	11.1%	10.6%	6.8%	5.6%	5.1%	7.4%	8.6%	4.4%	4.1%
Airport Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Airport records.

3.5 | Scheduled Passenger Airline Service

Table 10 shows the annual trends in scheduled passenger airline service at the Airport from 2019 through 2024. The trends include the following measures: seats, aircraft departures, seats per departure, and nonstop destinations. Figure 46 shows each airlines' seat index, average seats per departure, and the Airport's total of nonstop destinations over the same period.

The number of scheduled seats has steadily recovered since sharply decreasing in 2020. There are two exceptions to this trend among the Airport's airlines. Spirit is the bigger exception, showing more volatility in its scheduled seats than the other airlines. Southwest's post-pandemic trends also differ from other airlines. Southwest's scheduled seats continued to decrease in 2021, instead rising a year behind the other airlines in 2022. Southwest's slower recovery at the Airport can be attributed to the airline adopting an opportunistic strategy during the pandemic, adding new airports and markets to its route network, which required aircraft to be moved temporarily from incumbent markets like MSY.

Overall, the number of seats per departure has gradually increased at the Airport over the years, indicating the use of larger aircraft or the placement of more seats within aircraft. This increase in seat capacity is present in all major airlines save for Spirit, but is mostly attributed to American, United, and Delta.

Throughout 2023, Southwest operated an average of 53 departures per day, American operated an average of 25 departures per day, Delta and United each operated an average of 20 departures per day, and Spirit operated an average of 13 departures per day. All other carriers operated an average of 15 flights per day. Most airlines showed an increase from the prior year, continuing the trend of post-pandemic recovery—the one exception was Spirit.

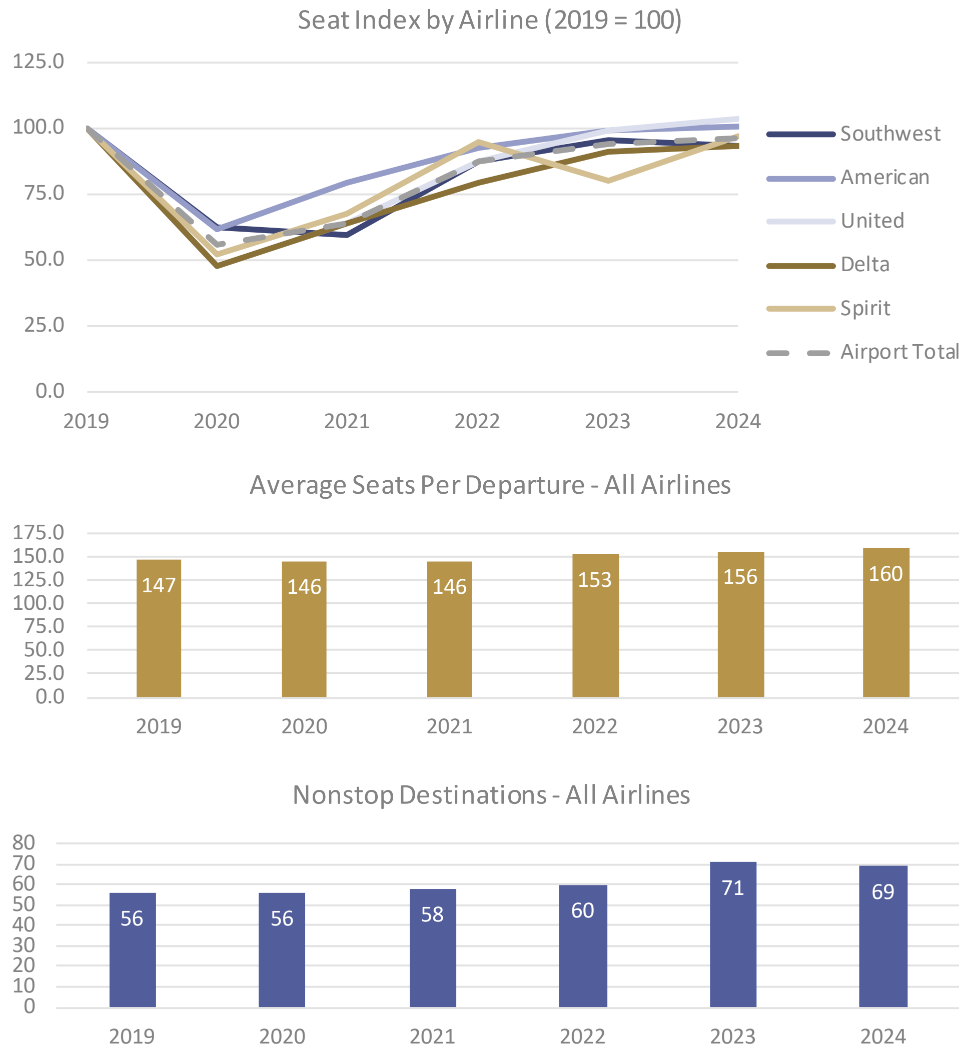
The number of nonstop destinations served at the Airport grew slowly from 56 to 60, before jumping substantially to 71 destinations in 2023. This jump is most visibly associated with the Other category of airlines, with many of the new destination airports that year having only one or two flights, likely operated by charters. Airports with so few flights are often one-off or not regularly scheduled destinations. Advance schedules in 2024 project this spike decrease slightly to 69 destinations.

Table 10 | Trends in Scheduled Service, 2019-2024

Scheduled Service at MSY **Airline**	**2019**	**2020**	**2021**	**2022**	**2023**	**Advance 2024**
Southwest						
Number of Nonstop Destinations	28	26	25	23	26	27
Average Daily Departures	59	36	34	48	53	51
Average Daily Seats	8,754	5,434	5,197	7,611	8,329	8,169
American						
Number of Nonstop Destinations	9	12	8	8	8	10
Average Daily Departures	27	18	22	24	25	25
Average Daily Seats	3,537	2,181	2,811	3,281	3,516	3,567
Delta						
Number of Nonstop Destinations	11	11	7	9	10	11
Average Daily Departures	24	11	15	18	20	20
Average Daily Seats	3,695	1,766	2,357	2,930	3,371	3,451
United						
Number of Nonstop Destinations	17	15	13	16	17	14
Average Daily Departures	21	11	15	18	20	20
Average Daily Seats	2,873	1,373	1,842	2,517	2,854	2,964
Spirit						
Number of Nonstop Destinations	21	20	15	19	15	19
Average Daily Departures	17	9	11	16	13	15
Average Daily Seats	2,929	1,519	1,980	2,783	2,342	2,843
Other						
Number of Nonstop Destinations	25	24	30	31	43	37
Average Daily Departures	15	7	8	12	15	13
Average Daily Seats	2,288	1,090	1,247	1,867	2,280	2,085
All Airlines						
Number of Nonstop Destinations	56	56	58	60	71	69
Average Daily Departures	163	92	106	137	145	145
Average Daily Seats	24,077	13,362	15,435	20,989	22,691	23,079

Source: OAG Schedules Analyzer, last accessed October 8, 2024. Advance schedules for 2024 beyond the last access date are subject to change.
Note: Number of Nonstop Destinations counts unique airport destinations only. Airport destinations in the "Other" and "All Airlines" categories that are served by multiple airlines are only counted once.

Figure 46 | Scheduled Seats Index, Seats per Departure, and Nonstop Destinations, 2019-2024



Source: OAG Schedules Analyzer, last accessed October 8, 2024. Advance schedules for 2024 beyond the last access date are subject to change.

3.6 | Top Domestic O&D Markets

O&D traffic is estimated to account for 88 percent of the Airport's total enplanements in 2023. Table 11 and Figure 47 show the Airport's top 25 O&D markets in 2023, ranked by share of the Airport's average daily total O&D enplanements for that year. Altogether, the top 25 markets make up 77.6 percent of all daily O&D enplanements at the Airport. Sixteen of the top 25 markets are served by two or more airlines, which is a good indicator of the strong demand and competitiveness of those markets.

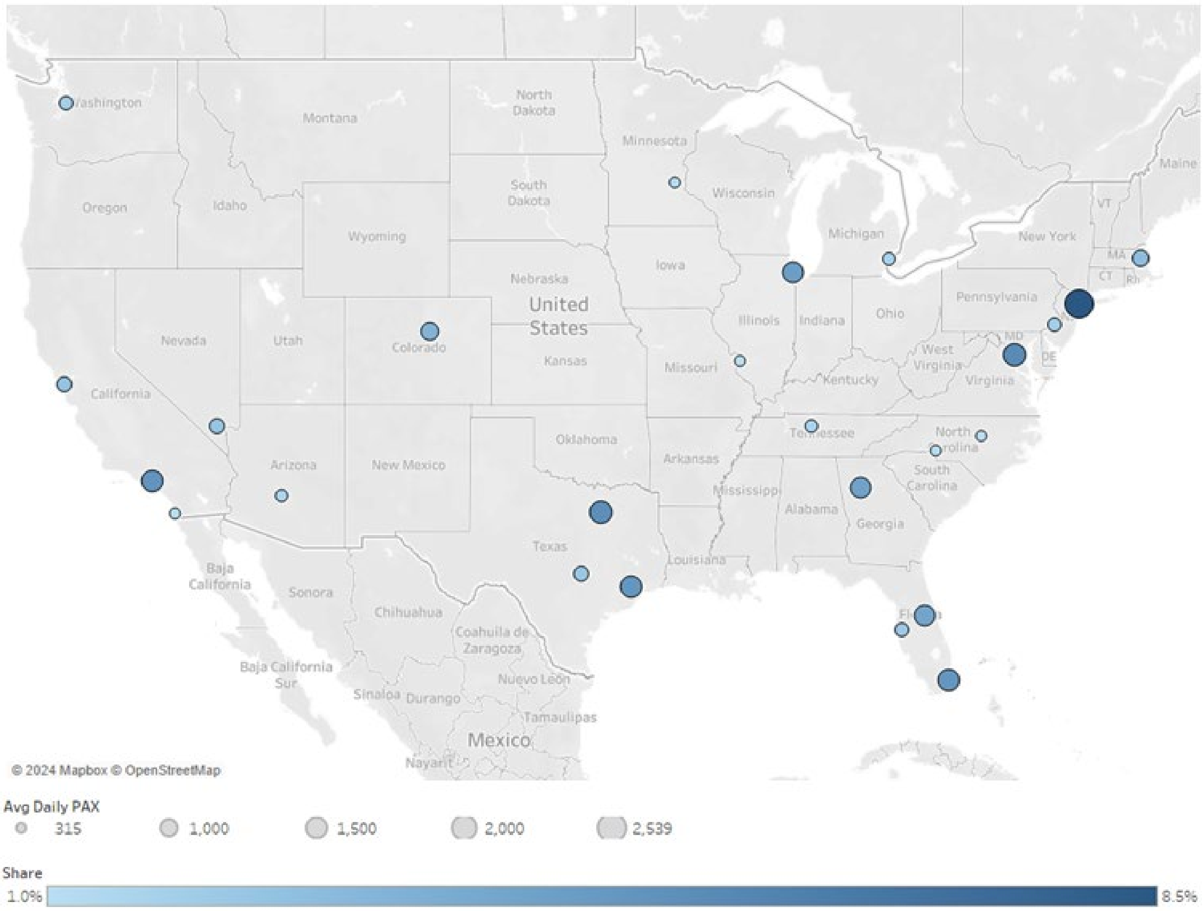
The five largest shares include, in order from 5th to 1st largest: Miami, Los Angeles, Dallas/Ft. Worth, Washington DC, and New York. New York holds 8.5 percent of the MSY's O&D traffic, while the other four hold between 4.9 to 5.5 percent shares. The top five largest markets reflect the change in the composition of demand since the COVID-19 pandemic, with more growth in leisure travel than in business travel. Going down the list, share sizes between destinations go down gradually and in small increments.

Table 11 | The Airport's Top 25 O&D Markets for 2023, Ranked by Market Share

Rank	Metro Market Destination	Airports	Avg. Daily PAX	Market Share
1	New York City, NY (Metropolitan Area)	EWR, LGA, JFK	2,539	8.5%
2	Washington, DC (Metropolitan Area)	BWI, DCA, IAD	1,660	5.5%
3	Dallas/Fort Worth, TX	DAL, DFW	1,591	5.3%
4	Los Angeles, CA (Metropolitan Area)	LAX, SNA, BUR, LGB, ONT	1,508	5.0%
5	Miami, FL (Metropolitan Area)	MIA	1,474	4.9%
6	Houston, TX	IAH, HOU	1,474	4.9%
7	Chicago, IL	ORD, MDW	1,359	4.5%
8	Atlanta, GA (Metropolitan Area)	ATL	1,295	4.3%
9	Orlando, FL	MCO	1,244	4.1%
10	Denver, CO	DEN	1,004	3.3%
11	Boston, MA (Metropolitan Area)	BOS, PVD	859	2.9%
12	San Francisco, CA (Metropolitan Area)	SFO, OAK, SJC	772	2.6%
13	Las Vegas, NV	LAS	737	2.5%
14	Austin, TX	LAS	705	2.3%
15	Tampa, FL (Metropolitan Area)	TPA	671	2.2%
16	Seattle, WA	SEA	581	1.9%
17	Philadelphia, PA	PHL	579	1.9%
18	Detroit, MI	DTW	510	1.7%
19	Nashville, TN	BNA	508	1.7%
20	Phoenix, AZ	PHX, AZA	469	1.6%
21	Raleigh/Durham, NC	RDU	370	1.2%
22	Minneapolis/St. Paul, MN	MSP	367	1.2%
23	Charlotte, NC	CLT	359	1.2%
24	St. Louis, MO	STL	327	1.1%
25	San Diego, CA	SAN	315	1.0%
…	Other		6,723	22.4%
	Top 25 Subtotal		**23,275**	**77.6%**
	Total MSY		**29,998**	**100.0%**

Source: DB1B.

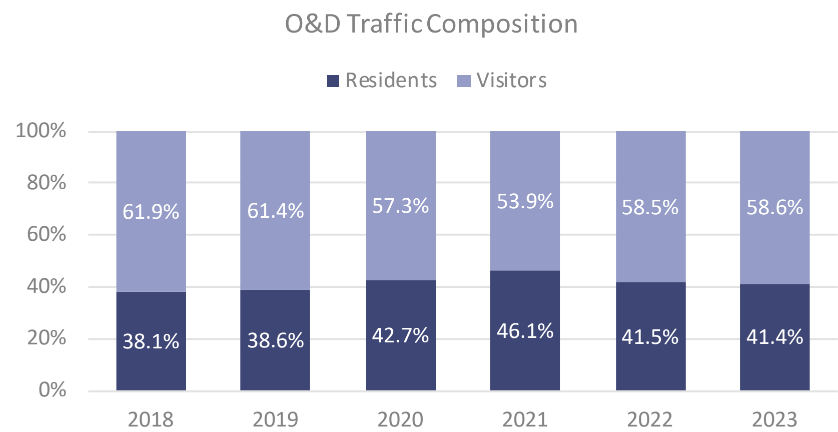
Figure 47 | The Airport's Top 25 O&D Markets, 2023



Source: DB1B.

Figure 48 shows the trend in the composition of the Airport's O&D traffic from 2018 to 2023. Prior to the pandemic in 2019, visitors were estimated to comprise 61 percent of O&D traffic, with residents accounting for the remaining 39 percent, according to U.S. Department of Transportation Origin-and-Destination Survey (DB1B) data. The visitor share fell to 57 percent in 2020 and 54 percent in 2021, the first two years of the pandemic, indicating the negative effects of the pandemic on tourist traffic to New Orleans. However, the visitor share has started to increase back toward pre-pandemic levels. As of 2023, the visitor share of O&D enplanements increased to 59 percent.

Figure 48 | Composition of O&D Traffic Between Visitors and Residents



Source: Estimates based on data from the U.S. Bureau of Transportation Statistics DB1B.

3.7 | Comparison with Peer Airports

This section compares MSY's enplanement growth and trends in airfare and real passenger yield (average airline revenue per revenue passenger mile) with those of seven airports with the closest enplanements counts to MSY, based on 2019 pre-pandemic rankings. The seven peer airports are St. Louis-Lambert (STL), Norman Y. Mineta San Jose (SJC), Houston Hobby (HOU), Raleigh-Durham (RDU), Oakland (OAK), Sacramento (SMF), and Kansas City (MCI).

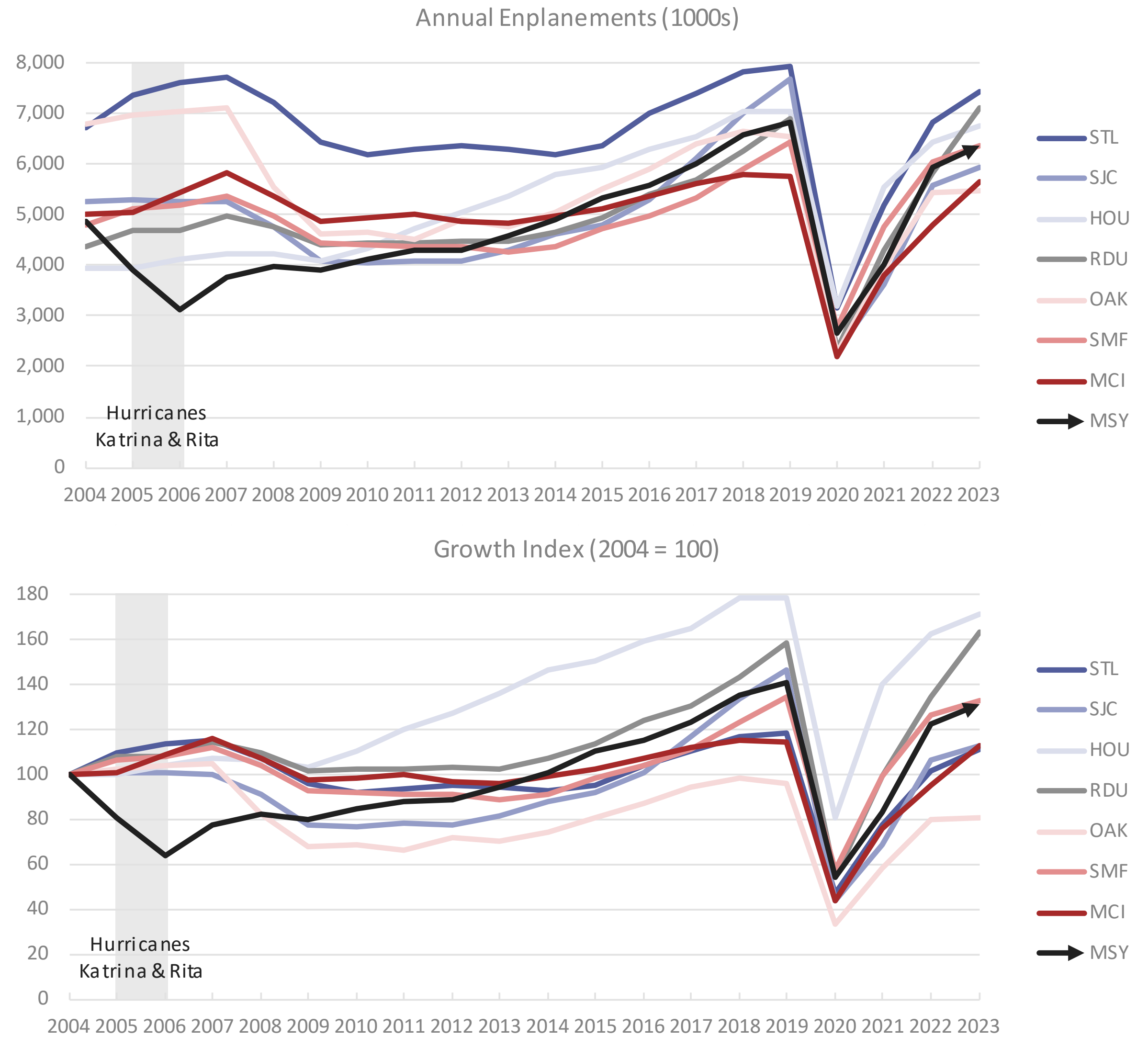
3.7.1 | Enplanement Growth

Since 2004, the Airport's enplanements have exhibited moderate growth relative to its peer airports. One notable divergence is the sharp decline the Airport endured in 2005 and 2006 (Figure 49). Because of Hurricane Katrina and Hurricane Rita, the Airport's passenger traffic fell 36 percent from 2004 to 2006, while most of its peers continued with their growth. The Airport's post-hurricane reconstruction helped mitigate the Great Recession's negative effects on enplanements, while the Airport's peer airports all lost air activity to varying degrees (the most severe drop happening to OAK). After the Great Recession, the Airport saw growth that outpaced many of its peers, and by 2019 it had surpassed OAK, SMF, and MCI in enplanements. Two notable airports among the Airport's peers include STL, which boasted consistently higher passenger counts than all other airports among the peers from 2005 to 2019, and HOU, which experienced significantly faster growth than all of the other airports after 2009.

As with the rest of the U.S. aviation industry, the Airport and its peer airports suffered a substantial loss in enplanements in 2020 due to the COVID-19 pandemic. HOU experienced the smallest decline among these eight airports with a 55.8 percent decrease, and SJC took the largest drop of 70.3 percent—by comparison, the Airport's enplanements fell by 61.2 percent.

The Airport's recovery was slowed in part by Hurricane Ida, a Category 4 storm, and the Delta variant of COVID-19 and the fourth wave of infections, which had a much more profound impact on the Airport's monthly enplanements compared to national trends at the end of the summer and start of the fall. Recovery accelerated through 2022, and as of 2023, MSY had narrowly surpassed SMF as the fourth highest in enplanements among the peer airports.

Figure 49 | Annual Enplanement Growth, MSY vs. Peer Airports, 2004-2023



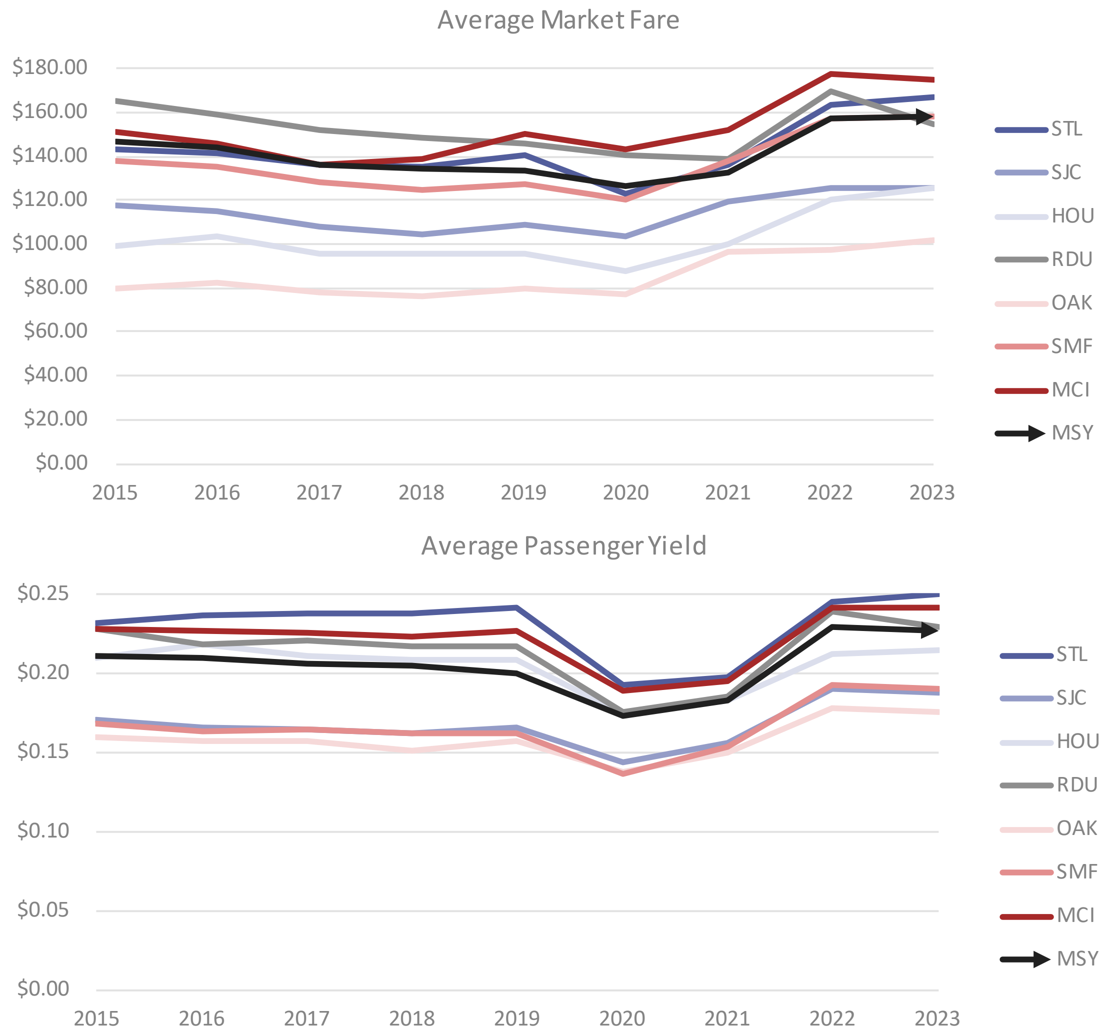
Sources: Airport records and U.S. Bureau of Transportation Statistics.

3.7.2 | Market Fare and Passenger Yield

Lower airfares attract passengers. Figure 50 compares the average domestic market fares and passenger yields at the Airport with the same seven peers that ranked closest in 2019 enplanements, by calendar year. Passenger yield is a common measure of airfare that controls for trip length.

In general, market fare and yields changed little from 2015 to 2019, especially for the Airport—the average yield stayed flat over the period. The Airport's trends largely remained near the middle among its peers in both measures. In 2020, airports nationwide experienced a dip in both market fare and yield due to weak demand during the COVID-19 pandemic. Recovery began through 2021 for most of the peer airports, accelerated in 2022, and largely plateaued in 2023. As of 2023, MSY sits with the third highest average market fare and passenger yield, due to RDU declining in both measures.

Figure 50 | The Airport vs. Peer Airports Average Market Fare and Yield, 2015-2023

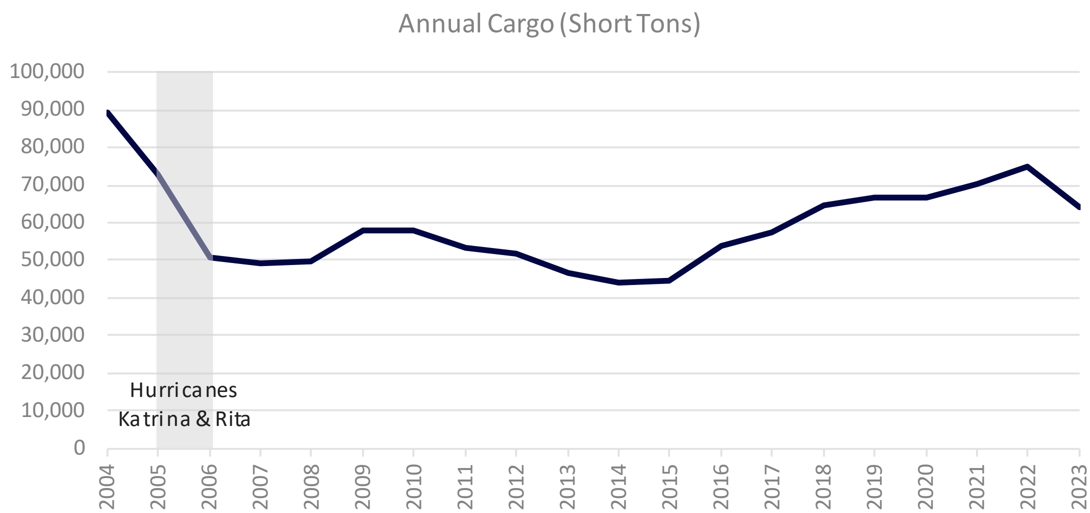


Source: U.S. Department of Transportation DB1B.

3.8 | Air Cargo

Figure 51 shows annual cargo growth trends at the Airport dating back to 2004 when air cargo throughput reached a peak 89,239 short tons. In the aftermath of Hurricane Katrina and Hurricane Rita, air cargo at the Airport fell by 18 percent in 2005 and another 30 percent in 2006. Air cargo tonnage increased slightly in 2009 and 2010, at the height of reconstruction activity in New Orleans, but returned to a downward path through 2015. Since then, air cargo volume has exhibited a general upward trajectory coinciding with the global economic expansion (2015-2020) and the rise of e-commerce particularly during the pandemic years (2020-2022), rising to 75,000 short tons in 2022, still below the 2004 peak. However, air cargo took another downward turn in 2023, a likely correction of the pandemic surge. The Airport handled a total of 64,000 short tons of cargo in 2023.

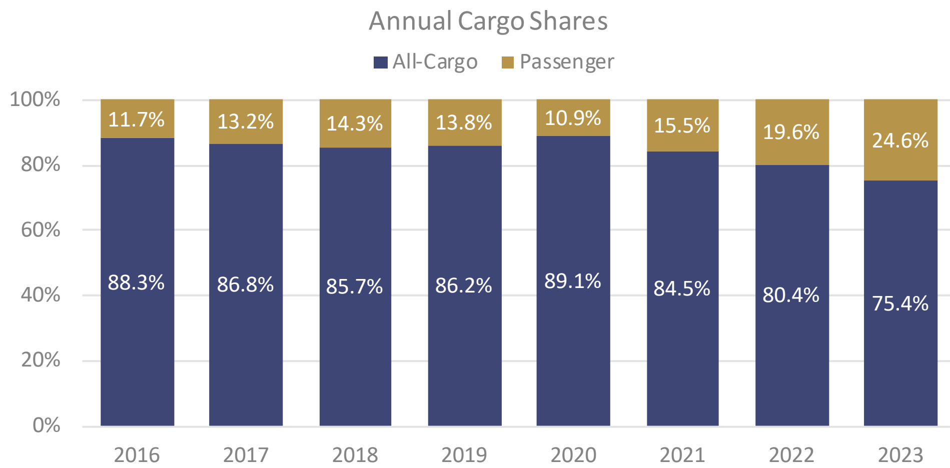
Figure 51 | Annual Cargo Tonnage, 2004-2023



Source: Airport records. The data include enplaned and deplaned cargo.

Figure 52 shows the breakdown of cargo at the Airport between all-cargo carriers and passenger carriers. Table 12 shows the underlying cargo data and further breaks down the annual totals between domestic and international cargo, as well as by carrier type. The Airport handles mostly domestic air cargo. All-cargo carriers handle the bulk of cargo activity at the Airport, consistently comprising mid-to-high 80s in terms of annual cargo shares from 2016 through 2021. In 2021, the Airport saw a substantial increase in passenger carrier cargo, rising from 10.9 percent in 2020 to 15.5 percent in 2021. The share of passenger carrier cargo continued to grow over the next two years, reaching the largest it has been in the last eight years with 24.6 percent in 2023. Considering the overall decrease in cargo tonnage in 2023, the rising share of passenger carrier cargo is due to the sharp decrease of all-cargo carrier tonnage that year, from 60,000 short tons down to about 48,300. Conversely, passenger carrier cargo slowed but still grew that year, up from roughly 14,700 short tons to 15,800.

Figure 52 | Annual All-Cargo vs. Belly-Cargo (Passenger Carrier) Shares of Cargo Tonnage, 2016-2023



Source: Airport records.

Table 12 | Annual Freight & Mail, Tonnage and Shares, 2016-2023

Annual Freight & Mail (Short Tons)									**CAGR**		
Carrier Type	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2016-2019**	**2016-2023**	**2019-2023**
All-Cargo Subtotal											
Domestic	47,485.6	49,603.1	55,251.9	57,198.0	59,462.3	59,223.5	59,960.7	48,242.8	6.4%	0.2%	-4.2%
International	27.9	47.0	57.2	118.6	86.7	54.9	39.4	81.6	62.0%	16.6%	-8.9%
All-Cargo Subtotal	**47,513.5**	**49,650.1**	**55,309.2**	**57,316.6**	**59,549.0**	**59,278.3**	**60,000.0**	**48,324.4**	**6.5%**	**0.2%**	**-4.2%**
Passenger											
Domestic	6,318.7	6,181.6	7,041.8	7,381.0	6,958.4	10,857.9	13,853.0	14,536.6	5.3%	12.6%	18.5%
International	3.7	1,370.2	2,189.7	1,827.1	349.3	39.3	802.4	1,252.3	690.1%	N/A	-9.0%
Passenger Subtotal	**6,322.4**	**7,551.8**	**9,231.4**	**9,208.1**	**7,307.7**	**10,897.2**	**14,655.4**	**15,788.9**	**13.4%**	**14.0%**	**14.4%**
Grand Total	**53,835.9**	**57,202.0**	**64,540.6**	**66,524.7**	**66,856.7**	**70,175.5**	**74,655.4**	**64,113.3**	**7.3%**	**5.6%**	**3.9%**
AGR	21.3%	6.3%	12.8%	3.1%	0.5%	5.0%	6.4%	-14.1%			

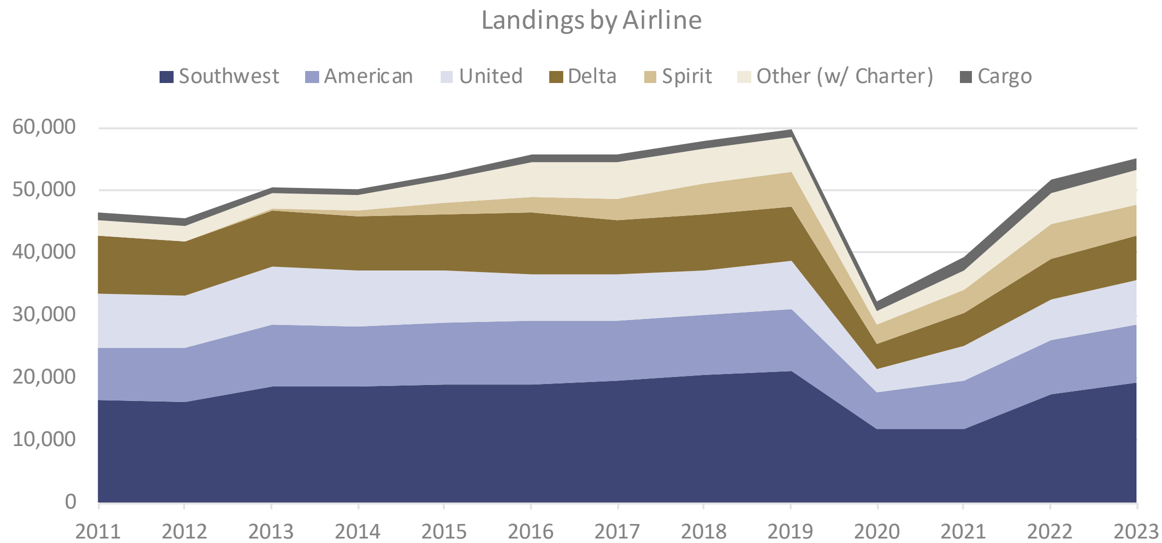
Annual Freight & Mail Shares								
Carrier Type	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
All-Cargo								
Domestic	88.20%	86.72%	85.61%	85.98%	88.94%	84.39%	80.32%	75.25%
International	0.05%	0.08%	0.09%	0.18%	0.13%	0.08%	0.05%	0.13%
All-Cargo Subtotal	**88.26%**	**86.80%**	**85.70%**	**86.16%**	**89.07%**	**84.47%**	**80.37%**	**75.37%**
Passenger								
Domestic	11.74%	10.81%	10.91%	11.10%	10.41%	15.47%	18.56%	22.67%
International	0.01%	2.40%	3.39%	2.75%	0.52%	0.06%	1.07%	1.95%
Passenger Subtotal	**11.74%**	**13.20%**	**14.30%**	**13.84%**	**10.93%**	**15.53%**	**19.63%**	**24.63%**
Grand Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**

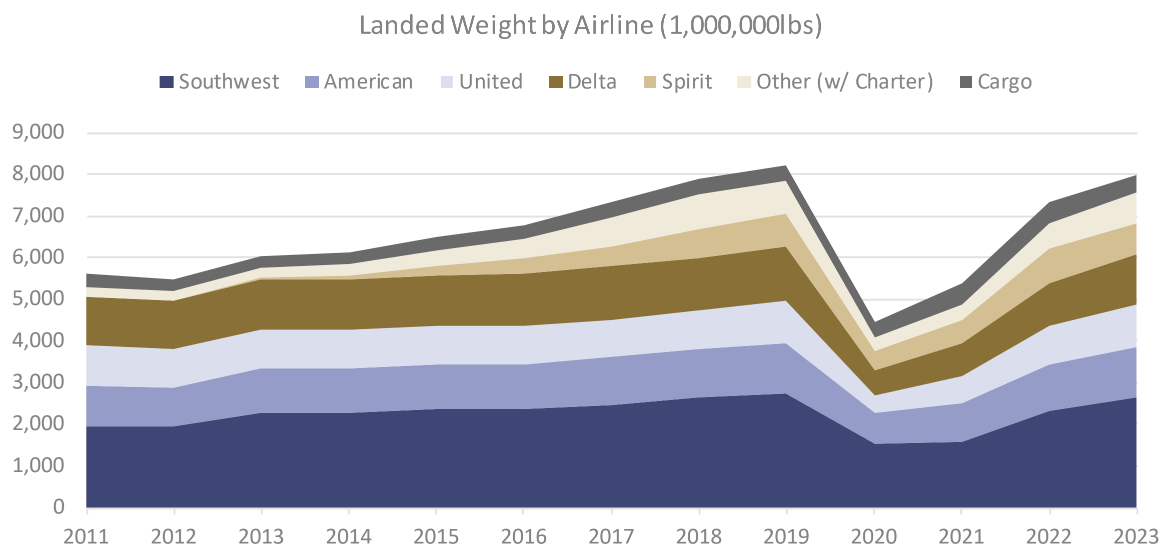
Source: Airport records.

3.9 | Commercial Aircraft Landings and Landed Weight

Figure 53 shows the historical trends in aircraft landings and landed weight at the Airport by airline from 2011 to 2023. Table 13 and Table 14 show the underlying data and the market share breakdown among airlines. Both landings and landed weight show growth similar to but overall slower than that of enplanement. Between the two measures, landed weight trends show a more consistently upward slope. The comparison between landings, landed weight, and enplanements imply an overall increase in seat capacity and load factor over the years, reaching a peak of 59.8 thousand landings and a landed weight of 8.2 billion pounds in 2019. Landings and landed weight decreased 46 percent in 2020 due to the COVID-19 pandemic. While both began to recover in 2021, even accelerating in 2022, landings and landed weight still remain below 2019 levels as of 2023.

Figure 53 | Landings and Landed Weight Trends by Airline, 2010-2023





Source: Airport records.

Table 13 | Annual Landings and Landing Shares, 2011-2023

Landings by Airline														CAGR		
Carrier	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2011-2019**	**2019-2023**	**2011-2023**
Southwest	16,373	16,248	18,666	18,458	19,006	18,809	19,411	20,306	21,041	11,729	11,693	17,215	19,264	3.2%	-2.2%	1.4%
American	8,434	8,583	9,880	9,857	9,850	10,164	9,716	9,705	9,769	5,948	7,765	8,633	9,075	1.9%	-1.8%	0.6%
United	8,619	8,227	9,068	8,874	8,151	7,583	7,277	7,210	7,721	3,768	5,466	6,606	7,109	-1.4%	-2.0%	-1.6%
Delta	9,210	8,683	9,011	8,745	9,230	9,866	8,740	8,842	8,859	3,934	5,428	6,538	7,168	-0.5%	-5.2%	-2.1%
Spirit	0	0	338	788	1,877	2,617	3,566	5,052	5,522	3,108	3,706	5,652	5,136	N/A	-1.8%	N/A
Other (w/ Charter)	2,504	2,439	2,442	2,569	3,451	5,296	5,595	5,388	5,542	2,299	3,133	4,764	5,427	10.4%	-0.5%	6.7%
Cargo	1,242	1,166	1,082	936	1,088	1,238	1,409	1,327	1,329	1,496	2,097	2,249	1,838	0.8%	8.4%	3.3%
Total	**46,382**	**45,346**	**50,487**	**50,227**	**52,653**	**55,573**	**55,714**	**57,830**	**59,783**	**32,282**	**39,288**	**51,657**	**55,017**	3.2%	-2.1%	1.4%
AGR		**-2.2%**	**11.3%**	**-0.5%**	**4.8%**	**5.5%**	**0.3%**	**3.8%**	**3.4%**	**-46.0%**	**21.7%**	**31.5%**	**6.5%**			

Annual Landing Shares													
Carrier	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Southwest	35.3%	35.8%	37.0%	36.7%	36.1%	33.8%	34.8%	35.1%	35.2%	36.3%	29.8%	33.3%	35.0%
American	18.2%	18.9%	19.6%	19.6%	18.7%	18.3%	17.4%	16.8%	16.3%	18.4%	19.8%	16.7%	16.5%
United	18.6%	18.1%	18.0%	17.7%	15.5%	13.6%	13.1%	12.5%	12.9%	11.7%	13.9%	12.8%	12.9%
Delta	19.9%	19.1%	17.8%	17.4%	17.5%	17.8%	15.7%	15.3%	14.8%	12.2%	13.8%	12.7%	13.0%
Spirit	0.0%	0.0%	0.7%	1.6%	3.6%	4.7%	6.4%	8.7%	9.2%	9.6%	9.4%	10.9%	9.3%
Other (w/ Charter)	5.4%	5.4%	4.8%	5.1%	6.6%	9.5%	10.0%	9.3%	9.3%	7.1%	8.0%	9.2%	9.9%
Cargo	2.7%	2.6%	2.1%	1.9%	2.1%	2.2%	2.5%	2.3%	2.2%	4.6%	5.3%	4.4%	3.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: Airport records.

Table 14 | Annual Landed Weight and Landed Weight Shares, 2011-2023

Landed Weight by Airline (1,000,000 lbs)															CAGR	
Carrier	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2011-2019**	**2019-2023**	**2011-2023**
Southwest	1,968	1,958	2,271	2,274	2,386	2,376	2,482	2,655	2,754	1,547	1,562	2,342	2,653	4.3%	-0.9%	2.5%
American	937	940	1,057	1,076	1,035	1,075	1,132	1,160	1,197	715	937	1,105	1,178	3.1%	-0.4%	1.9%
United	1,012	926	952	918	936	909	903	939	1,005	455	654	904	1,039	-0.1%	0.8%	0.2%
Delta	1,123	1,125	1,185	1,195	1,199	1,240	1,265	1,242	1,311	592	786	1,040	1,190	2.0%	-2.4%	0.5%
Spirit	0	0	47	110	261	367	500	711	787	446	543	826	755	N/A	-1.0%	N/A
Other (w/ Charter)	252	228	226	252	373	490	690	808	785	326	381	591	737	15.2%	-1.5%	9.3%
Cargo	322	303	295	297	310	316	357	374	393	399	503	543	436	2.5%	2.7%	2.6%
Total	**5,614**	**5,479**	**6,032**	**6,123**	**6,500**	**6,772**	**7,329**	**7,889**	**8,232**	**4,479**	**5,366**	**7,353**	**7,989**	4.9%	-0.7%	3.0%
AGR		**-2.4%**	**10.1%**	**1.5%**	**6.1%**	**4.2%**	**8.2%**	**7.6%**	**4.4%**	**-45.6%**	**19.8%**	**37.0%**	**8.7%**			

Annual Landed Weight Shares													
Carrier	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
Southwest	35.1%	35.7%	37.6%	37.1%	36.7%	35.1%	33.9%	33.7%	33.5%	34.5%	29.1%	31.9%	33.2%
American	16.7%	17.1%	17.5%	17.6%	15.9%	15.9%	15.5%	14.7%	14.5%	16.0%	17.5%	15.0%	14.7%
United	18.0%	16.9%	15.8%	15.0%	14.4%	13.4%	12.3%	11.9%	12.2%	10.1%	12.2%	12.3%	13.0%
Delta	20.0%	20.5%	19.6%	19.5%	18.4%	18.3%	17.3%	15.7%	15.9%	13.2%	14.6%	14.1%	14.9%
Spirit	0.0%	0.0%	0.8%	1.8%	4.0%	5.4%	6.8%	9.0%	9.6%	10.0%	10.1%	11.2%	9.5%
Other (w/ Charter)	4.5%	4.2%	3.8%	4.1%	5.7%	7.2%	9.4%	10.2%	9.5%	7.3%	7.1%	8.0%	9.2%
Cargo	5.7%	5.5%	4.9%	4.8%	4.8%	4.7%	4.9%	4.7%	4.8%	8.9%	9.4%	7.4%	5.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: Airport records.

3.10 | Forecast Commercial Aviation Activity

Our forecast development considers the recent impacts of the pandemic, changes in supply and demand in the aviation industry, changes in the business environment, and the fundamental drivers of passenger traffic growth. To project air traffic during different phases of recovery and growth, we utilize a hybrid modeling framework that combines multiple forecasting methods and data sources.

We present three scenarios—"Base," “High,” and "Low"—that differ in the pace of air traffic recovery and long-term growth. The Base scenario assumes that recent economic and air traffic growth trends will continue. The High scenario provides a more optimistic outlook for the economy and air travel demand, while the Low scenario takes a more cautious outlook, considering labor and fleet constraints on airline capacity, inflation, and slowing global economic growth.

The three scenarios provide a reasonable range for planning and sensitivity analysis. However, forecasts are inherently uncertain, and many factors can cause actual performance to fall outside the forecast range. In addition, the airline industry and the broader economy face significant structural changes that elevate various sources of risk and uncertainty. At the end of this section, we will discuss factors that introduce forecast risk and uncertainty.

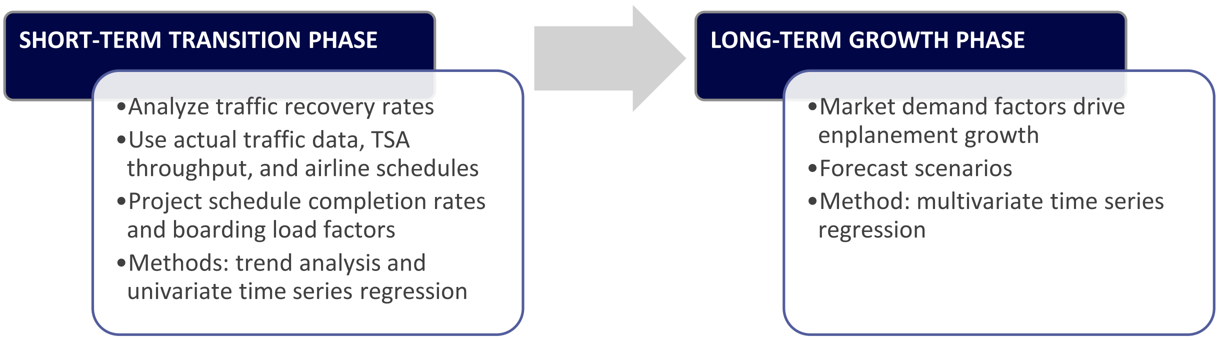
3.10.1 | Forecast Methodology

Our hybrid modeling framework uses various forecasting methods and data sources to project air traffic in two phases (Figure 54):

- Short-term transition - We analyze recovery trends and project flights, seats, and enplanements at the airline level based on advance airline schedules, schedule completion rates, and boarding load factors. This process produces near-term projections (through December 2024), beyond which we use univariate time series analysis to project the monthly ramp-up of enplanements to the pre-pandemic level when growth stabilizes.
- Long-term growth - Once growth stabilizes, we switch to multivariate regression analysis to quantify the contribution of key market drivers (income and price) to air travel demand. We then forecast annual enplanement growth based on the projected trends in these drivers.

By breaking the forecast period into phases, we can apply the most appropriate methods, data, and assumptions to capture the factors driving air traffic trends in each phase. For instance, airline schedules and operational factors provide a good basis for short-term forecasting. However, market factors, such as income and price, primarily drive long-term passenger traffic, which in turn drives aircraft operations and landed weight.

Figure 54 | Hybrid Forecast Development by Phase



Source: Unison Consulting, Inc.

3.10.2 | Short-Term Phase

In this phase, forecast development considers the recent progress in traffic recovery based on actual airport activity (enplanements, departures, and landed weight) through March 2024,[53] TSA screening throughput through mid-May 2024, and advance airline schedules (accessed in June 2024).

Table 15 | Projected Schedule Completion Rates and Seats

	Seat Completion Rate			Projected Seats[1]		
Month	Scenario 1 Base	Scenario 2 High	Scenario 3 Low	Scenario 1 Base	Scenario 2 High	Scenario 3 Low
Apr-24	100.0%	100.0%	100.0%	732,346	732,346	732,346
May-24	100.0%	100.0%	100.0%	757,697	757,697	757,697
Jun-24	100.0%	100.0%	100.0%	689,940	689,940	689,940
Jul-24	100.0%	100.0%	100.0%	699,463	699,463	699,463
Aug-24	100.0%	100.0%	97.0%	625,322	625,322	606,562
Sep-24	100.0%	100.0%	97.0%	643,929	643,929	624,611
Oct-24	98.0%	100.0%	95.0%	756,242	771,676	733,092
Nov-24	98.0%	100.0%	95.0%	726,303	741,126	704,070
Dec-24	96.0%	99.0%	93.0%	709,956	732,142	687,769

Source: OAG Schedules Analyzer and Unison Consulting, Inc.
[1] Forecasts begin in July 2024.

Advance airline schedules provide the starting point for projecting seats and enplanements only through December 2024. Beyond that, advance schedules become less reliable due to significant, often downward adjustments. To account for potential schedule adjustments, we apply a

[53] Since the forecast was first developed, additional data from April to June 2024 has become available. Total monthly enplanements during this period (1.762 million) were within 0.15 percent of the Base forecast (1.764 million), showing close tracking between the two series.

completion factor to scheduled seats. This considers weather and aircraft maintenance disruptions, as well as periodic schedule adjustments anticipating flight bookings and the projected availability of aircraft and crew. Table 15 shows the projected schedule completion rates decreasing from 100 percent to 96 percent in the Base scenario, 99 percent in the High scenario, and 93 percent in the Low scenario by December 2024. These assumptions reflect improving trends since the pandemic.

We apply boarding load factors (BLFs) to projected seats to estimate monthly enplanements. The BLF assumptions in Table 16 reflect seasonal patterns and overall improvement since the pandemic. In 2023, the Airport's monthly BLF averaged 76.7 percent, 0.9 percentage points lower than 2019 levels (77.6 percent). In 2024, Airport's monthly BLF improved and averaged around 2 percentage points higher than 2019 and 2023 levels.

Through the remainder of 2024, we assume current trends in BLF will continue to improve in the Base scenario, trend higher in the High scenario, and trend lower in the Low scenario. From April 2024 through December 2024, we project the average monthly BLF to be around 78.6 percent in the Base scenario, 80.4 percent in the High scenario, and 76.8 percent in the Low scenario, compared to 77.3 percent in 2023 and 78.4 percent in 2019 over the same period.

Table 16 | Actual and Projected Boarding Load Factors (BLF)

2019 and 2023 Boarding Load Factors				2024 Boarding Load Factors[3]			
Month	2019 BLF[1]	2023 BLF	Difference (pp)[2]	Month-Year	Scenario 1 Base	Scenario 2 High	Scenario 3 Low
Jan	73.1%	70.7%	-2.4	Jan-24	71.1%	71.1%	71.1%
Feb	74.0%	77.0%	3.0	Feb-24	79.2%	79.2%	79.2%
Mar	79.3%	78.0%	-1.2	Mar-24	81.3%	81.3%	81.3%
Apr	81.1%	80.3%	-0.8	Apr-24	80.3%	82.3%	78.3%
May	83.2%	83.5%	0.3	May-24	83.5%	85.5%	81.5%
Jun	81.0%	78.3%	-2.7	Jun-24	78.3%	80.3%	76.3%
Jul	73.8%	77.3%	3.5	Jul-24	77.3%	79.3%	75.3%
Aug	71.4%	66.9%	-4.5	Aug-24	76.7%	78.7%	74.7%
Sep	76.9%	76.1%	-0.8	Sep-24	76.1%	78.1%	74.1%
Oct	77.9%	79.6%	1.7	Oct-24	79.6%	81.6%	77.6%
Nov	80.0%	77.7%	-2.3	Nov-24	77.7%	79.7%	75.7%
Dec	79.7%	75.1%	-4.6	Dec-24	75.1%	77.1%	73.1%

Source: Unison Consulting, Inc.

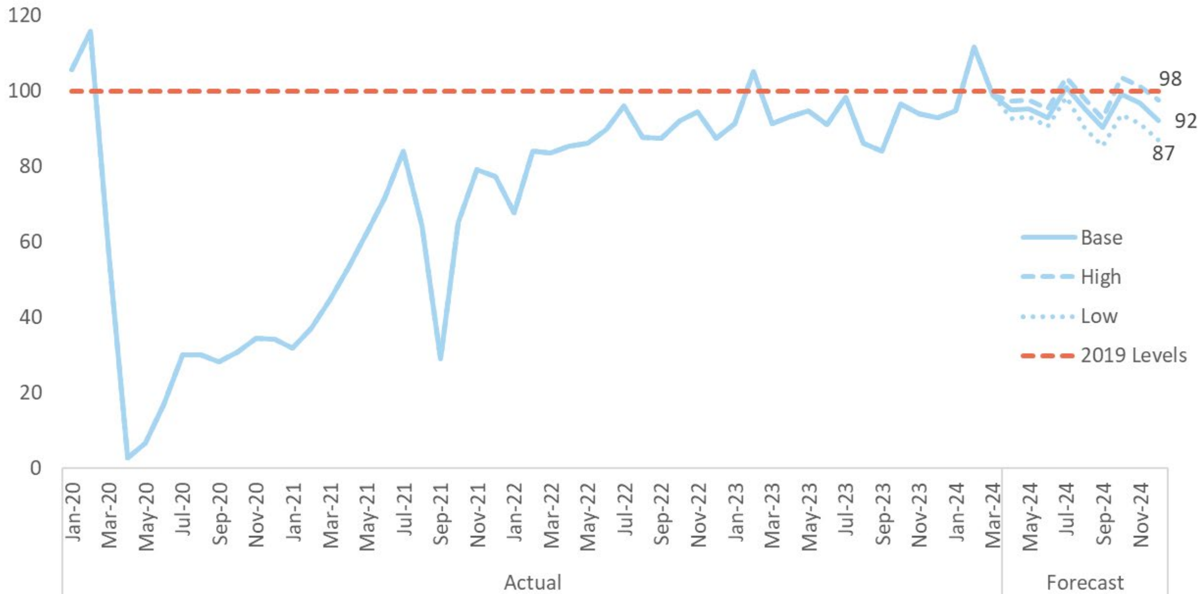
1 BLF = enplanements/seats.

2 Percentage-point (pp) difference between the 2023 and 2019 monthly BLF. Negative values indicate lower 2023 BLF, compared to the 2019 levels.

3 Forecasts begin in April 2024.

Monthly enplanements (indexed to 2019 in Figure 55) show gradual recovery toward pre-pandemic levels. Since their April 2020 pandemic low, monthly enplanements have averaged around 93 percent of 2019 levels in 2023. They are projected to be at 87-98 percent of 2019 levels (92 percent under the Base scenario) by the end of 2024, accounting for seasonal patterns.

Figure 55 | Monthly Enplanements: Actual and Forecast Indexed to 2019 Level, January 2020 – December 2024



Source: Unison Consulting, Inc.

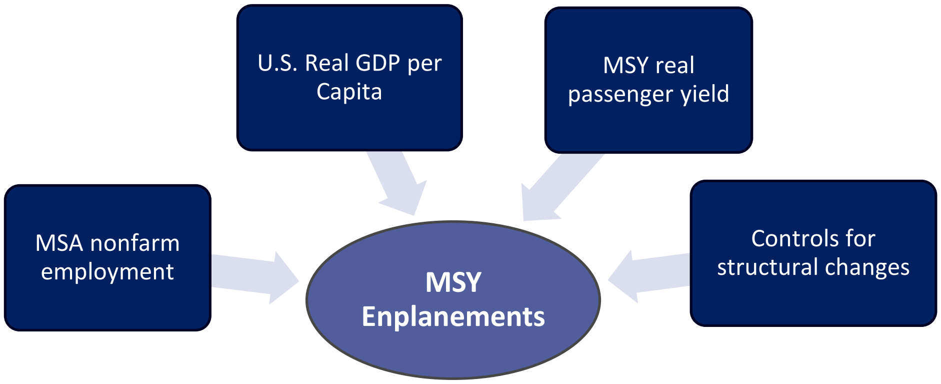
We analyze monthly enplanement recovery trends using univariate time series analysis, comparing trendlines resulting from linear and logarithmic functional forms. The logarithmic model, fitted on data from January 2022, best reflects the Airport's recovery trends. It projects an initial acceleration followed by a gradual slowdown, reaching full recovery later than a linear model (straight-line trajectory).

Since recovering to around 90 percent of 2019 levels in mid-2022, monthly enplanements have gradually increased and averaged 93 percent of 2019 levels in 2023. In 2024, they are projected to average around 0.5 percent above 2019 levels in the Base scenario, 3.0 percent above 2019 levels in the High scenario, and 1.5 percent below 2019 levels in the Low scenario.

3.10.3 | Long-Term Phase

Full recovery marks the transition to long-term growth driven by market forces (demand-driven). We anticipate a return to historical patterns in which economic factors drive passenger traffic, and airlines adjust seat capacity to meet increasing demand. Multivariate time series regression analysis provides a rigorous quantitative framework for measuring the contributions of market drivers (income and price indicators) to enplanement growth while accounting for structural changes (Figure 56).

Figure 56 | Key Drivers of Enplanement Growth



Source: Unison Consulting, Inc.

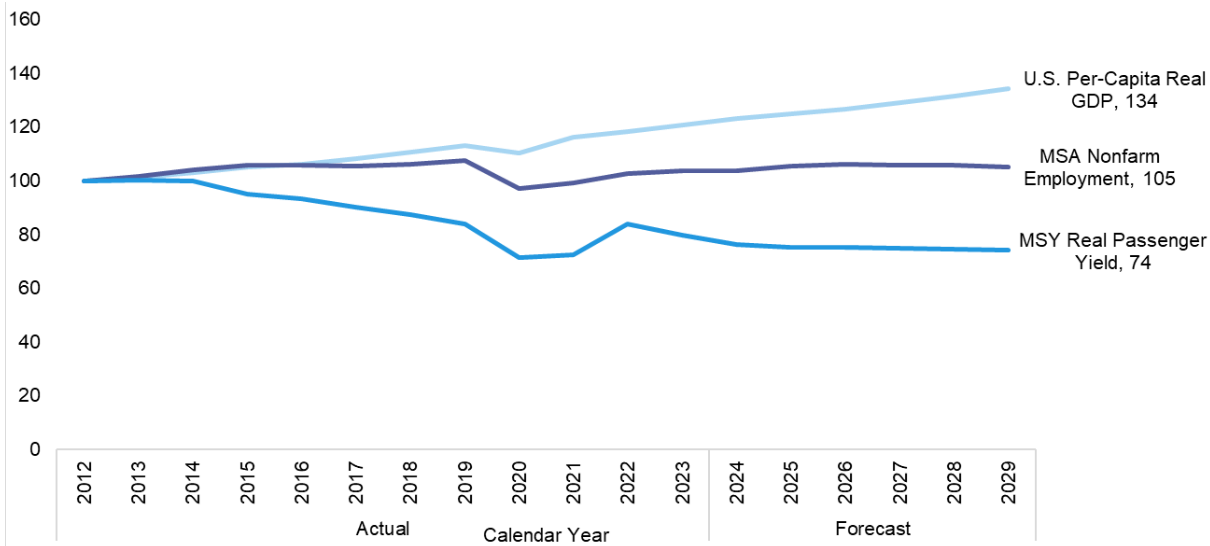
Forecasting using regression analysis involves two steps:

1. Model estimation – We estimate the regression equation using historical data (1993-2023). The equation includes "coefficients" that measure the effect of each driver on enplanements.
2. Forecast development – We combine the regression coefficient estimates with projections of market drivers to forecast enplanement growth.

The regression estimation method minimizes forecast errors—the difference between the actual and predicted enplanement levels.

Consumer demand theory, along with our assessment of structural changes at the Airport and the aviation industry, informs the specification of the regression model with enplanements as the dependent variable. Key explanatory variables include economic indicators (U.S. real per-capita GDP and MSA nonfarm employment) and a price indicator (MSY's real passenger yield). Figure 57 presents the historical and forecast trends for these variables for the Base and Low scenarios.

Figure 57 | Key Regression Model Explanatory Variables: Historical and Forecast Trends



Sources: Moody's Analytics, U.S. Department of Transportation, and Federal Aviation Administration.
For readability, historical trends in the figure begin in 2012, even though the regression model employs historical data from 1993.

U.S. Real Per-Capita Gross Domestic Product

Real per-capita GDP in the United States is a comprehensive indicator of national economic conditions and income levels, both of which drive air travel demand. Holding all other factors constant, increases in real per-capita GDP stimulate enplanements while decreases lower enplanements. The positive and statistically significant regression coefficient on real per-capita U.S. real GDP confirms this direct relationship.

The Base scenario uses Moody's Analytics' forecast for U.S. real per-capita GDP indicating a CAGR of 1.8 percent from 2023 to 2029, higher than the growth rate during the post-Great Recession expansion (2009-2019 CAGR of 1.6 percent). The Low scenario assumes a slower CAGR of 1.4 percent.

New Orleans MSA Nonfarm Employment

Nonfarm employment in the New Orleans MSA reflects local economic conditions. Increasing employment suggests a growing economy, potentially leading to higher passenger traffic. The positive and statistically significant regression coefficient confirms the direct relationship.

The New Orleans MSA lost 25 percent of its population and 23 percent of its employment base following Hurricanes Katrina and Rita. Many residents have returned, and the reconstruction created new jobs that attracted new residents to the MSA. In particular, in the early years of recovery, the workforce and population of the New Orleans MSA grew at rates well above the U.S. average. Nonfarm employment increased by nearly 10 percent between 2006 and 2008, before decreasing during the tail end of the Great Recession. Through the 2010s, the MSA nonfarm employment grew modestly at a rate consistent with its historical averages.

The modest growth is expected to continue over the forecast horizon. Between 2023 and 2029, the MSA nonfarm employment is projected to grow in the Base scenario by 0.2 percent annually, close to the 2013-2019 CAGR of 0.1 percent. Relative to the Base scenario, the MSA nonfarm employment is projected to grow by 0.1 percentage points faster and slower in the High and Low scenarios, respectively.

Real Passenger Yield at MSY

Consumer theory suggests a negative relationship between air travel demand and price. Holding all else constant, an increase in price decreases passenger traffic, while a decrease in price increases passenger traffic. Our measure of price is the average real passenger yield, calculated as total airline passenger revenues divided by revenue passenger miles, adjusted for inflation. This measure controls trip distance and serves as a better indicator of the price of air travel than average airfare. Regression analysis supports this theory, showing a negative and statistically significant regression coefficient for real passenger yield.

Before the pandemic, MSY's real passenger yield had been relatively stable, ranging between $0.19 and $0.23 since 2012. During the pandemic, airlines significantly reduced airfares to stimulate travel, lowering yields to around $0.16 in 2020 and $0.17 in 2021. As traffic rebounded, airlines raised airfares. Real passenger yield first rose to $0.19 in 2022 before falling to $0.18 in 2023. We expect the Airport's real passenger yield to continue falling to $0.17 (a 2023-2029 CAGR of -1.2 percent).

Structural Changes

The regression model accounts for structural changes due to historical events:

- The 9/11 terrorist attack in 2001 significantly disrupting U.S. aviation.
- The 2005 hurricanes severely depressing New Orleans' population, employment, and airport passenger traffic.
- The COVID-19 pandemic causing an unprecedented drop in passenger traffic.

The regression model also included variables to control for serial correlation in time series data. Together these explanatory variables are strong predictors of the Airport's enplanement trends.

3.10.4 | Forecast Results

Figure 58 presents the forecast results and compares the enplanement forecasts with the 2023 FAA Terminal Area Forecasts (TAF) published in January 2024. Table 17 to Table 28 present the forecast details, summarized below.

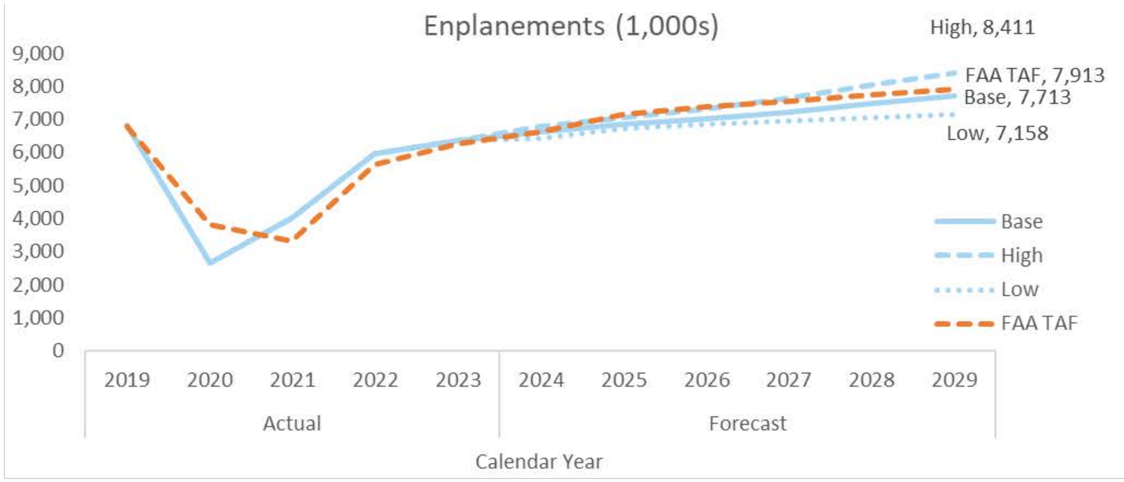
- Scenario 1 (Base) – Enplanements are projected to reach 6.6 million in 2024, growing year over year by 4.2 percent. They approach 2019 levels by the end of 2025 and reach around 7.7 million by 2029 (a 2023-2029 CAGR of 3.2 percent).
- Scenario 2 (High) – Enplanements are projected to reach 6.8 million in 2024, growing year over year by 6.8 percent and approaching the 2019 level. They reach around 8.4 million in 2029 (a 2023-2029 CAGR of 4.7 percent).

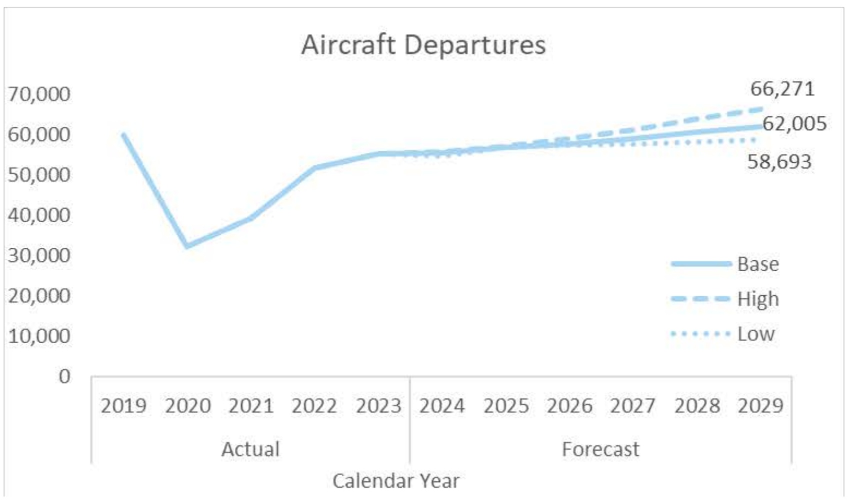
- Scenario 3 (Low) – A slowing economy and weakening labor market, among other factors could dampen enplanement growth in the second half of 2024. For the entire year, enplanements grow only 0.9 percent and reach 6.4 million. Growth accelerates beginning in 2025, albeit modestly. Enplanements see full recovery by the end of 2026, reaching 7.2 million by 2029 (a 2023-2029 CAGR of 2.0 percent).
- 2023 FAA TAF, January 2024 publication – The TAF is on a federal fiscal year basis, ending on September 30. Compared to this study's forecasts, the TAF projects a growth path initially similar to the High scenario before converging to the Base scenario. At the end of the forecast period, enplanements will reach around 7.9 million, which is 2.6 percent above the Base scenario, 5.9 percent below the High scenario, and 10.5 percent above the Low scenario.

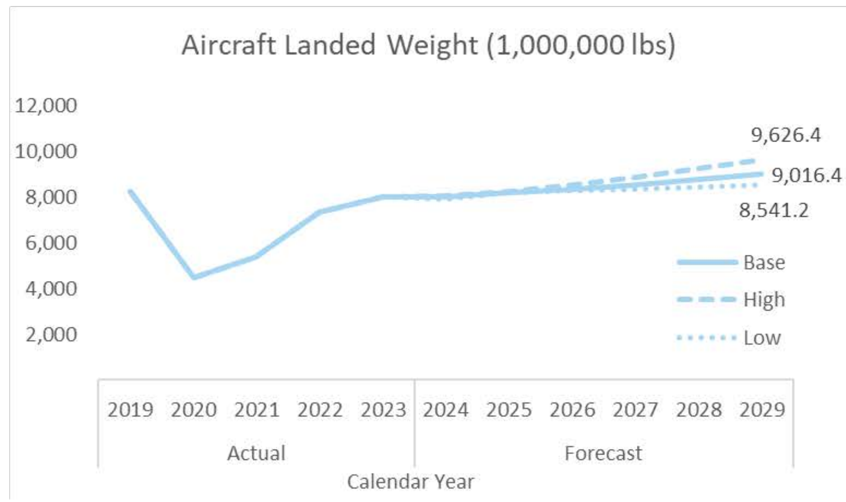
We project seats and aircraft departures (landings) for 2025-2029 from forecast annual enplanements, average seats per departure projections, and boarding load factors. Generally, flight departures grow slower than enplanements due to increases in average seats per departure and boarding load factors over time. By the end of the forecast period, annual aircraft departures reach 62,005 operations in the Base scenario (CAGR, 1.9 percent), 66,271 operations in the High scenario (CAGR, 3.1 percent), and 58,693 operations in the Low scenario (CAGR, 1.0 percent).

We project landed weight for 2025-2029 from forecast aircraft landings. Generally, landed weight increases faster than landings due to upgauging (the use of larger aircraft), which raises the average weight per landing. By the end of the forecast period, landed weight is expected to reach 9.02 billion pounds in the Base scenario (CAGR, 2.0 percent), 9.63 billion pounds in the High scenario (CAGR, 3.2 percent), and 8.54 billion pounds in the Low scenario (CAGR, 1.12 percent).

Figure 58 | Forecast Commercial Aviation Activity at MSY







Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 17 | Forecast Enplanements – Scenario 1 (Base) at MSY

	Actual					Forecast						CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2023-2029**	**2019-2029**
Enplanements (1,000s)													
American	1,031	487	786	965	1,014	1,065	1,102	1,128	1,161	1,200	1,238	3.4%	2.0%
Delta	1,134	396	578	898	1,023	1,066	1,104	1,130	1,162	1,202	1,240	3.3%	1.9%
Southwest	2,375	924	1,365	2,092	2,160	2,135	2,210	2,263	2,328	2,408	2,483	2.3%	1.4%
Spirit	770	325	494	728	677	843	873	893	919	951	980	6.4%	3.8%
United	846	304	505	749	851	893	924	946	973	1,007	1,038	3.4%	2.0%
Others	667	207	281	496	627	618	640	655	673	697	718	2.3%	1.4%
Subtotal - scheduled	6,823	2,643	4,009	5,929	6,352	6,620	6,852	7,015	7,216	7,464	7,697	3.3%	1.9%
Subtotal - charters	9	9	10	16	14	14	14	15	15	16	16	2.0%	1.2%
Total - passenger	6,832	2,652	4,019	5,945	6,367	6,634	6,867	7,030	7,231	7,480	7,713	3.2%	1.9%
Annual percent change		-61.2%	51.5%	47.9%	7.1%	4.2%	3.5%	2.4%	2.9%	3.4%	3.1%		
Enplanement Shares													
American	15.1%	18.3%	19.6%	16.2%	15.9%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%		
Delta	16.6%	14.9%	14.4%	15.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%		
Southwest	34.8%	34.9%	34.0%	35.2%	33.9%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%		
Spirit	11.3%	12.3%	12.3%	12.2%	10.6%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%		
United	12.4%	11.5%	12.6%	12.6%	13.4%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%		
Others	9.8%	7.8%	7.0%	8.3%	9.8%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%		
Subtotal - scheduled	99.9%	99.7%	99.7%	99.7%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%		
Subtotal - charters	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%		
Total - passenger	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 18 | Forecast Seats and Aircraft Departures – Scenario 1 (Base) at MSY

	Actual					Forecast						CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2023-2029**	**2019-2029**
Seats (1,000s)													
American	1,291	796	1,026	1,198	1,283	1,321	1,356	1,379	1,413	1,456	1,496	2.6%	1.5%
Delta	1,349	644	860	1,070	1,230	1,251	1,285	1,307	1,340	1,381	1,419	2.4%	1.4%
Southwest	3,195	1,983	1,897	2,778	3,040	2,944	3,020	3,069	3,144	3,239	3,327	1.5%	0.9%
Spirit	1,069	554	723	1,016	855	1,045	1,073	1,091	1,118	1,152	1,184	5.6%	3.3%
United	1,049	501	673	919	1,042	1,082	1,111	1,130	1,158	1,194	1,227	2.8%	1.7%
Others	835	398	455	681	832	806	827	841	861	888	912	1.5%	0.9%
Subtotal - scheduled	8,788	4,877	5,634	7,661	8,282	8,449	8,672	8,817	9,035	9,311	9,565	2.4%	1.5%
Aircraft Departures (Landings)													
American	9,769	5,948	7,765	8,633	9,075	9,278	9,507	9,656	9,881	10,155	10,408	2.3%	1.4%
Delta	8,859	3,934	5,428	6,537	7,168	7,373	7,558	7,679	7,859	8,079	8,282	2.4%	1.5%
Southwest	21,041	11,729	11,693	17,215	19,264	18,646	19,088	19,373	19,816	20,359	20,858	1.3%	0.8%
Spirit	5,522	3,108	3,706	5,652	5,136	6,084	6,234	6,331	6,479	6,659	6,825	4.9%	2.9%
United	7,721	3,768	5,466	6,606	7,109	7,187	7,365	7,482	7,657	7,870	8,067	2.1%	1.3%
Others	5,374	2,198	2,880	4,385	5,427	4,860	4,977	5,053	5,169	5,311	5,442	0.0%	0.0%
Subtotal - scheduled	58,286	30,685	36,938	49,028	53,179	53,427	54,729	55,574	56,861	58,434	59,882	2.0%	1.2%
Subtotal - charters	168	101	254	339	303	294	304	311	320	331	342	2.0%	1.2%
Total - passenger	58,454	30,786	37,192	49,367	53,482	53,720	55,033	55,886	57,181	58,765	60,223	2.0%	1.2%
Total - all-cargo	1,329	1,496	2,097	2,249	1,838	1,751	1,795	1,773	1,784	1,778	1,781	-0.5%	-0.3%
Total	59,783	32,282	39,289	51,616	55,320	55,472	56,828	57,659	58,965	60,544	62,005	1.9%	1.1%

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 19 | Forecast Enplanements per Departure, Seats per Departure, and Boarding Load Factors – Scenario 1 (Base) at MSY

	Actual					Forecast					
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Enplanements per Departure											
American	106	82	101	112	112	115	116	117	117	118	119
Delta	128	101	107	137	143	145	146	147	148	149	150
Southwest	113	79	117	122	112	115	116	117	117	118	119
Spirit	139	105	133	129	132	139	140	141	142	143	144
United	110	81	92	113	120	124	125	126	127	128	129
Others	124	94	97	113	116	127	128	130	130	131	132
Subtotal - scheduled	117	86	109	121	119	124	125	126	127	128	129
Seats per Departure											
American	132	134	132	139	141	142	143	143	143	143	144
Delta	152	164	159	164	172	170	170	170	170	171	171
Southwest	152	169	162	161	158	158	158	158	159	159	160
Spirit	194	178	195	180	166	172	172	172	173	173	173
United	136	133	123	139	147	151	151	151	151	152	152
Others	155	181	158	155	153	166	166	166	167	167	168
Subtotal - scheduled	151	159	153	156	156	158	158	159	159	159	160
Boarding Load Factors											
American	80%	61%	77%	81%	79%	81%	81%	82%	82%	82%	83%
Delta	84%	62%	67%	84%	83%	85%	86%	86%	87%	87%	87%
Southwest	74%	47%	72%	75%	71%	73%	73%	74%	74%	74%	75%
Spirit	72%	59%	68%	72%	79%	81%	81%	82%	82%	82%	83%
United	81%	61%	75%	82%	82%	83%	83%	84%	84%	84%	85%
Others	80%	52%	62%	73%	75%	77%	77%	78%	78%	78%	79%
Subtotal - scheduled	78%	54%	71%	77%	77%	78%	79%	80%	80%	80%	80%

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 20 | Forecast Landed Weight and Average Weight per Landing – Scenario 1 (Base) at MSY

Calendar Year	Actual					Forecast						CAGR	
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2023-2029	2019-2029
Landed Weight (1,000,000 lbs.)													
American	1,197	715	937	1,105	1,178	1,203	1,236	1,256	1,288	1,327	1,364	2.5%	1.5%
Delta	1,311	592	786	1,040	1,190	1,219	1,252	1,273	1,305	1,346	1,383	2.5%	1.5%
Southwest	2,754	1,547	1,562	2,342	2,653	2,573	2,640	2,682	2,748	2,831	2,908	1.5%	0.9%
Spirit	787	446	543	826	755	893	917	932	956	985	1,012	5.0%	3.0%
United	1,005	454	654	904	1,039	996	1,023	1,040	1,066	1,099	1,129	1.4%	0.8%
Others	784	318	378	591	737	705	724	736	754	777	798	1.3%	0.8%
Subtotal - scheduled	7,839	4,072	4,860	6,809	7,553	7,589	7,790	7,921	8,117	8,364	8,593	2.2%	1.3%
Total - all-cargo	393	407	503	543	436	417	427	421	424	422	423	-0.5%	-0.3%
Total	8,232	4,479	5,363	7,353	7,989	8,007	8,218	8,342	8,541	8,787	9,016	2.0%	1.2%
Average Weight per Landing (1,000 lbs.)													
American	123	120	121	128	130	130	130	130	130	131	131		
Delta	148	151	145	159	166	165	166	166	166	167	167		
Southwest	131	132	134	136	138	138	138	138	139	139	139		
Spirit	143	144	147	146	147	147	147	147	148	148	148		
United	130	120	120	137	146	139	139	139	139	140	140		
Others	146	145	131	135	136	145	145	146	146	146	147		
Subtotal - scheduled	134	133	132	139	142	142	142	143	143	143	144		
Total - all-cargo	295	272	240	241	237	238	238	237	238	238	238		
Total	138	139	137	142	144	144	145	145	145	145	145		

Landed weight forecast for charters is unavailable due to incomplete data.
Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 21 | Forecast Enplanements – Scenario 2 (High) at MSY

	Actual					Forecast						CAGR	
Calendar Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2023-2029	2019-2029
Enplanements (1,000s)													
American	1,031	487	786	965	1,014	1,092	1,129	1,175	1,228	1,290	1,350	4.9%	2.9%
Delta	1,134	396	578	898	1,023	1,092	1,130	1,176	1,229	1,290	1,350	4.7%	2.8%
Southwest	2,375	924	1,365	2,092	2,160	2,192	2,267	2,359	2,466	2,589	2,710	3.8%	2.3%
Spirit	770	325	494	728	677	865	894	931	973	1,021	1,069	7.9%	4.7%
United	846	304	505	749	851	915	946	985	1,029	1,081	1,131	4.9%	2.9%
Others	667	207	281	496	627	634	656	682	713	749	784	3.8%	2.3%
Subtotal - scheduled	6,823	2,643	4,009	5,929	6,352	6,788	7,023	7,308	7,637	8,020	8,393	4.8%	2.8%
Subtotal - charters	9	9	10	16	14	14	15	15	16	17	17	3.3%	2.0%
Total - passenger	6,832	2,652	4,019	5,945	6,367	6,802	7,037	7,323	7,653	8,037	8,411	4.7%	2.8%
Annual percent change		-61.2%	51.5%	47.9%	7.1%	6.8%	3.5%	4.1%	4.5%	5.0%	4.7%		
Enplanement Shares													
American	15.1%	18.3%	19.6%	16.2%	15.9%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%		
Delta	16.6%	14.9%	14.4%	15.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%		
Southwest	34.8%	34.9%	34.0%	35.2%	33.9%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%		
Spirit	11.3%	12.3%	12.3%	12.2%	10.6%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%		
United	12.4%	11.5%	12.6%	12.6%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%		
Others	9.8%	7.8%	7.0%	8.3%	9.8%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%		
Subtotal - scheduled	99.9%	99.7%	99.7%	99.7%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%		
Subtotal - charters	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%		
Total - passenger	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 22 | Forecast Seats and Aircraft Departures – Scenario 2 (High) at MSY

	Actual					Forecast						CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2023-2029**	**2019-2029**
Seats (1,000s)													
American	1,291	796	1,026	1,198	1,283	1,329	1,364	1,410	1,468	1,536	1,602	3.8%	2.2%
Delta	1,349	644	860	1,070	1,230	1,259	1,292	1,336	1,392	1,457	1,519	3.6%	2.1%
Southwest	3,195	1,983	1,897	2,778	3,040	2,962	3,037	3,138	3,266	3,416	3,561	2.7%	1.6%
Spirit	1,069	554	723	1,016	855	1,052	1,079	1,116	1,162	1,216	1,268	6.8%	4.0%
United	1,049	501	673	919	1,042	1,089	1,118	1,156	1,204	1,260	1,314	3.9%	2.3%
Others	835	398	455	681	832	811	832	860	895	936	976	2.7%	1.6%
Subtotal - scheduled	8,788	4,877	5,634	7,661	8,282	8,501	8,723	9,015	9,387	9,821	10,240	3.6%	2.1%
Aircraft Departures (Landings)													
American	9,769	5,948	7,765	8,633	9,075	9,336	9,563	9,873	10,266	10,712	11,143	3.5%	2.1%
Delta	8,859	3,934	5,428	6,537	7,168	7,419	7,603	7,852	8,166	8,523	8,867	3.6%	2.1%
Southwest	21,041	11,729	11,693	17,215	19,264	18,756	19,194	19,804	20,583	21,470	22,324	2.5%	1.5%
Spirit	5,522	3,108	3,706	5,652	5,136	6,123	6,271	6,475	6,732	7,025	7,307	6.1%	3.6%
United	7,721	3,768	5,466	6,606	7,109	7,234	7,411	7,653	7,958	8,304	8,639	3.3%	2.0%
Others	5,374	2,198	2,880	4,385	5,427	4,890	5,005	5,166	5,369	5,601	5,825	1.2%	0.7%
Subtotal - scheduled	58,286	30,685	36,938	49,028	53,179	53,759	55,047	56,823	59,073	61,636	64,104	3.2%	1.9%
Subtotal - charters	168	101	254	339	303	298	308	321	335	352	368	3.3%	2.0%
Total - passenger	58,454	30,786	37,192	49,367	53,482	54,057	55,355	57,144	59,408	61,988	64,472	3.2%	1.9%
Total - all-cargo	1,329	1,496	2,097	2,249	1,838	1,778	1,808	1,793	1,800	1,797	1,799	-0.4%	-0.2%
Total	59,783	32,282	39,289	51,616	55,320	55,834	57,163	58,937	61,208	63,784	66,271	3.1%	1.8%

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 23 | Forecast Enplanements per Departure, Seats per Departure, and Boarding Load Factors – Scenario 2 (High) at MSY

	Actual					Forecast					
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Enplanements per Departure											
American	106	82	101	112	112	117	118	119	120	120	121
Delta	128	101	107	137	143	147	149	150	150	151	152
Southwest	113	79	117	122	112	117	118	119	120	121	121
Spirit	139	105	133	129	132	141	143	144	144	145	146
United	110	81	92	113	120	126	128	129	129	130	131
Others	124	94	97	113	116	130	131	132	133	134	135
Subtotal - scheduled	117	86	109	121	119	126	128	129	129	130	131
Seats per Departure											
American	132	134	132	139	141	142	143	143	143	143	144
Delta	152	164	159	164	172	170	170	170	170	171	171
Southwest	152	169	162	161	158	158	158	158	159	159	160
Spirit	194	178	195	180	166	172	172	172	173	173	173
United	136	133	123	139	147	151	151	151	151	152	152
Others	155	181	158	155	153	166	166	166	167	167	168
Subtotal - scheduled	151	159	153	156	156	158	158	159	159	159	160
Boarding Load Factors											
American	80%	61%	77%	81%	79%	82%	83%	83%	84%	84%	84%
Delta	84%	62%	67%	84%	83%	87%	87%	88%	88%	89%	89%
Southwest	74%	47%	72%	75%	71%	74%	75%	75%	75%	76%	76%
Spirit	72%	59%	68%	72%	79%	82%	83%	83%	84%	84%	84%
United	81%	61%	75%	82%	82%	84%	85%	85%	85%	86%	86%
Others	80%	52%	62%	73%	75%	78%	79%	79%	80%	80%	80%
Subtotal - scheduled	78%	54%	71%	77%	77%	80%	81%	81%	81%	82%	82%

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 24 | Forecast Landed Weight and Average Weight per Landing – Scenario 2 (High) at MSY

	Actual					Forecast						CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2023-2029**	**2019-2029**
Landed Weight (1,000,000 lbs.)													
American	1,197	715	937	1,105	1,178	1,211	1,243	1,285	1,338	1,400	1,460	3.6%	2.2%
Delta	1,311	592	786	1,040	1,190	1,226	1,259	1,302	1,356	1,419	1,480	3.7%	2.2%
Southwest	2,754	1,547	1,562	2,342	2,653	2,588	2,654	2,742	2,854	2,985	3,112	2.7%	1.6%
Spirit	787	446	543	826	755	899	922	954	993	1,039	1,084	6.2%	3.7%
United	1,005	454	654	904	1,039	1,002	1,029	1,064	1,108	1,159	1,209	2.6%	1.5%
Others	784	318	378	591	737	710	728	752	783	819	854	2.5%	1.5%
Subtotal - scheduled	7,839	4,072	4,860	6,809	7,553	7,637	7,836	8,099	8,432	8,823	9,199	3.3%	2.0%
Total - all-cargo	393	407	503	543	436	424	430	426	428	427	427	-0.3%	-0.2%
Total	8,232	4,479	5,363	7,353	7,989	8,060	8,266	8,524	8,860	9,249	9,626	3.2%	1.9%
Average Weight per Landing (1,000 lbs.)													
American	123	120	121	128	130	130	130	130	130	131	131		
Delta	148	151	145	159	166	165	166	166	166	167	167		
Southwest	131	132	134	136	138	138	138	138	139	139	139		
Spirit	143	144	147	146	147	147	147	147	148	148	148		
United	130	120	120	137	146	139	139	139	139	140	140		
Others	146	145	131	135	136	145	145	146	146	146	147		
Subtotal - scheduled	134	133	132	139	142	142	142	143	143	143	144		
Total - all-cargo	295	272	240	241	237	238	238	237	238	238	238		
Total	138	139	137	142	144	144	145	145	145	145	145		

Landed weight forecast for charters is unavailable due to incomplete data.
Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 25 | Forecast Enplanements – Scenario 3 (Low) at MSY

	Actual					Forecast									CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2023-2029**	**2019-2029**
Enplanements (1,000s)																
American	1,031	487	786	965	1,014	1,032	1,081	1,101	1,114	1,133	1,150	1,161	1,169	1,178	2.1%	1.3%
Delta	1,134	396	578	898	1,023	1,034	1,083	1,103	1,116	1,135	1,152	1,163	1,171	1,180	2.0%	1.2%
Southwest	2,375	924	1,365	2,092	2,160	2,067	2,165	2,205	2,231	2,270	2,302	2,326	2,341	2,358	1.1%	0.6%
Spirit	770	325	494	728	677	816	855	871	881	896	909	918	924	931	5.0%	3.0%
United	846	304	505	749	851	865	906	923	934	950	964	974	980	987	2.1%	1.3%
Others	667	207	281	496	627	598	627	638	646	657	666	673	677	683	1.0%	0.6%
Subtotal - scheduled	6,823	2,643	4,009	5,929	6,352	6,413	6,716	6,842	6,920	7,041	7,143	7,216	7,261	7,317	2.0%	1.2%
Subtotal - charters	9	9	10	16	14	14	14	15	15	15	15	15	15	16	1.1%	0.6%
Total - passenger	6,832	2,652	4,019	5,945	6,367	6,427	6,730	6,856	6,935	7,056	7,158	7,231	7,277	7,332	2.0%	1.2%
Annual percent change		-61.2%	51.5%	47.9%	7.1%	0.9%	4.7%	1.9%	1.2%	1.8%	1.4%	1.0%	0.6%	0.76%		
Enplanement Shares																
American	15.1%	18.3%	19.6%	16.2%	15.9%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%		
Delta	16.6%	14.9%	14.4%	15.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%		
Southwest	34.8%	34.9%	34.0%	35.2%	33.9%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%	32.2%		
Spirit	11.3%	12.3%	12.3%	12.2%	10.6%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%		
United	12.4%	11.5%	12.6%	12.6%	13.4%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%	13.5%		
Others	9.8%	7.8%	7.0%	8.3%	9.8%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%	9.3%		
Subtotal - scheduled	99.9%	99.7%	99.7%	99.7%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%		
Subtotal - charters	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%		
Total - passenger	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 26 | Forecast Seats and Aircraft Departures – Scenario 3 (Low) at MSY

	Actual					Forecast									CAGR	
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2023-2029**	**2019-2029**
Seats (1,000s)																
American	1,291	796	1,026	1,198	1,283	1,305	1,355	1,371	1,382	1,401	1,415	1,425	1,429	1,436	1.6%	1.0%
Delta	1,349	644	860	1,070	1,230	1,235	1,283	1,298	1,309	1,327	1,341	1,350	1,355	1,362	1.4%	0.9%
Southwest	3,195	1,983	1,897	2,778	3,040	2,909	3,018	3,052	3,074	3,115	3,147	3,166	3,174	3,190	0.6%	0.3%
Spirit	1,069	554	723	1,016	855	1,031	1,071	1,083	1,092	1,107	1,118	1,126	1,129	1,135	4.6%	2.7%
United	1,049	501	673	919	1,042	1,068	1,109	1,123	1,131	1,147	1,159	1,167	1,171	1,177	1.8%	1.1%
Others	835	398	455	681	832	796	826	836	842	853	862	867	870	874	0.6%	0.4%
Subtotal - scheduled	8,788	4,877	5,634	7,661	8,282	8,343	8,662	8,763	8,829	8,949	9,044	9,101	9,127	9,173	1.5%	0.9%
Aircraft Departures (Landings)																
American	9,769	5,948	7,765	8,633	9,075	9,165	9,499	9,600	9,659	9,765	9,845	9,881	9,875	9,890	1.4%	0.8%
Delta	8,859	3,934	5,428	6,537	7,168	7,278	7,547	7,629	7,678	7,764	7,829	7,859	7,856	7,868	1.5%	0.9%
Southwest	21,041	11,729	11,693	17,215	19,264	18,421	19,074	19,261	19,373	19,577	19,728	19,792	19,773	19,797	0.4%	0.2%
Spirit	5,522	3,108	3,706	5,652	5,136	6,002	6,220	6,286	6,325	6,394	6,446	6,470	6,466	6,476	3.9%	2.3%
United	7,721	3,768	5,466	6,606	7,109	7,091	7,351	7,430	7,477	7,559	7,621	7,650	7,646	7,658	1.2%	0.7%
Others	5,374	2,198	2,880	4,385	5,427	4,801	4,973	5,023	5,052	5,106	5,146	5,164	5,159	5,166	-0.9%	-0.5%
Subtotal - scheduled	58,286	30,685	36,938	49,028	53,179	52,759	54,663	55,229	55,565	56,166	56,615	56,817	56,775	56,855	1.0%	0.6%
Subtotal - charters	168	101	254	339	303	290	303	309	313	318	323	326	328	331	1.1%	0.6%
Total - passenger	58,454	30,786	37,192	49,367	53,482	53,048	54,967	55,538	55,877	56,484	56,938	57,143	57,103	57,186	1.0%	0.6%
Total - all-cargo	1,329	1,496	2,097	2,249	1,838	1,712	1,775	1,743	1,759	1,751	1,755	1,753	1,754	1,754	-0.8%	-0.5%
Total	59,783	32,282	39,289	51,616	55,320	54,760	56,741	57,282	57,637	58,235	58,693	58,896	58,857	58,939	1.0%	0.6%

Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

Table 27 | Forecast Enplanement per Departure, Seats per Departure, and Boarding Load Factors - Scenario 3 (Low)

	Actual					Forecast								
Calendar Year	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Enplanements per Departure														
American	106	82	101	112	112	113	114	115	115	116	117	118	118	119
Delta	128	101	107	137	143	142	143	145	145	146	147	148	149	150
Southwest	113	79	117	122	112	112	113	114	115	116	117	118	118	119
Spirit	139	105	133	129	132	136	137	139	139	140	141	142	143	144
United	110	81	92	113	120	122	123	124	125	126	126	127	128	129
Others	124	94	97	113	116	125	126	127	128	129	129	130	131	132
Subtotal - scheduled	117	86	109	121	119	122	123	124	125	125	126	127	128	129
Seats per Departure														
American	132	134	132	139	141	142	143	143	143	143	144	144	145	145
Delta	152	164	159	164	172	170	170	170	170	171	171	172	172	173
Southwest	152	169	162	161	158	158	158	158	159	159	160	160	161	161
Spirit	194	178	195	180	166	172	172	172	173	173	174	174	175	175
United	136	133	123	139	147	151	151	151	151	152	152	153	153	154
Others	155	181	158	155	153	166	166	166	167	167	168	168	169	169
Subtotal - scheduled	151	159	153	156	156	158	158	159	159	159	160	160	161	161
Boarding Load Factors														
American	80%	61%	77%	81%	79%	79%	80%	80%	81%	81%	81%	82%	82%	82%
Delta	84%	62%	67%	84%	83%	84%	84%	85%	85%	86%	86%	86%	86%	87%
Southwest	74%	47%	72%	75%	71%	71%	72%	72%	73%	73%	73%	73%	74%	74%
Spirit	72%	59%	68%	72%	79%	79%	80%	80%	81%	81%	81%	82%	82%	82%
United	81%	61%	75%	82%	82%	81%	82%	82%	83%	83%	83%	83%	84%	84%
Others	80%	52%	62%	73%	75%	75%	76%	76%	77%	77%	77%	78%	78%	78%
Subtotal - scheduled	78%	54%	71%	77%	77%	77%	78%	78%	78%	79%	79%	79%	80%	80%

Table 28 | Forecast Landed Weight and Average Weight per Landing - Scenario 3 (Low)

	Actual					Forecast									CAGR	
Calendar Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2023-2029	2019-2029
Landed Weight (1,000,000 lbs.)																
American	1,197	715	937	1,105	1,178	1,189	1,235	1,249	1,259	1,276	1,290	1,298	1,302	1,309	1.5%	0.9%
Delta	1,311	592	786	1,040	1,190	1,203	1,250	1,265	1,275	1,293	1,307	1,316	1,320	1,327	1.6%	0.9%
Southwest	2,754	1,547	1,562	2,342	2,653	2,542	2,638	2,667	2,686	2,722	2,750	2,767	2,774	2,787	0.6%	0.4%
Spirit	787	446	543	826	755	881	915	926	933	946	956	962	965	970	4.0%	2.4%
United	1,005	454	654	904	1,039	983	1,021	1,033	1,041	1,055	1,067	1,074	1,077	1,083	0.4%	0.3%
Others	784	318	378	591	737	697	723	731	737	747	755	759	761	765	0.4%	0.2%
Subtotal - scheduled	7,839	4,072	4,860	6,809	7,553	7,494	7,781	7,871	7,931	8,039	8,124	8,176	8,199	8,240	1.2%	0.7%
Total - all-cargo	393	407	503	543	436	408	422	414	418	416	417	417	417	417	-0.7%	-0.4%
Total	8,232	4,479	5,363	7,353	7,989	7,902	8,203	8,285	8,349	8,455	8,541	8,592	8,616	8,657	1.1%	0.7%
Average Weight per Landing (1,000 lbs.)																
American	123	120	121	128	130	130	130	130	130	131	131	131	132	132		
Delta	148	151	145	159	166	165	166	166	166	167	167	167	168	169		
Southwest	131	132	134	136	138	138	138	138	139	139	139	140	140	141		
Spirit	143	144	147	146	147	147	147	147	148	148	148	149	149	150		
United	130	120	120	137	146	139	139	139	139	140	140	140	141	141		
Others	146	145	131	135	136	145	145	146	146	146	147	147	148	148		
Subtotal - scheduled	134	133	132	139	142	142	142	143	143	143	143	144	144	145		
Total - all-cargo	295	272	240	241	237	238	238	237	238	238	238	238	238	238		
Total	138	139	137	142	144	144	145	145	145	145	146	146	146	147		

Landed weight forecast for charters is unavailable due to incomplete data.
Source: Airport records, OAG airline seats, and forecasts by Unison Consulting, Inc.

3.11 | Forecast Risk and Uncertainty

Forecasts rely on available data, measurable air traffic drivers, and assumptions about future trends. Actual results may deviate materially from the forecasts if these assumptions do not hold or unexpected events cause significant disruptions. The Airport operates in a dynamic environment with various interconnected factors, many of which are subject to volatility and uncertainty, introducing downside and upside risks to forecast activity.

3.11.1 | COVID-19 and Potential Disease Outbreaks

Passenger air travel demand is sensitive to disease outbreaks, which impact customer confidence, public health, international travel policies, and airport/airline staff wellbeing. The COVID-19 pandemic exemplifies this risk, initially causing a dramatic downturn before travel gradually recovered with widespread vaccination and the lifting of travel restrictions. Continued vigilance and health safety practices are essential to minimize future impacts.

3.11.2 | Economic Conditions

The aviation industry is pro-cyclical, with traffic rising during economic expansions and falling during economic recessions. Economic downturns can be triggered by various factors—for example, the recent COVID-19 pandemic and the extreme mitigation measures. While the pandemic is now over, the U.S. economy faces risks from escalating conflicts in Europe and the Middle East, high interest rates and financial stress, high public and private debt levels, and stubborn inflation remaining above the Fed's 2 percent target.

The U.S. economy faces headwinds from long-term demographic shifts, including population aging and falling birth rates, which are slowing population growth. An aging population raises government expenditures on social programs and, along with falling birth rates, limits the growth of the labor force needed to support the economy and pay for these social programs. In addition, a declining population can slow growth in air travel and overall consumer demand, which drives two-thirds of the economy.

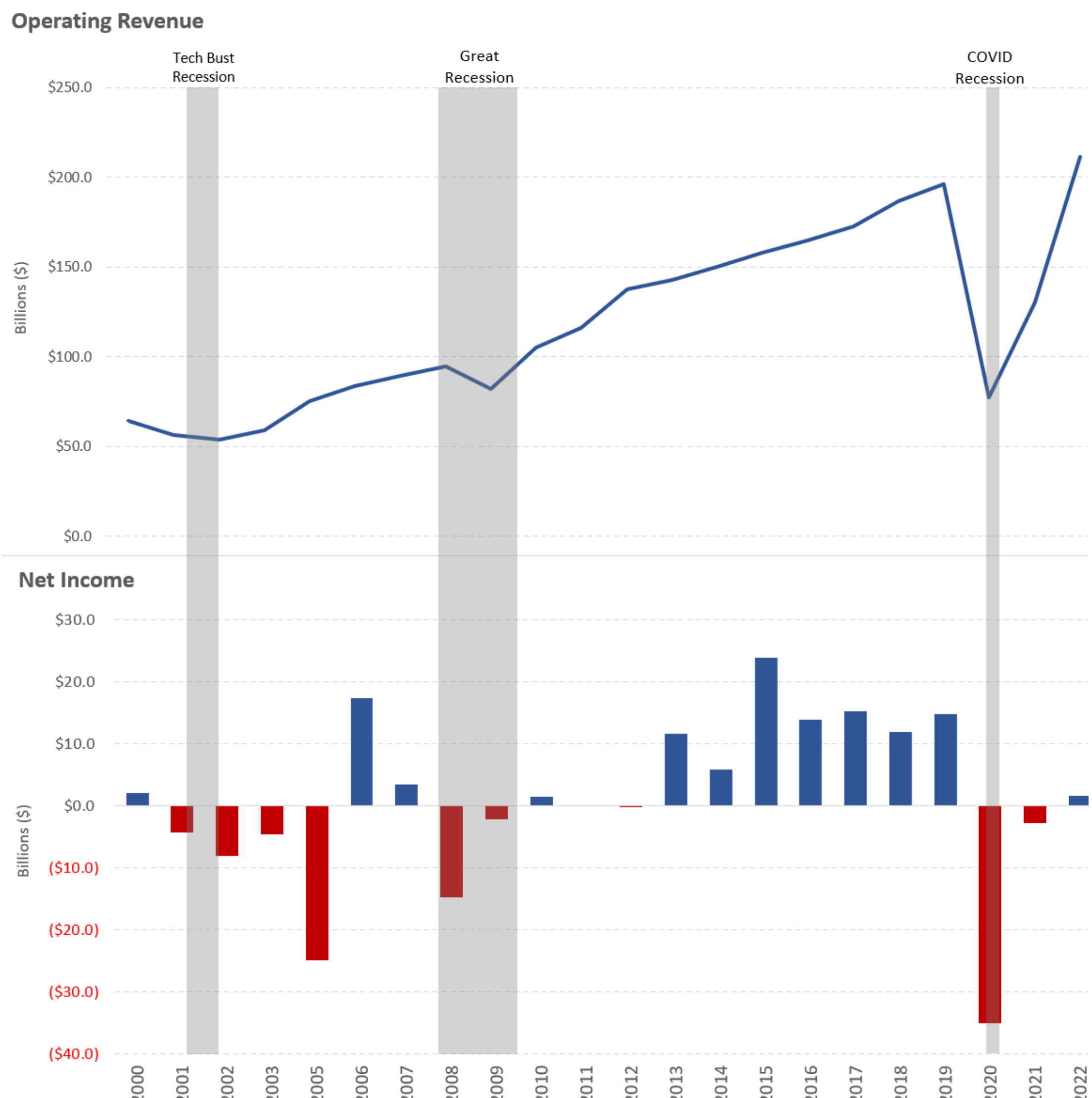
3.11.3 | U.S. Airline Industry Volatility

The U.S. airline industry is highly vulnerable to exogenous factors, such as economic downturns, oil price hikes, adverse weather, disease outbreaks, travel restrictions, terrorism threats, geopolitical tensions, and aircraft groundings (for example, the recent grounding of the B737 MAX9 models). These factors directly impact airline revenues and net profit. Figure 59 presents historical data on U.S. scheduled passenger airlines' operating revenue and net income, showcasing industry volatility and the significant financial impact of events like the COVID-19 pandemic. Net results were negative in 10 of the past 23 years.

Between 2000 and 2012, U.S. scheduled airlines posted cumulative net losses of $40 billion. Lower fuel prices, economic expansion, and high passenger demand led to seven profitable years from 2013 to 2019, resulting in over $97 billion in cumulative net income. Business improvements, including cost-cutting and productivity-enhancement measures, supported airline profits. The markedly improved financial performance enabled U.S. airlines to renew their fleets and increase scheduled capacity.

During the pandemic, U.S. scheduled passenger airlines incurred a net loss of more than $35 billion in 2020 alone, the largest annual loss since 1977, and another $2.8 billion in 2021. The U.S. federal government provided financial relief to U.S. airlines in three federal aid packages: the Coronavirus Aid, Relief, and Economic Security Act (CARES Act); the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA); and the American Rescue Plan Act of 2021 (ARPA). In 2022, U.S. passenger airlines turned in $1.6 billion in net profits. In 2023, after realizing a net loss of more than $1.2 billion in the first quarter, U.S. passenger airlines earned a net profit of about $5.5 billion in the second quarter.

Figure 59 | U.S. Scheduled Passenger Airlines' Annual Operating Revenue and Net Profit, 2000-2022



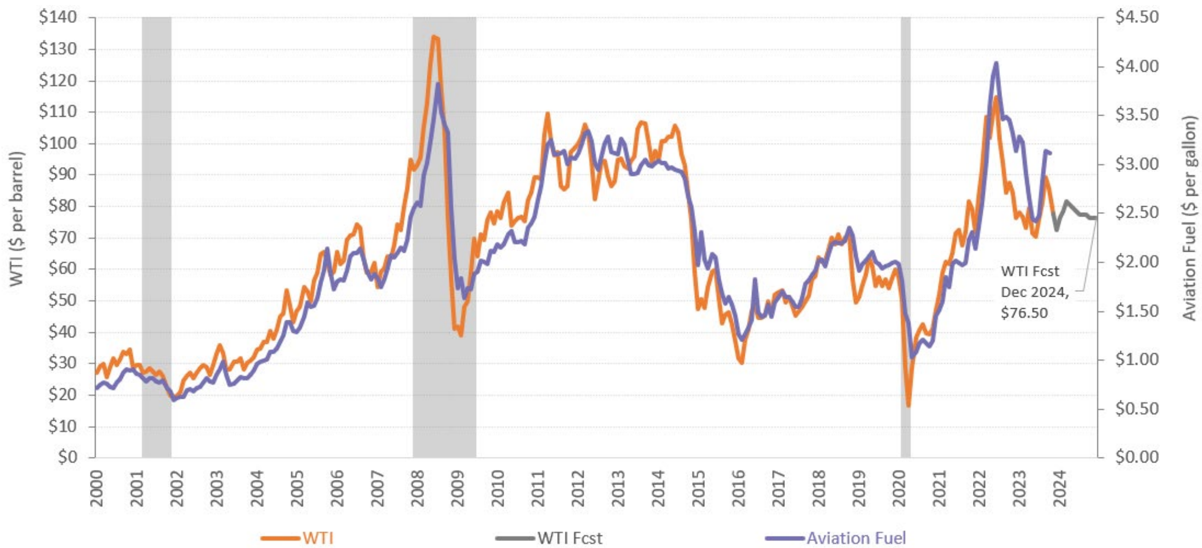
Source: U.S. Bureau of Transportation Statistics and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

3.11.4 | Oil Price Volatility and Aviation Fuel Costs

Oil price fluctuations directly affect aviation fuel cost, a significant component of airline operating expense.[54] Rising oil prices, as seen in the 2000s, can strain airline finances and contribute to industry losses (see Figure 59 on the previous page and Figure 60 below). Conversely, lower oil prices can boost airline profits, as experienced in the mid-2010s. In 2020, the global economic recession and an oil supply glut led to a temporary drop in oil and fuel prices, which provided airlines some cost relief during the pandemic.

In 2021, increased demand from the global economic recovery and supply disruptions from the Russia-Ukraine conflict began to raise oil prices. Between January 2021 and June 2022, the price of West Texas Intermediate (WTI) crude oil rose from $52 to $114 per barrel (121 percent), and the cost of aviation fuel increased from $1.51 to $4.04 per gallon (168 percent). As of fall 2023, prices had dropped from those highs (WTI to $77.69 in November and aviation fuel to $3.12 in October). The U.S. Energy Information Administration forecasts the price of WTI to stabilize, trading at $76.50 in December 2024, acknowledging the ongoing influence of geopolitical factors on oil pricing.

Figure 60 | West Texas Intermediate (WTI) and Aviation Fuel Prices, Monthly, January 2000-November 2023 (WTI Forecast to December 2024)



Sources: U.S. Energy Administration (WTI and WTI forecast), U.S. Bureau of Transportation Statistics (aviation fuel), and Unison Consulting, Inc.
Gray areas indicate economic recession periods.

[54] The correlation coefficient between the monthly average prices of West Texas Intermediate (crude oil) and aviation fuel is approximately 0.994.

3.11.5 | Airline Market Concentration, Competition, and Airfares

High market concentration can lead to market power abuse and excessive fare increases. Higher airfares reduce passenger demand, especially for discretionary travel or shorter trips with ground transportation alternatives. At MSY, however, monopoly market power is less of a concern. Southwest Airlines, the largest carrier in terms of market share, made up about 34 percent of the Airport's total enplanements in 2023. No other airline had more than a 17 percent share in 2023.

Airfares have an important effect on passenger demand, particularly for relatively short trips where automobile or other travel modes are alternatives and for price-sensitive "discretionary" travel, such as vacation travel. Airfares are influenced by airline operating costs and debt burden, passenger demand, capacity and yield management, market presence, and competition.

The Base scenario aviation activity forecasts for the Airport assume that, over the long term, airfare increases will not exceed inflation. Otherwise, the airfare increases would dampen forecast traffic growth.

3.11.6 | Airline Mergers

The airline industry has been consolidating in response to competition, cost, and regulatory pressure. Airline mergers can affect service and traffic at airports by consolidating facilities, optimizing route networks, and changing connecting traffic flows. The impact typically occurs within a few years and depends on the merging airlines' market share and connecting traffic volume at the affected airports.

Recent merger activity involves JetBlue's attempted takeover of Spirit and Alaska's acquisition of Hawaiian Airlines. Blocked by the U.S. Department of Justice (DOJ) in January 2024, JetBlue officially announced the termination of the merger agreement on March 4, 2024. According to DOJ, JetBlue's acquisition of Spirit would have eliminated an ultra-low-cost competitor, resulting in fewer choices and higher fares for travelers. Inversely, the DOJ approved Alaska and Hawaiian's merger on March 27, 2024, provided they do not proceed until 90 days after approval.[55]

Alaska accounts for a minimal share of MSY's enplanements, and Hawaiian does not operate at MSY. This suggests no forecast risk for possible merger-related enplanement cannibalism at MSY at this time.

3.11.7 | Structural Changes in Demand and Supply

Major crises can trigger lasting structural shifts in aviation demand and supply. For example, the 2001 terrorist attacks led to stricter airport security measures requiring passengers to arrive much earlier for departing flights, reducing travel time advantages for short-haul flights. The COVID-19 pandemic may have similar long-term consequences. Demand-side changes include altered travel preferences due to safety concerns or a shift towards virtual meetings. Supply-side changes might involve airlines maintaining streamlined operations due to labor and fleet constraints. One

[55] Rytis Beresnevicius, "Hawaiian & Alaska Airlines Agree With DOJ on Timing of Merger," *Simple Flying*, March 28, 2024, https://simpleflying.com/hawaiian-alaska-airlines-agree-with-doj-on-timing-of-merger/

favorable trend is the adoption of no-touch technologies, which speed up passenger processing and stimulate traffic growth.

3.11.8 | Labor Supply Constraints

The COVID-19 pandemic led to airline employee layoffs and early retirements, creating workforce shortages that limit airline capacity and potentially hinder air traffic growth. Aircraft manufacturers like Airbus and Boeing also face a similar workforce shortage. Amid a tight labor market, competition between companies to attract and retain skilled personnel has intensified and threatens industry growth.

Airlines face a declining pilot population, intensified by the early retirement of approximately 5,000 experienced pilots during the pandemic. Several factors contribute to the pilot shortage. First, many pilots historically gained their training via military service. However, the use of drones and reductions in military staff have limited that pathway. Second, the aviation industry is heavily gender-biased (women comprise only about 5 percent of the global pilot workforce). This failure to diversify severely reduces the size of the pilot labor force. Third, pilot training is expensive, and the working conditions and initial pay for new pilots are discouraging.

Aircraft engineers are also in short supply. The COVID-19 pandemic also caused many engineers to retire or find work in other sectors. About a third of aircraft engineers are approaching retirement, and there are not enough new workers to replace them, an issue exacerbated by a 2 to 3-year pause in the training of new aircraft engineers during the pandemic.[56]

3.11.9 | Geopolitical Conflicts and the Threat of Terrorism

Geopolitical conflicts and acts of terrorism disrupt air transportation. The terrorist attacks of September 11, 2001, serve as a constant reminder of the severe threat to the aviation industry. Travel advisories and heightened security measures can deter passengers due to longer screening times and increased anxiety.

More recently, the Russian invasion of Ukraine (since February 24, 2022) and the Israel-Hamas war (since October 7, 2023) have led to airspace closures, increased costs, and longer flight times. Responding to Russia’s invasion of Ukraine, the United States, Canada, and the European Union have closed their airspace to Russian aircraft. In retaliation, Russia has limited its airspace to many foreign-flag carriers. As a result, airlines have had to change flight routes, significantly increasing flight times for global travel. The Israel-Hamas war caused the immediate cancellation and suspension of flights to Tel Aviv by three U.S. major airlines (American, Delta, and United).[57]

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[56] Sam Sprules, “Opinion: Industry Collaboration Needed To Solve MRO's Workforce Crisis,” *Aviation Week Network*, September 13, 2023, https://aviationweek.com/mro/workforce-training/opinion-industry-collaboration-needed-solve-mros-workforce-crisis.

[57] Shannon Thaler, “Airline stocks slump as carriers in US and abroad cancel flights to Tel Aviv,” *New York Post*, October 9, 2023, https://nypost.com/2023/10/09/major-airlines-suspend-flights-as-war-escalates-in-israel/.

Additionally, overall air travel demand dropped for destinations near the warzone, such as Egypt, Morocco, Tunisia, and Saudi Arabia.

MSY has minimal direct international flights to these impacted areas, so at this time there is no notable forecast risk to the airport related to these current conflicts.

SECTION 4 | FINANCIAL ANALYSIS

This section reviews the financial framework of the Airport. In addition, this section (i) reviews the recent historical financial performance of the Airport and examines the ability of the Airport to generate sufficient Net Revenues to meet the obligations of the Indenture in each year of the forecast period, and (ii) discusses the information and assumptions underlying the financial forecasts, which include Airport Revenues, Operation and Maintenance (O&M) Expenses, debt service requirements, and debt service coverage. The financial projections presented in this section are based on the Base scenario air traffic forecast developed in Section 3.

4.1 | Financial Framework

A review of the framework for the financial operation of the Airport is presented below, including key provisions of the General Revenue Bond Trust Indenture dated as of February 1, 2009, (the General Indenture), which provides for the issuance of general airport revenue bonds (GARBs).

4.1.1 | The Indenture and Application of Revenues

The Series 2024 Bonds are to be issued by the Aviation Board pursuant to the General Indenture, among the Aviation Board, the Trustee and the City, as supplemented and amended through the Ninth Supplemental Indenture, together with the General Indenture and prior Supplemental Indentures, collectively referred to as the "Indenture."

Proceeds of the Series 2024A Bonds and the Series 2024B Bonds will be used to defease and refund the Aviation Board's outstanding Series 2015A Bonds and Series 2015B Bonds, respectively, and to pay the costs of issuing the Series 2024A Bonds and the Series 2024B Bonds.

Proceeds of the Series 2024C Bonds will be used to finance or to refinance the short-term financing of a portion of the constructing and equipping of certain capital improvements at the Airport, including: an upgraded Checked Baggage Inspection System (CBIS), roadway improvements, Baggage Handling System (BHS) improvements; runway and taxiway Improvements; expansion of a public parking lot, construction of a new employee parking lot, other parking facility improvements, and other terminal projects. The capital projects included in the Aviation Board's Capital Improvement Program (CIP), including those projects anticipated to be funded in part by the Series 2024 Bonds, are listed and described in more detail later in this Section.

Under Section 604 of the General Indenture, the Board covenants to impose, charge and collect reasonable rates, fees, rentals or other charges for services, facilities and commodities of the Airport System (collectively, Rates and Charges) sufficient so that:

a. Revenues in each Fiscal Year will be at least sufficient to make all the payments required by Section 505(2)(a) through (g) of the General Indenture and make all scheduled payments of principal and interest with respect to Subordinated Bonds; and

b. Net Revenues together with the sum on deposit in the Rollover Coverage Account on the last day of the immediately preceding Fiscal Year, if required by the Commercial Airline Lease, will at least equal 125% of the Bond Debt Service Requirement with respect to the Bonds for such Fiscal Year.

Figure 61 illustrates the application of and priority in the uses of amounts in the Airport Operating Fund. On the second Business Day preceding the First Wednesday of each calendar month, the Aviation Board and/or the City, as applicable, shall debit or transfer from the Airport Operating Fund the amounts required to be applied in the following order to pay or deposit:

1. Arbitrage Rebate Fund: all sums due to be deposited into the Arbitrage Rebate Fund to pay arbitrage rebate amounts required with respect to tax-exempt bonds.

2. Operating and Maintenance Fund: all Operation and Maintenance Expenses (O&M Expenses).

3. Debt Service Fund: an amount required to make the balance therein equal to the Debt Service Fund Requirement as of the first day of the next ensuing month.

4. Debt Service Reserve Fund: an amount required to make the balance therein equal to the Funded Debt Service Reserve Fund Requirement.

5. Improvement Account: such amount as shall be required, if any, by the Commercial Airline Leases (not presently required).

6. Operation and Maintenance Reserve Fund: one-twelfth of the amount required to make the sum on deposit therein equal to the Operation and Maintenance Fund Requirement.

7. General Purposes Account: an amount specified in the Commercial Airline Leases referred to as a "General Purpose Requirement." The sums credited to this Account may be applied by the Board to any lawful use or purpose of the Board, including without limitation, O&M Expenses, the purchase or payment of Bonds, and the payment of the cost of any Capital Improvement.

8. Rollover Coverage Account: amounts required, if any, by the Commercial Airline Leases. To the extent required, the amounts in the Rollover Coverage Account on the last day of each Fiscal Year shall be included as Net Revenues in the calculation of rates and charges for the next succeeding Fiscal Year as required by Section 604 of the Indenture.

Figure 61 | Flow of Funds

Arbitrage Rebate Fund

Payment of any required deposits to the Arbitrage Rebate Fund

Operations and Maintenance Fund

Payment of all O&M Expenses

Debt Service Fund

An amount required to make the balance equal to the Debt Servcie Fund Requirement as of the first day of the next ensuing month

Debt Service Reserve Fund

An amount required to make the balance equal to the funded Debt Service Reserve Fund Requirement

Improvement Account

An amount required, if any, by the Commercial Airline Lease or the Airport System Budget

Operations and Maintenance Reserve Fund

1/12th of the amount required to make the sum on deposit therein equal to the Operation and Maintenance Fund Requirement

General Purpose Account

An amount specified in the Commercial Airline Leases referred to as a "General Purpose Requirement"

Rollover Coverage Account

Amounts required, if any, by the Commercial Airline Leases. If required, amounts in this Account on last day of each Fiscal Year shall be included as Net Revenues in the calculation of rates and charges for the next succeeding Fiscal Year.

4.1.2 | Airport Accounting

The City of New Orleans operates the Airport as an Enterprise Fund in accordance with generally accepted accounting principles (GAAP) for governmental entities. The City prepares its financial statements based on the City's fiscal year, which corresponds with the calendar year (beginning on January 1 and ending on December 31). The City's financial statements are examined following the end of the fiscal year by independent certified public accountants. The purpose of the audit is to determine if the City's financial statements are in compliance with GAAP and the requirements of various state and federal agencies with which the City has agreements and received grants-in-aid.

The Airport's 2023 audited financial statements (the most recent year for which audited financial statements are available) show that as of December 31, 2023, the Airport had total assets and deferred outflows of resources of approximately $1.92 billion, total liabilities and deferred inflows of resources of approximately $1.35 billion, and net investment in capital assets of approximately $0.57 billion.

Table 29 summarizes the Airport's audited operating results for 2019 through 2023 presented in the financial statements, the Net Revenues presented in this Report, and a reconciliation between the two presentations. The Net Revenues presented in this Report are calculated pursuant to the definitions of Revenues, O&M Expenses, and Net Revenues included in the Indenture. The reconciling items between the annual Operating Loss reported in the financial statements and the Net Revenues presented in this Report consist of depreciation and impairment write-downs, interest income and various other non-operating revenues, Federal COVID-19 relief funds, PFCs transferred to the Debt Service Fund to be applied to Debt Service, and the amounts in the Rollover Coverage Account on the last day of the previous calendar year.

Table 29 | Historical Financial Results Per Financial Statements Reconciled to Net Revenues

Category	2019	2020	2021	2022	2023
Audited Statement of Revenues and Expenses					
Operating Revenues	$ 95,909,954	$ 60,372,557	$ 65,235,839	$ 109,040,688	$ 112,179,761
Less: Operating Expenses	(88,811,377)	(118,307,609)	(122,999,979)	(134,379,003)	(138,157,589)
Operating Loss	**$ 7,098,577**	**$ (57,935,052)**	**$ (57,764,140)**	**$ (25,338,315)**	**$ (25,977,828)**
Net Revenues per Bond Indenture					
Revenues	$ 100,958,989	$ 63,696,341	$ 67,315,538	$ 115,215,798	$ 119,364,046
Less: O&M Expenses	(52,911,620)	(56,213,688)	(59,740,968)	(71,508,340)	(74,880,995)
Federal COVID Relief Funds	-	41,677,226	41,413,062	4,300,020	7,377,000
Rollover Coverage	13,586,808	16,505,151	16,508,343	16,701,793	16,925,759
Transferred PFC Revenues	26,631,750	25,762,204	23,963,100	23,766,100	21,763,000
Net Revenue per Indenture	**$ 88,265,927**	**$ 91,427,234**	**$ 89,459,075**	**$ 88,475,371**	**$ 90,548,810**
Reconciliation					
Operating Loss per Financial Statements	$ 7,098,577	$ (57,935,052)	$ (57,764,140)	$ (25,338,315)	$ (25,977,828)
Add: Depreciation and Impairment Write-Downs [1]	35,899,757	62,093,921	63,259,011	62,871,663	63,278,872
Add: Interest Income and other non-operating revenues [2]	5,049,046	3,323,784	2,079,699	6,174,810	7,183,466
Add: Federal Grants - COVID-19 Related	-	41,677,226	41,413,062	4,300,020	7,377,000
Add: Transferred PFCs	26,631,750	25,762,204	23,963,100	23,766,100	21,763,000
Add: Rollover Coverage	13,586,808	16,505,151	16,508,343	16,701,793	16,925,759
Rounding	(11)	-	-	(700)	(1,459)
Net Revenues and Rollover Coverage	**$ 88,265,927**	**$ 91,427,234**	**$ 89,459,075**	**$ 88,475,371**	**$ 90,548,810**
Less: Terminal Lease Interest Income	$ -	$ -	$ -	$ 2,834,900	$ 2,453,928
Adjusted Net Revenues and Rollover Coverage	**$ 88,265,927**	**$ 91,427,234**	**$ 89,459,075**	**$ 85,640,471**	**$ 88,094,882**
Debt Service Fund Requirements	68,073,534	66,017,558	66,016,271	66,264,529	65,239,178
Debt Service Coverage	**1.30**	**1.38**	**1.36**	**1.29**	**1.35**

[1] Depreciation and Impairment Write-Down are included in Operating Expenses in the financial statements, but are excluded from the definition of Operation and Maintenance Expenses in the Indenture.
[2] Interest income and other non-operating revenues are included in the definition of Revenues in the Indenture, but are categorized as Nonoperating revenues on the financial statements.

4.1.3 | Airline Revenues and Rates and Charges Methodology

The Airline-Airport Use and Lease Agreement between the Aviation Board and Signatory Airlines dated and effective as of January 1, 2009, as amended (the Airline Agreement), establishes rentals, fees, and charges payable by all Signatory Airlines during the term of the Airline Agreement. The Airline Agreement calculates airline rates, fees, and charges that, together with other revenues, generate sufficient Net Revenues to maintain the rate covenant established under the Indenture under a residual rate-setting methodology. Through an amendment, the term of the Airline Agreement was initially extended to December 21, 2023. After another amendment, the term of the Airline Agreement was extended to December 31, 2025. Therefore, the existing calculations of the rents, fees and charges are assumed during the projection period.

The Airline Agreement, as amended, stipulates the following;

- The form of the rate-making methodology is residual.
- The Airline Agreement is subject to the Rate Covenant which is further described in Section 4.5.2.
- All gates and terminal space leased to the Signatory Airlines will be leased on a preferential basis, with a utilization requirement provision of a minimum of two scheduled turns per day for each gate. All unleased gates will be Airport controlled for common use.
- The Signatory Airlines have Majority-In-Interest (MII) voting rights for capital projects in the Terminal, Airfield, and Apron cost centers costing over $1,500,000.
- Effective January 1, 2015 and through the term of the Airline Agreement, the Aviation Board will target an airline cost per enplaned passenger (CPE) of no more than $10.00. However, this CPE level is a target, not a requirement in the Airline Agreement. The cost of the CIP is factored into the projected airline rates and presented later in this Section as appropriate according to the funding plan and the provisions of the Airline Agreement.
- The Aviation Board will maximize the use of PFCs to offset PFC eligible debt service for the North Terminal Project.
- The Aviation Board will use amounts available from the General Purposes Account to fund incremental coverage on the bonds issued to fund costs of the North Terminal.
- The Signatory Airlines agreed to fund, through rates and charges, a $6.0 million deposit to the General Purposes Account for each year from 2016 through 2018. From 2019 through the expiration of the Agreement, the deposit to the General Purposes Account will be $3.0 million per year.

4.2 | Debt Service and Plan of Finance

The estimated sources and uses of funds for the Series 2024 Bonds are summarized on Table 30.

Table 30 | Sources and Uses of Series 2024 Bonds

Sources and Uses	Refunding of 2015A	Refunding of 2015B	Series 2024 GARBs	Total
Sources				
Bond Proceeds:				
Par Amount	$ 48,650,000	$ 468,180,000	$ 94,925,000	$ 611,755,000
Premium	4,033,431	24,566,306	5,138,224	33,737,961
Interest set-aside	869,167	8,086,867		8,956,033
Total Sources	**$ 53,552,598**	**$ 500,833,172**	**$ 100,063,224**	**$ 654,448,994**
Uses				
Project Fund	$ -	$ -	$ 92,582,631	$ 92,582,631
Defeasance Escrow	53,061,221	496,151,297	-	549,212,518
Debt Service Reserve Fund	-	-	6,524,663	6,524,663
Cost of Issuance	243,250	2,340,900	474,625	3,058,775
Underwriter's Discount	243,250	2,340,900	474,625	3,058,775
Additional Proceeds	4,877	75	6,680	11,633
Total Uses	**$ 53,552,598**	**$ 500,833,172**	**$ 100,063,224**	**$ 654,448,994**

Source: Frasca & Associates based on assessments of anticipated market rates.

The Series 2024 Bonds are to be special, limited obligations of the Aviation Board payable from and secured by a pledge of Net Revenues (as defined in the General Indenture), which pledge is on a parity with the pledge of such Net Revenues made to secure the Series 2017 Bonds, Series 2019 Bonds, Series 2023 Bonds, and any Additional Bonds that may be issued pursuant to the General Indenture.[58] The Debt Service Fund Requirements during the forecast period, including the Series 2024 Bonds and two future GARB issues which are assumed to be issued in 2025 and 2027 are summarized on Table 33.

The Aviation Board anticipates issuing a future series of GARBs in 2025, to fund approximately $211.6 million of costs of the current CIP, as described in Section 1 of this Report. The Airline Affairs Committee has not approved the future capital projects, but the Aviation Board will require approval to complete the projects. The financial projections presented in this section assume a delivery date of January 1, 2025, with an estimated par amount of $231.5 million, an all-in total interest cost of 5.5 percent, a 30-year bond amortization period with a maturity date of January 1, 2055, level annual debt service, with the first principal and interest payment due after the end of the capitalized interest period, on July 1, 2027. The annual debt service is assumed to be recovered through the annual airline rates and charges process.

[58] It is assumed the Series 2015 Bonds are defeased with the Series 2024 A&B Bonds as of January 1, 2025.

The Aviation Board anticipates issuing a future series of GARBs in 2027, to refinance the 2024 and future BANS, as described in Section 1 of this Report. The estimated total amount to be refinanced is $94.3 million. The financial projections presented in this section assume a delivery date of January 1, 2027, with an estimated par amount of $102.9 million, an all-in total interest cost of 5.5 percent, a 30-year bond amortization period with a maturity date of January 1, 2057, level annual debt service, with the first principal and interest payment due on July 1, 2027. The annual debt service is assumed to be recovered through the annual airline rates and charges process.

Table 31 | Bond Anticipation Notes Program Summary (in millions)

	Facility Amount*	Portion of Facility projects to be financed or refinanced by the Series 2024C bonds	2024 BANs [1 3]	Future BANs [2 3]
Existing BANs Program ($M)	$ 125.0	$ 50.25	$ 75.00	$ 19.3

* Up to $50.2 million of BANs project components are expected to be financed or refinanced through the Series 2024C bonds.

[1] It is expected that approximately $75.0 million of the Series 2024 BANs will be available after the issuance of the Series 2024C bonds to fund various projects over the next three years.

[2] It is assumed that $19.3 million of additional BANs capacity will be added and approved by the Aviation Board after the issuance of the Series 2024C bonds. These BANS referred to as "Future BANs" will be drawn upon to fund various projects within a three year period from their delivery.

[3] It is assumed that the 2024 BANs and Future BANs will be refinanced with long term debt after 3 years (Series 2027 Bonds).

The future series of GARBs are not yet approved and will require approval from the Airline Affairs Committee, therefore, the timing of the anticipated future series of GARBs and the associated financing assumptions that were developed for planning purposes and to prepare the financial projections for this Report and are therefore subject to change.

In addition to the BANS mentioned above, the Aviation Board authorized and issued subordinate debt on September 29, 2022. The General Airport Interim Drawdown Note (Series 2022 Note) is payable to Regions Bank in a principal amount not to exceed $75 million. The Series 2022 Note matures on October 1, 2025. The Aviation Board has drawn down approximately $61.0 million. The Aviation Board anticipates using PFCs and a State of Louisiana Highway grant to pay down the Series 2022 Note. If the grant is not received, the Aviation Board will either pay off all or a portion of the Series 2022 Note with unrestricted cash, extend the maturity of the Series 2022 Note, and/or refinance the Series 2022 Note with long-term bonds. Currently, the Aviation Board makes interest-only payments for the Series 2022 Note, and those payments are made through operating expenses and are not included in debt service.

Table 32 | General Airport Interim Drawdown Note Summary (in millions)

	Existing Drawdown Facility	Amount Currently outstanding
Series 2022 Drawdown Note*	75.0	61.1

* The Series 2022 Note matures on October 1, 2025. The interest on these notes is paid through operating expenses, and the notes are currently planned to be paid down on the maturity date or extended through another period.

The Total Debt Service Requirement is projected to increase from $67.1 million in 2024 to $76.5 million in 2025 and $95.0 million in 2028 and 2029.

The Aviation Board has been applying Net PFC Revenues to offset the PFC-eligible portion of the debt service requirements on the outstanding Series 2017 Bonds, and the Series 2019 Bonds. Net PFC Revenues are transferred to the Debt Service Fund monthly, as available, to reduce the amount payable from Airline Revenues. The Indenture permits the pledge and deposit of Net PFC Revenues into the Debt Service Fund to pay the debt on one or more series of bonds. The Series 2024C and the Future Series 2025 and 2027 Bonds do not assume any PFC offset to the debt service. The Aviation Board will consider applying PFCs to future debt service.

Debt Service net of PFC Revenues is estimated to increase from $45.4 million in 2024 to $54.7 million in 2025 and $76.2 million in 2029.

Table 33 | Projected Annual General Airport Revenue Bond Debt Service

	Estimate	Budget	Projected			
	2024	2025	2026	2027	2028	2029
Debt Service by Series:						
Series 2015	$ 36,097,833	$ -	$ -	$ -	$ -	$ -
Series 2017 A	5,692,000	5,687,000	5,694,750	5,694,500	5,696,500	5,690,500
Series 2017 B	12,445,250	12,447,250	12,443,750	12,444,750	12,444,750	12,448,750
Series 2017 D	3,971,000	3,970,750	3,970,500	3,970,000	3,974,000	3,972,000
Series 2019 A	1,792,350	1,791,350	1,793,350	1,793,100	1,795,600	1,790,600
Series 2023 A & B	1,815,500	1,816,250	1,816,250	1,816,250	1,816,250	1,816,250
Series 2024 A & B [1]	4,475,680	39,268,850	39,266,100	39,261,350	39,263,100	39,259,350
Series 2024 C [1]	851,211	6,518,538	6,523,788	6,520,038	6,517,538	6,516,038
2024 BANS	-	3,962,114	3,962,114	3,962,114	-	-
Future BANS	-	1,021,461	1,021,461	1,021,461	-	-
Future Series 2025 [2]	-	-	-	8,212,521	16,425,043	16,425,043
Future Series 2027 [2]	-	-	-	7,044,085	7,044,085	7,044,085
TOTAL DEBT SERVICE	**$ 67,140,824**	**$ 76,483,562**	**$ 76,492,062**	**$ 91,740,169**	**$ 94,976,866**	**$ 94,962,616**
PFC Revenues Transferred to Debt Service Funds						
Series 2015	$ 16,000,000	$ -	$ -	$ -	$ -	$ -
Series 2017 D	3,971,000	3,970,750	3,970,500	3,970,000	3,974,000	3,972,000
Series 2019 A	1,792,350	1,791,350	1,793,350	1,793,100	1,795,600	1,790,600
Series 2024 A & B	-	16,000,000	14,000,000	13,000,000	13,000,000	13,000,000
Total PFC Revenues Transferred to Debt Service Funds	**$ 21,763,350**	**$ 21,762,100**	**$ 19,763,850**	**$ 18,763,100**	**$ 18,769,600**	**$ 18,762,600**
Debt Service net of PFCs	**$ 45,377,474**	**$ 54,721,462**	**$ 56,728,212**	**$ 72,977,069**	**$ 76,207,266**	**$ 76,200,016**
Net Debt Service by Cost Center						
Terminal Building Area	$ 33,419,826	$ 41,213,603	$ 42,918,272	$ 53,222,303	$ 51,120,374	$ 51,112,708
Airfield Area	9,226,943	10,149,012	10,275,163	14,355,684	18,372,948	18,374,363
Apron Area	1,391,449	1,371,671	1,463,488	1,509,008	1,509,162	1,508,705
Ground Transportation	1,339,256	1,987,177	2,071,289	3,890,074	5,204,782	5,204,240
TOTAL DEBT SERVICE	**$ 45,377,474**	**$ 54,721,462**	**$ 56,728,212**	**$ 72,977,069**	**$ 76,207,266**	**$ 76,200,016**

Sources: Airport records, Frasca & Associates and Unison.

[1] Estimated debt service provided by Frasca & Associates.

[2] Estimated debt service based on assumptions described on the previous page.

4.3 | Airport Operation and Maintenance (O&M) Expenses

Airport O&M Expenses are incurred in the maintenance and operations of the Airport. Table 34 shows the historical O&M Expenses from 2019 through 2023, the most recent full fiscal year for which actual (historical) information is available. Total O&M Expenses increased from approximately $52.9 million in 2019 to $74.9 million in 2023.

The largest components of 2023 O&M Expenses were Personnel Costs (26.2 percent), Public Safety and Security (19.0 percent), Repairs and Maintenance (13.3 percent), Utilities (8.7 percent), Insurance (8.5 percent), and Cleaning and Waste Removal (7.8 percent). Together, these six largest categories accounted for approximately 83.5 percent of total 2023 O&M Expenses. Historical O&M Expense trends are explained in more detail by category below.

In response to the COVID-19 pandemic, the Aviation Board applied $12.8 million, $10.0 million, $4.3 million, and $7.4 million of federal relief funds to reduce O&M Expenses from 2020 and 2023, respectively. O&M Expenses, after the application of COVID federal relief funds, equaled $43.4 million in 2020, $49.7 million in 2021, $67.2 million in 2022, and $67.5 million in 2023.

Table 35 presents estimated 2024 O&M Expenses, budgeted 2025 O&M Expenses, and projected O&M Expenses for 2026 through 2029. Total O&M Expenses increased in 2024, to an estimated $82.2 million, and the Aviation Board has budgeted a total of $89.6 million for 2025 O&M Expenses.

The Aviation Board has applied approximately $7.4 million of COVID federal relief funds to 2024 O&M Expenses, resulting in net O&M Expenses of approximately $74.9 million in 2024.

The COVID federal relief funds will be fully applied in 2024. The Aviation Board's 2025 Budget and the 2026 to 2029 projections do not include any federal relief dollars.

The Aviation Board anticipates that its 2025 Budget for O&M Expenses reflects the updated estimates of operating and maintaining the North Terminal and other Airport facilities during the current and near-term environment. In addition, the 2025 Budget includes Super Bowl-related expenses. The Aviation Board does not anticipate any significant increases in O&M Expenses during the period of 2026 through 2029, but the one-time Super Bowl-related expenses have been removed during the 2026 to 2029 period. In general, O&M Expenses are projected to increase by an average annual rate of 3.0 percent, with a slightly higher annual growth rate (5 percent) for Personnel costs, to account for current economic trends in wages and benefits. Total O&M Expenses are projected to increase from $89.6 million in 2025 to $104.0 million in 2029, or by an average annual growth rate of 3.8 percent.

Table 34 | Historical O&M Expenses

	Actual					CAGR
	2019	2020	2021	2022	2023	2019 - 2023
Wages and Salaries	$ 12,969,746	$ 12,600,039	$ 12,262,514	$ 12,812,238	$ 14,180,900	2.3%
Fringe Benefits	7,256,653	7,247,464	5,867,441	6,362,961	5,438,637	-7.0%
Total Personnel Costs	$ 20,226,399	$ 19,847,503	$ 18,129,955	$ 19,175,198	$ 19,619,537	-0.8%
Public Safety and Security	11,090,095	10,928,456	10,775,615	12,455,002	14,211,953	6.4%
Repairs and Maintenance	4,341,237	4,699,241	8,943,517	12,342,409	9,969,549	23.1%
Utilities	3,791,667	5,326,040	5,712,107	7,380,259	6,540,764	14.6%
Insurance	2,180,128	3,427,759	4,228,342	5,138,466	6,333,407	30.6%
Cleaning and Waste Removal	3,332,328	4,630,378	4,253,845	5,518,020	5,847,086	15.1%
Supplies and Equipment	1,279,725	1,447,697	1,823,591	2,133,429	3,070,080	24.5%
Cost of City Services	1,753,518	1,753,518	2,145,866	2,145,866	2,145,866	5.2%
Shuttle Services/Parking	548,770	654,851	879,954	1,889,582	2,119,458	40.2%
Professional Services	1,892,203	1,483,951	1,638,584	1,627,590	1,840,736	-0.7%
Other Admin. Expenses	427,505	599,761	557,207	636,732	814,818	17.5%
Other Expenses	1,380,333	1,393,427	611,471	661,322	1,448,001	1.2%
Marketing Incentives	667,711	21,106	40,913	404,465	919,740	8.3%
Total O&M Expenses	$ 52,911,620	$ 56,213,688	$ 59,740,968	$ 71,508,340	$ 74,880,995	9.1%
Federal Relief Funds Applied	-	(12,771,000)	(10,000,000)	(4,300,020)	(7,377,110)	N/A
Total Net of Federal Funds	**$ 52,911,620**	**$ 43,442,688**	**$ 49,740,968**	**$ 67,208,320**	**$ 67,503,885**	**6.3%**

Source: Airport Records.

Table 35 | Projected O&M Expenses

	Estimate	Budget	Projected				CAGR
	2024	2025	2026	2027	2028	2029	2025 -2029
Wages and Salaries	$ 17,412,549	$ 19,334,727	$ 20,301,463	$ 21,316,537	$ 22,382,363	$ 23,501,482	5.0%
Fringe Benefits	6,981,598	7,461,864	7,834,957	8,226,705	8,638,040	9,069,942	5.0%
Total Personnel Costs	$ 24,394,147	$ 26,796,591	$ 28,136,421	$ 29,543,242	$ 31,020,404	$ 32,571,424	5.0%
Public Safety and Security	14,523,000	15,268,000	16,031,400	16,832,970	17,674,619	18,558,349	5.0%
Repairs and Maintenance	9,148,428	11,227,475	11,564,299	11,911,228	12,268,565	12,636,622	3.0%
Utilities	7,554,320	7,543,900	7,770,217	8,003,324	8,243,423	8,490,726	3.0%
Insurance	7,899,223	9,142,097	9,416,360	9,698,851	9,989,816	10,289,511	3.0%
Cleaning and Waste Removal	5,775,000	5,825,000	5,999,750	6,179,743	6,365,135	6,556,089	3.0%
Supplies and Equipment	2,991,884	2,830,095	2,914,998	3,002,448	3,092,521	3,185,297	3.0%
Cost of City Services	2,145,867	2,145,865	2,210,241	2,276,548	2,344,845	2,415,190	3.0%
Shuttle Services/Parking	2,150,000	2,136,000	2,200,080	2,266,082	2,334,065	2,404,087	3.0%
Professional Services	1,901,327	2,049,745	2,111,237	2,174,574	2,239,812	2,307,006	3.0%
Other Admin. Expenses	936,826	1,519,914	1,153,511	1,188,117	1,223,760	1,260,473	-4.6%
Other Expenses	2,062,789	2,365,849	2,357,514	2,428,240	2,501,087	2,576,120	2.2%
Marketing Incentives	750,000	750,000	750,000	750,000	750,000	750,000	0.0%
Total O&M Expenses	$ 82,232,810	$ 89,600,531	$ 92,616,029	$ 96,255,366	$ 100,048,051	$ 104,000,893	3.8%
Federal Relief Funds Applied	(7,377,110)	-	-	-	-	-	N/A
Total Net of Federal Funds	$ 74,855,700	$ 89,600,531	$ 92,616,029	$ 96,255,366	$ 100,048,051	$ 104,000,893	3.8%

Source: Airport records and Unison Consulting Inc.

Personnel Costs

Personnel costs consist of Wages and Salaries, as well as Fringe Benefit costs, which include medical insurance, pension costs, and other related employee benefit costs. In total, Personnel costs decreased from $20.2 million in 2019 to $19.8 million in 2020 and $18.1 million in 2021, mainly due to the Aviation Board's cost-cutting measures during the COVID-19 pandemic. As passenger activity recovered from the COVID-19 pandemic, the Aviation Board filled previously vacant positions, and total Personnel costs increased to approximately $19.2 million in 2022 and $19.6 million in 2023.

Personnel costs are estimated to increase to $24.4 million in 2024 and budgeted to increase to $26.8 million in 2025. In 2023, the Airport had 21.4 percent vacancy rate. The increases in 2024 and 2025 assume all positions will be filled and include 2.5 percent cost of living adjustments. These expenses are projected to increase by 5.0 percent per year to $32.6 million in 2029.

Public Safety and Security

Public Safety and Security expenses include police, security, and fire department expenses. Public Safety and Security expenses decreased from $11.1 million in 2019 to $10.9 million in 2020 and $10.8 million in 2021 as part of the Aviation Board's cost-cutting measures. Public Safety and Security expenses increased to $12.4 million in 2022 and $14.2 million in 2023 as passenger activity recovered. Public Safety and Security expenses are estimated to increase to $14.5 million in 2024 and budgeted to increase to $15.3 million in 2025. The increase in the 2025 Budget includes anticipated rate increases for these services. These expenses are projected to increase by 5.0 percent per year to $18.6 million in 2029.

Repairs and Maintenance

Repairs and Maintenance expenses include, among other things, the costs for outside maintenance contractors that provide services for various facilities and systems and for infrastructure repairs throughout the Airport. Repairs and Maintenance expenses increased from $4.3 million in 2019 to $4.7 million in 2020 and $8.9 million in 2021, due to additional expenditures related to Hurricane Ida and necessary pavement maintenance repairs. These expenses increased to $12.3 million in 2022 because of Hurricane Ida repair expenses. Repairs and Maintenance expenses then decreased to approximately $10 million in 2023. Based on scheduled and planned repair and maintenance projects, this expense category is estimated to total $9.1 million in 2024 before increasing to $11.2 million in the 2025 Budget. The budgeted increase is primarily driven by an increase in pavement maintenance services, new maintenance contracts, and projected increases to current maintenance agreements currently out for bids. This category of expenses is projected to increase by 3.0 percent annually to $12.6 million in 2029.

Utilities

Utilities expenses consist of expenditures for electricity, natural gas, fuel oil, and water. These expenses increased from $3.8 million in 2019 to approximately $5.7 million in 2021 as a result of the additional costs associated with operating the North Terminal, while maintaining minimal necessary utilities at the South Terminal. Utility expenses increased to $7.4 million in 2022 due to increased utility rates resulting from higher natural gas prices and the effect on electric utility rates of the electrical infrastructure repairs due to recent hurricanes and other storms in the area. Utility expenses decreased to $6.4 million in 2023. These expenses are estimated to increase to approximately $7.5 million in 2024 and 2025. Entergy, the Airport's energy provider, increased their rates in June 2023, and 2024 is the first full year of the increased rates. Utilities expenses are projected to increase by 3.0 percent per year to $8.5 million in 2029.

Insurance

Insurance expenses increased by 57.2 percent from $2.2 million in 2019 to $3.4 million in 2020, and then to $4.2 million in 2021, due to the additional premium costs related to the North Terminal and the additional cost of insuring other ancillary facilities. Insurance expenses increased to $5.1 million in 2022 and $6.5 million in 2023 because of increased hurricane-related premiums. Insurance expenses are estimated to increase to $7.9 million in 2024, and they are budgeted to increase to $9.1 million in 2025, based on estimated insurance premiums which reflect higher costs for risk and property insurance policies. These expenses are projected to increase by 3.0 percent per year to $10.3 million in 2029.

Cleaning and Waste Removal

Cleaning and Waste Removal expenses increased by 15.1 percent per year from $3.3 million in 2019 to $5.8 million in 2023, mainly due to increased cleaning requirements after the North Terminal opened, in addition to on-going cleaning and upkeep for the South Terminal, as well as the enhanced cleaning and sanitation efforts needed during the COVID-19 pandemic. These expenses are estimated to remain relatively flat in 2024 and 2025. These expenses are estimated to increase by 3.0 percent per year during the projection period. Cleaning and Waste Removal expenses are projected to be $6.6 million in 2029.

Supplies and Equipment

Expenses for Supplies and Equipment include the cost for rental equipment, cleaning supplies, uniforms, office supplies, and other general maintenance supplies. Supplies and Equipment expenses increased from $1.3 million in 2019 to $3.1 million in 2023 due repairs for HVAC systems, additional needs resulting from increased passenger activity, and higher cost of supplies. This expense category is estimated to total $3.0 million in 2024 and $2.8 million in 2025, based on anticipated needs during the current environment of passenger traffic recovery. These expenses are projected to increase by 3.0 percent annually to $3.2 million in 2029.

City Services

City Services include charges for professional services provided to the Airport by other City departments. These charges remained constant at $1.8 million per year in 2019 and 2020, based on the City's cost allocation plan in effect during those years. When the City updated its cost allocation plan effective in 2021, City Services expenses increased to $2.1 million. City Service expenses are projected to remain at $2.1 million through 2029.

Professional Services

Professional Services expenses include fees for specialized engineering, financial, planning and other consulting service firms. As a result of the Aviation Board's cost-cutting measures during the COVID-19 pandemic, these expenses decreased from $1.9 million in 2019 to $1.5 million in 2020 and $1.6 million in 2021 and 2022. These expenses increased to $1.8 million in 2023. Professional Services expenses are estimated to total $1.9 million in 2024, and they are budgeted to total $2.0 million in 2025, reflecting anticipated engineering and other consulting services related to the operation of the North Terminal and planning efforts for potential future capital projects. These expenses are projected to increase by an average of 3.0 percent per year to $2.3 million in 2029.

Shuttle Services and Parking

The Aviation Board implemented an employee shuttle when the North Terminal opened to transport employees from the South parking facilities to the North Terminal. Shuttle Services and Parking expenses increased from $0.5 million in 2019 to approximately $0.9 million in 2021. In 2021, the Aviation Board increased the employee shuttle bus staffing and the number of shuttle buses in order to improve the service to employees. This expense category increased to $1.9 million in 2022, reflecting the first full year of the employee shuttle operations at the higher level of service. These expenses increased to $2.1 million in 2023. Shuttle Services and Parking expenses are budgeted to remain stable, at $2.1 million in 2025. Shuttle Services and Parking expenses are projected to increase by 3.0 percent per year to $2.4 million in 2029.

Other Administrative Expenses

Other Administrative expenses include travel expenses, fees for memberships to airport trade organizations, subscription fees, education and training expenses, and postage and freight expenses. Other Administrative expenses increased from $0.4 million in 2019 to $0.8 million in 2023. These expenses are estimated to increase to $0.9 million in 2024 and are budgeted to total $1.5 million in 2025. The increase in 2025 is being driven by one-time expenses expected to be incurred by the Airport hosting the American Minority Advisory Council's (AMAC) annual conference. Other Administrative expenses are projected to total approximately $1.3 million in 2029.

Other

Other expenses consist of costs for infrastructure repairs, legal services, advertising, marketing services, and air service development. This category of expenses fluctuates from year to year, depending on repair needs, and legal issues. These expenses totaled approximately $1.4 million in 2019 and 2020. As part of its cost-cutting measures during the COVID-19 pandemic, the Aviation Board reduced this category of expenses to $0.6 million in 2021 and $0.7 million in 2022. These expenses increased to $1.4 million, reflecting a return to pre-COVID-19 levels, including an increase in advertising and marketing services. These expenses are estimated to increase to $2.1 million in 2024 and budgeted to increase to $2.4 million in 2025. This increase is driven by Super Bowl expenses being included in the Budget. Other expenses are projected to total $2.6 million in 2029.

Marketing Incentive Expenses

The Aviation Board incurs expenses related to its air service incentive program to encourage new and expanded air service to and from the Airport. Under the air service incentive program, airlines are eligible to receive incentive payments for providing service to underserved destinations, new destinations, and also for increasing the number of flights to certain destinations. These expenses decreased from $0.7 million in 2019 to less than $50,000 in 2020 and 2021, due to the airlines' schedule cutbacks during the COVID-19 pandemic. With the recovery of air traffic at the airport, Marketing Incentive expenses increased to $0.4 million in 2022 and $0.9 million in 2023. This expense category is projected to remain constant at $0.75 million during the remainder of the forecast period.

Federal Relief Funds

The CARES Act established the Coronavirus Relief Fund in March 2020 by the United States Treasury to provide financial assistance to States and eligible units of local government impacted by the COVID-19 pandemic, including approximately $10.0 billion awarded to U.S. airports. The Aviation Board was awarded approximately $42.8 million in grants from the CARES Act Fund. The Aviation Board applied approximately $32.8 million and $5.4 million during 2020 and 2021, respectively, to cover eligible O&M Expenses and debt service. The Aviation Board applied the remaining balance of awarded CARES Act funds ($4.7 million) to cover a portion of the costs of the Airport Administrative Offices capital project.

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) of 2021 includes billions in supplemental appropriations for COVID-19 relief that were allocated to the transit industry during the COVID-19 pandemic, including almost $2.0 billion awarded to U.S. airports. The Airport was awarded a total of approximately $13.8 million from the CRRSA Fund. These funds are composed of funds available to cover eligible O&M Expenses and debt service costs ($12.3 million) and funds available to provide relief to concessionaires that operate at the Airport ($1.5 million). All of the $1.5 million of CRRSA funds awarded to the Airport for concession relief was provided to eligible concessionaires at the Airport in 2021. Of the $12.3 million of CRRSA funds available for O&M Expenses and debt service costs, the Aviation Board applied $8.9 million to cover eligible O&M Expenses and debt service costs incurred in 2020. The Aviation Board applied the remaining $3.5 million of CRRSA funds awarded to the Airport to O&M Expenses in 2024.

The American Rescue Plan Act (ARPA) was passed by Congress in March 2021 to provide additional relief to address the continued impact of COVID-19, including approximately $6.0 billion awarded to U.S. airports. In 2021, the Airport was awarded approximately $50.2 million in ARPA funds, of which $44.3 million was awarded to be used for O&M Expenses and debt service costs, and $5.9 million was awarded to provide relief to concessionaires that operate at the Airport. The Aviation Board applied all of the $5.9 million concession relief funds to eligible concessionaires at the Airport in 2021. The Aviation Board applied $28.7 million and $4.3 million to O&M Expenses and debt service costs in 2021 and 2022. The Aviation Board plans to apply to remaining balance of awarded ARPA funds to eligible O&M Expenses in 2024.

The amount of federal relief funds awarded to the Airport, and the application of those funds to eligible costs (by year) are summarized on Table 36.

Table 36 | Award and Application of Federal Relief Funds (in thousands)

	Total	Amounts Applied to Eligible Expenditures					
	Awarded	2020	2021	2022	2023	2024	Total
CARES Funds							
O&M and Capital	$ 42,793	$ 32,771	$ 5,352	$ -	$ 4,114	$ 557	$ 42,793
CRRSA Funds							
O&M and Debt Service	12,382	8,906				3,476	12,382
Concession Relief	1,472		1,472			-	1,472
Total CRRSA Funds	$ 13,854	$ 8,906	$ 1,472	$ -	$ -	$ 3,476	$ 13,854
ARPA Funds							
O&M and Debt Service	44,278		28,700	4,300	7,377	3,901	44,278
Concession Relief	5,889			5,889			5,889
Total ARPA Funds	$ 50,167	$ -	$ 28,700	$ 10,189	$ 7,377	$ 3,901	$ 50,167
Total Federal Relief Funds	$ 106,814	$ 41,677	$ 35,524	$ 10,189	$ 11,491	$ 7,934	$ 106,814

Note: Not all numbers on the above table foot due to rounding to nearest thousand.

4.4 | Airport Revenues

Airport Revenues (Revenues), as defined in the Indenture, means all revenues derived by the Board from the use and operation of the Airport System. Revenues do not include (a) Special Facility Revenues except after the Payment of any Special Facility Bonds, (b) any gifts, grants or other amounts, the use of which is restricted by the donor or grantor or by law or regulation, (c) the proceeds of any passenger facility charges or other per passenger charge except those as applied in Section 501(v) of the Indenture, (d) any sums received by the Board or City from the State or the United States of America including avails of any tax, (e) the proceeds of any rental car customer facility charge except those as applied in Section 501(v) of the Indenture, (f) any Released Revenues, (g) interest accruing on, and any profit resulting from the investment of monies in any fund or account of the Board that is not available by agreement or otherwise for deposit into the Operation Fund, (h) insurance proceeds which are not deemed to be revenues in accordance with generally accepted accounting principles, (i) the proceeds of any condemnation awards, or (j) security deposits and the proceeds of the sale of any property constituting all or any portion of the Airport.

Revenues for 2019 through 2023 are shown on Table 37. Total Revenues increased from $101.0 million in 2019 to $119.4 million in 2023. Due to the significant decrease in passenger activity during the COVID-19 pandemic, Revenues decreased to $63.7 million in 2020. Revenues increased to $115.2 million in 2023 as airline and passenger activity recovered. Table 38 presents the estimated and budgeted Revenues for 2024 and 2025. Total Revenues are estimated to be $130.2 million in 2024, and they are budgeted to increase to $149.9 million in 2025. Total Revenues are projected to increase to approximately $188.0 million in 2029 or by an average of 4.7 percent per year from 2025 through 2029. The recent historical trends and projected future trends in individual revenue categories are described below.

4.4.1 | Airline Revenues

In accordance with the Airline Agreement, the Signatory Airlines are charged Landing Fees, Terminal Building Rentals, and Apron Use Fees based on the residual requirement of allocable costs net of non-airline revenues. The Airline Agreement establishes direct and indirect cost and revenue centers in order to allocate O&M Expenses, Debt Service Fund requirements (net of PFCs applied to offset the Debt Service Fund requirements), amortization of Airport-funded capital improvements, and non-airline revenues to calculate these fees and rentals. In addition, incremental deposits to the O&M Reserve and allowable equipment and capital outlays are allocated to the direct cost centers.

The cost and revenues centers established under the Airline Agreement, are as follows:

- Airfield Area
- Terminal Building and Area
- Apron Area
- Ground Transportation and Other Areas
- Indirect cost centers
    - General Administration
    - Insurance
    - Public Safety and Security

Indirect costs for Insurance and Public Safety and Security are allocated back to the direct cost centers based on set percentages. The General Administration cost center is allocated based on the direct cost centers' share of direct costs and allocated Insurance and Public Safety and Security costs. The net revenues (deficits) from the Ground Transportation and Other Area cost and revenue center, reduced by the required deposit to the General Purpose Account, are allocated 50 percent to the Airfield Area requirement and 50 percent to the Terminal Building and Area requirement. The residual requirements for the Airfield Area, the Terminal Building and Area, and the Apron Area represent the Landing Fees, the Terminal Building Rentals, and the Apron Use Fees required from the Signatory Airlines, respectively.

Table 37 | Historical Revenues

	Actual					CAGR
	2019	2020	2021	2022	2023	2019 - 2023
Airline Revenues						
Terminal Building Rental Revenue	$ 32,480,113	$ 27,672,469	$ 23,232,226	$ 37,068,572	$ 43,098,602	7.33%
Landing Fee Revenue	11,591,052	8,411,503	2,135,219	8,684,307	4,163,332	-22.58%
Apron Use Fee Revenue	2,508,804	1,448,455	2,138,037	3,921,707	3,781,672	10.80%
Loading Bridge Use Fees	79,618	-	-		-	N/A
Total Airline Revenues	**$ 46,659,587**	**$ 37,532,427**	**$ 27,505,482**	**$ 49,674,587**	**$ 51,043,606**	**2.27%**
Non-Airline Revenues						
Airside Revenues						
Hangars, Buildings, & Other Ground Rentals	$ 2,627,931	$ 2,645,615	$ 2,852,023	$ 2,318,014	$ 2,222,217	-4.11%
Other Airside Rentals and Fees	1,847,363	766,800	701,179	1,387,731	1,631,688	-3.06%
Total Airside Revenues	$ 4,475,294	$ 3,412,415	$ 3,553,202	$ 3,705,745	$ 3,853,906	-3.67%
Terminal Building and Area						
Food and Beverage Concessions	$ 5,485,324	$ 2,337,621	$ 1,295,928	$ 5,667,101	$ 6,481,654	4.26%
Retail Concessions	4,542,486	2,029,194	2,019,672	4,354,803	4,954,087	2.19%
Advertising Concessions	786,262	1,082,818	922,023	1,617,325	2,094,913	27.76%
Non-Airline Space Rentals	1,227,639	1,836,720	1,757,418	1,879,722	1,862,514	10.98%
Other Terminal Concessions	561,478	973,132	1,233,753	5,167,692	5,546,739	77.29%
Total Terminal Building and Area	$ 12,603,189	$ 8,259,485	$ 7,228,795	$ 18,686,644	$ 20,939,906	13.53%
Apron Area						
Overnight Parking Charges	$ 299,288	$ 166,285	$ 145,199	$ 134,046	$ 157,956	-14.77%
Ground Transportation & Other Areas						
Rental Cars	$ 11,231,908	$ 5,754,003	$ 9,346,403	$ 12,561,311	$ 12,088,912	1.86%
Automobile Parking	14,718,210	3,328,312	14,937,777	19,549,255	19,121,071	6.76%
Ground Transportation	5,340,815	1,773,233	2,243,988	4,257,111	4,560,976	-3.87%
Off-Airport Parking	577,491	146,398	274,991	387,027	398,249	-8.87%
Downtown Heliport	4,161	-	-	-	-	N/A
Other Ground Transportation	-	-	-	85,261	15,999	N/A
Total Ground Transportation & Other Areas	$ 31,872,585	$ 11,001,946	$ 26,803,160	$ 36,839,966	$ 36,185,207	3.22%
Other Non-Operating Revenues	5,049,046	3,323,784	2,079,699	6,174,810	7,183,466	9.21%
Total Non-Airline Revenues	**$ 54,299,402**	**$ 26,163,915**	**$ 39,810,056**	**$ 65,541,211**	**$ 68,320,440**	**5.91%**
Total Airport Revenues	**$ 100,958,989**	**$ 63,696,341**	**$ 67,315,538**	**$ 115,215,798**	**$ 119,364,046**	**4.28%**

Source: Airport Records.

Table 38 | Projected Revenues

	Budget		Projected				CAGR
	2024	2025	2026	2027	2028	2029	2025 - 2029
Airline Revenues [1]							
Terminal Building Rental Revenue	$ 44,034,733	$ 63,601,152	$ 60,974,401	$ 72,178,106	$ 71,114,912	$ 71,544,844	2.4%
Landing Fee Revenue	9,613,226	5,125,910	13,908,070	19,120,439	23,884,796	24,052,563	36.2%
Apron Use Fee Revenue	3,516,871	3,696,084	3,816,180	3,966,805	4,074,159	4,185,442	2.5%
Total Airline Revenues	**$ 57,164,830**	**$ 72,423,146**	**$ 78,698,652**	**$ 95,265,350**	**$ 99,073,867**	**$ 99,782,848**	**6.6%**
Non-Airline Revenues							
Airside Revenues							
Hangars, Buildings, and Other Ground Rental	$ 3,672,497	$ 3,756,964	$ 3,843,374	$ 3,931,772	$ 4,022,203	$ 4,114,713	1.8%
Other Airside Rentals and Fees	1,772,280	1,963,042	1,854,742	1,897,401	1,941,041	1,985,685	0.2%
Total Airside Revenues	$ 5,444,776	$ 5,720,006	$ 5,698,116	$ 5,829,173	$ 5,963,244	$ 6,100,399	1.3%
Terminal Building and Area							
Food and Beverage Concessions	$ 8,808,240	$ 9,589,675	$ 9,781,449	$ 10,292,706	$ 10,891,616	$ 11,490,046	3.7%
Retail Concessions	5,910,580	6,287,188	6,563,631	6,906,699	7,308,584	7,710,148	4.2%
Advertising Concessions	2,357,601	2,911,826	2,467,298	2,524,045	2,582,098	2,641,487	-1.9%
Non-Airline Space Rentals	2,222,416	3,280,247	3,129,452	3,729,272	3,668,413	3,685,927	2.4%
Other Terminal Concessions and Revenues	1,952,234	2,046,640	2,120,464	2,207,654	2,311,658	2,413,451	3.4%
Total Terminal Building and Area Revenues	$ 21,251,071	$ 24,115,575	$ 24,062,293	$ 25,660,377	$ 26,762,369	$ 27,941,059	3.0%
Apron Area							
Overnight Parking Charges	$ 541,780	$ 540,000	$ 540,000	$ 540,000	$ 540,000	$ 540,000	0.0%
Ground Transportation and Other Areas							
Rental Cars	$ 12,885,083	$ 13,862,489	$ 14,308,736	$ 15,056,626	$ 15,932,737	$ 16,808,147	3.9%
Automobile Parking	21,264,536	21,171,444	21,674,360	22,294,464	23,061,318	23,781,429	2.4%
Ground Transportation	5,146,736	5,384,563	5,461,283	5,617,530	5,810,754	5,992,201	2.2%
Off-Airport Parking	351,132	363,947	372,592	383,252	396,435	408,814	2.4%
Other Ground Transportation	53,387	54,615	55,871	57,156	58,470	59,815	
Total Ground Transportation & Other Areas	$ 39,700,875	$ 40,837,058	$ 41,872,842	$ 43,409,028	$ 45,259,715	$ 47,050,406	2.9%
Other Non-Operating Revenues	6,083,728	6,223,654	6,366,798	6,513,234	6,663,038	6,816,288	1.8%
Total NonAirline Revenues	**$ 73,022,230**	**$ 77,436,293**	**$ 78,540,049**	**$ 81,951,812**	**$ 85,188,366**	**$ 88,448,152**	**2.7%**
Total Revenues	**$ 130,187,060**	**$ 149,859,438**	**$ 157,238,701**	**$ 177,217,163**	**$ 184,262,234**	**$ 188,231,000**	**4.7%**

Source: Airport Records and Unison Consulting, Inc.
[1] Airline Revenues include Signatory and Non-signatory airline revenues. Amounts for 2022 and 2023 do not include mid-year and prior year adjustments.

Based on the provisions of the Airline Agreement, the Aviation Board has agreed to fund the incremental Debt Service Coverage attributable to new bonds from funds available in the General Purposes Account. The Aviation Board intends to deposit sufficient funds into the Rollover Coverage Account to fund the incremental Debt Service Coverage required (which is calculated as the amount necessary to increase the balance in the Rollover Coverage Account to 25 percent of Debt Service, net of PFCs intended to be applied to Debt Service) through the final maturity of the Series 2024 Bonds.

Other fees collected from Signatory and Non-Signatory Airlines include overnight parking charges, and other terminal and apron use fees. These are included as non-airline revenues.

The fluctuations in total Airline Revenues during the historical period were mainly caused by following factors:

- Airline Revenues decreased from $46.8 million in 2019 to $37.5 million in 2020 and $27.5 million in 2021 as the Aviation Board's cost cutting measures reduced O&M expenses and federal relief funds were used to reduce O&M expenses and debt service charged to the airlines.

- Airline Revenues increased to $49.7 million in 2022 and $51.0 million in 2023 as airline activity recovered and expenses increased as described above.

Airline Revenues are estimated to total $57.2 million in 2024, and they are budgeted to increase to $72.4 million in 2025. Based on the factors described below for the components of Airline Revenues (Terminal Building Rental Revenue, Landing Fee Revenue, and Apron Use Fee Revenue), total Airline Revenues are projected to increase to $99.8 million in 2029. Projected Airline Revenues required based on the airline rates and charges calculations from 2024 through 2029 are presented on Table 39, Table 40, and Table 41.

Table 39 | Projected Net Signatory Terminal Requirement

	Estimate	Budget	Projected			
	2024	2025	2026	2027	2028	2029
Terminal Building Area Requirement:						
O&M Expenses	$ 40,290,434	$ 51,977,669	$ 53,741,739	$ 55,870,756	$ 58,089,481	$ 60,401,899
Debt Service	33,419,826	41,213,603	42,918,272	53,222,303	51,120,374	51,112,708
Debt Service Coverage (25%)	1,253,952	1,253,952	1,253,952	1,253,952	1,253,952	1,253,952
Amortization Requirement [1/]	5,330,544	6,903,967	2,772,563	2,772,563	2,772,563	2,772,563
O&M Reserve Requirement	741,521	1,947,873	294,012	354,836	369,788	385,403
Equipment and Capital Outlays Allowance	500,000	500,000	500,000	500,000	500,000	500,000
Capital Expenditures Not Subject to MII	250,000	250,000	250,000	250,000	250,000	250,000
TOTAL TERMINAL BUILDING AND AREA REQUIREMENT	**$ 81,786,276**	**$ 104,047,064**	**$ 101,730,538**	**$ 114,224,411**	**$ 114,356,159**	**$ 116,676,525**
Less:						
Terminal Building Area Non-Airline Revenue	21,251,071	24,115,575	24,062,293	25,660,377	26,762,369	27,941,059
Southside Office/Other Space	30,420	31,333	32,273	33,241	34,238	35,265
Non-Signatory Airline Terminal Use Fees	4,299,041	5,322,945	5,347,699	6,004,465	6,011,391	6,133,364
Signatory Airline Fees for use of NOAB Gates	657,856	600,000	600,000	600,000	600,000	600,000
Rollover Coverage Credit	1,253,952	1,253,952	1,253,952	1,253,952	1,253,952	1,253,952
Terminal Building Area Revenue Share Credit	15,216,100	15,045,052	15,407,619	15,098,734	15,190,687	15,901,405
NET SIGNATORY AIRLINE TERMINAL BUILDING REQUIREMENT	**$ 39,077,836**	**$ 57,678,207**	**$ 55,026,703**	**$ 65,573,642**	**$ 64,503,522**	**$ 64,811,480**
AIRLINE RENTED SPACE (s.f.)	233,966	233,966	233,966	233,966	233,966	233,966
TERMINAL RENTAL RATE (per s.f.)	**$ 167.02**	**$ 246.52**	**$ 235.19**	**$ 280.27**	**$ 275.70**	**$ 277.01**

Source: Airport Records and Unison Consulting, Inc.

Table 40 | Projected Net Signatory Airline Airfield Area Requirement

	Estimate	Budget	Projected			
	2024	2025	2026	2027	2028	2029
Airfield Area Requirement:						
O&M Expenses	$ 20,766,703	$ 22,644,440	$ 23,412,970	$ 24,340,491	$ 25,307,094	$ 26,314,515
Debt Service Fund Requirement	9,226,943	10,149,012	10,275,163	14,355,684	18,372,948	18,374,363
O&M Reserve Fund Requirement	378,971	312,956	128,088	154,587	161,101	167,904
Debt Service Coverage (25%)	1,796,668	1,796,668	1,796,668	1,796,668	1,796,668	1,796,668
Equipment and Capital Outlays Allowance	500,000	500,000	500,000	500,000	500,000	500,000
Amortization [1/]	830,468	810,923	447,584	447,584	447,584	447,584
Capital Expenditures Not Subject to MII	250,000	250,000	250,000	250,000	250,000	250,000
Landing Fee Credit (previous year overpayment)	(1,678,984)	(8,776,363)	-	-	-	-
AIRFIELD AREA REQUIREMENT	**$ 32,070,770**	**$ 27,687,636**	**$ 36,810,473**	**$ 41,845,014**	**$ 46,835,395**	**$ 47,851,034**
Signatory Airline Airfield Area Credits:						
Non-Airline Revenue	$ 5,444,776	$ 5,720,006	$ 5,698,116	$ 5,829,173	$ 5,963,244	$ 6,100,399
Non-Signatory Airline Landing Fees	2,103,511	1,808,787	2,402,889	2,724,285	3,041,859	3,100,289
Rollover Coverage Credit	1,796,668	1,796,668	1,796,668	1,796,668	1,796,668	1,796,668
Airfield Area Revenue Share Credit	15,216,100	15,045,052	15,407,619	15,098,734	15,190,687	15,901,405
TOTAL AIRFIELD AREA CREDITS	**$ 24,561,055**	**$ 24,370,513**	**$ 25,305,291**	**$ 25,448,860**	**$ 25,992,458**	**$ 26,898,761**
NET SIGNATORY AIRLINE AIRFIELD AREA REQUIREMENT	**$ 7,509,715**	**$ 3,317,122**	**$ 11,505,182**	**$ 16,396,154**	**$ 20,842,937**	**$ 20,952,273**
SIGNATORY AIRLINE LANDED WEIGHT (million-lb. units)	7,388,848	7,601,027	7,716,297	7,902,118	8,131,471	8,345,715
SIGNATORY LANDING FEE	**$ 1.02**	**$ 0.44**	**$ 1.49**	**$ 2.07**	**$ 2.56**	**$ 2.51**

Source: Airport records and Unison Consulting, Inc.

Table 41 | Projected Net Signatory Apron Requirement

	Estimate	Budget	Projected			
	2024	2025	2026	2027	2028	2029
Apron Area Requirement:						
O&M Expenses	$ 2,307,411	$ 2,516,049	$ 2,601,441	$ 2,704,499	$ 2,811,899	$ 2,923,835
Debt Service	1,391,449	1,371,671	1,463,488	1,509,008	1,509,162	1,508,705
Debt Service Coverage (25%)	199,630	199,630	199,630	199,630	199,630	199,630
O&M Reserve Requirement	42,108	34,773	14,232	17,176	17,900	18,656
Amortization Requirement 1/	345,872	342,625	306,924	306,924	306,924	306,924
Less: Non-Signatory Airline Apron Use Fee Revenue	(1,109,624)	(531,485)	(556,914)	(584,701)	(611,788)	(618,912)
Less: Signatory Airline Fees for use of NOAB Gates	(231,656)	(230,000)	(230,000)	(230,000)	(230,000)	(230,000)
Less: Overnight Parking Charges	(541,780)	(540,000)	(540,000)	(540,000)	(540,000)	(540,000)
Less: Southside Apron Space	(28,189)	(29,035)	(29,906)	(30,803)	(31,727)	(32,679)
Less: Rollover Coverage Credit	(199,630)	(199,630)	(199,630)	(199,630)	(199,630)	(199,630)
NET SIGNATORY AIRLINE APRON AREA REQUIREMENT	**$2,175,592**	**$2,934,599**	**$3,029,266**	**$3,152,103**	**$3,232,371**	**$3,336,530**
Total Rented Apron Area (thousands of s.f.)	914,122	914,122	914,122	914,122	914,122	914,122
SIGNATORY APRON USE FEE (per s.f.)	**$ 2.38**	**$ 3.21**	**$ 3.31**	**$ 3.45**	**$ 3.54**	**$ 3.65**

Source: Airport records and Unison Consulting, Inc.

[1] Amortization does not include any new project.

Terminal Building Rental Revenue

Terminal Building Rental Revenue includes signatory airline terminal rental revenues, non-signatory airline terminal use fees and signatory airline fees from the use of Aviation Board gates. The fluctuations in Terminal Building Rental Revenue during the historical period (decreasing from $32.5 million in 2019 to $23.2 million in 2021, and then increasing to $43.1 million in 2023) were primarily due to the cost-cutting measures and the application of federal relief funds applied to O&M Expenses and debt service, and the increase of O&M expenses related to the airline and passenger activity recovering, as discussed above.

Terminal Building Rental Revenue (including non-signatory airline terminal revenue) is estimated to increase to $44.0 million in 2024. Terminal Building Rental Revenue is budgeted to increase to $63.6 million in 2025, mainly due to federal relief funds being fully applied and unavailable to reduce the airline requirement, an increase in O&M expenses, and an increase in Terminal debt service. Terminal Building Rental Revenue is projected to increase to $71.5 million in 2029, based on the calculations of the Net Signatory Airline Terminal Requirement (shown on Table 39) and the projected non-signatory airline terminal revenue.

Landing Fee Revenue

Landing Fee revenues include the landing fees received from both signatory and non-signatory airlines landing at the Airport. Landing Fee Revenues decreased from $11.6 million in 2019 to $2.1 million in 2021 due to federal relief funds being applied to the O&M Expenses and debt service requirements in those years. Landing Fee revenues increased to $8.7 million in 2022 because of increased airline activity. Landing Fee revenues decreased to approximately $4.2 million in 2023, mainly due to a credit for airline overpayments in 2021.

Landing Fee revenues are estimated to increase to $9.6 million in 2024. Landing Fee revenues are budgeted to decrease to $5.1 million in 2025, mainly due to a credit for airline overpayments in 2023, which more than offsets the budgeted increase in O&M Expenses. The Net Signatory Airline Airfield Area Requirement (shown on Table 40), based on the provisions of the Airline Agreement, is projected to increase to $24.1 million in 2029 because of increased debt service allocated to the Airfield.

Apron Use Fee Revenue

Apron Use Fee Revenues include signatory airline apron use fees, non-signatory airline apron use fees, and signatory airline fees for using apron space. Apron Use Fee Revenues decreased from $2.5 million in 2019 to $1.4 million in 2020 due to federal relief funds being applied to O&M Expenses and debt service. In 2021 and 2022, Apron Use Fee Revenues increased to $2.1 million and $3.9 million, respectively, because of a decrease in federal funds applied to O&M Expenses and increased O&M expenses related to passenger and airline activity recovery. Apron Use Fee Revenues decreased slightly in 2023 to $3.8 million.

Apron Use Fee Revenues are estimated to decrease to $3.5 million in 2024 and then increase to $3.7 million in 2025, mainly due to increased O&M Expenses in the Apron requirement due to a decrease in federal funds applied to O&M Expenses. Apron Fee Revenues are projected to increase to $4.2

million in 2029, based on the Net Signatory Apron Requirement (shown on Table 41), plus non-signatory airline Apron revenue.

4.4.2 | Non-airline Revenues

Non-airline Revenues include Airside revenues, Terminal Building and Area revenues, Apron Area revenues, Ground Transportation and Other Area revenues, and Other Nonoperating revenues. Total Non-airline Revenues decreased from $54.3 million in 2019 to $26.2 million in 2020 due to the COVID-19 pandemic. In 2021, these revenues increased to $39.8 million as passenger activity began to recover. As passenger activity continued to recover, these revenues increased to $65.5 million and $68.3 million in 2022 and 2023, respectively. Total Non-airline revenues are estimated to increase to $73.0 million in 2024 and budgeted to increase to $77.3 million in 2025. These revenues are projected to increase to $87.8 million in 2029, as described in the paragraphs below.

Airside Revenues

Hangar, Buildings and Other Ground Rental revenues remained fairly stable during the historical period, ranging between $2.2 million and $2.8 million between 2019 and 2023. This revenue category is estimated to total $3.7 million in 2024, and it is budgeted to total $3.8 million in 2025. These revenues are projected to increase to $4.1 million in 2029. Rentals are projected to grow by a CPI adjustment where provisions in leases allow for increases and for increased leasing of other buildings and grounds.

Other Airside Rentals and Fees consist of Charter and Itinerant Landing Fees, Aircraft Storage and Parking Fees, Inflight Catering, and Fuel Flowage Fees. Other Airside revenues decreased from $1.8 million in 2019 to $767,000 in 2020 and $701,000 in 2021, reflecting the decreases in activity in 2020 and 2021 due to the COVID-19 pandemic. This revenue category increased to $1.4 million in 2022 and $1.6 million in 2023 as activity recovered. These revenues are estimated to total $1.8 million in 2024. In the 2025 Budget, these revenues are expected to increase to approximately $2.0 million, reflecting the expected increase in activity related to Super Bowl LIX, which will be hosted in New Orleans. These revenues are projected to decrease in 2026 due to no Super Bowl-related activity. These revenues are projected to total $2.0 million in 2029.

Terminal Building and Area Revenues

The provisions of the Food and Beverage concession agreements require the Food and Beverage concessions to pay to the Aviation Board the greater of the percentage payments as specified in the concession agreements or a minimum annual guarantee (MAG). Food and Beverage Concession revenues decreased significantly from $5.5 million in 2019 to $2.3 million and $1.3 million in 2021 because of the reduced passenger activity during the COVID-19 pandemic. This revenue category increased to $5.7 million in 2022 and $6.5 million in 2023, mainly due to the recovery of passenger activity and the re-opening of concession offerings in the North Terminal. Food and Beverage Concession revenues are estimated to increase to $8.8 million in 2024 and budgeted to increase to $9.6 million in 2025. Food and Beverage Concession revenues are projected to increase to $11.5 million in 2029, based on anticipated growth in passenger activity plus inflation.

The provisions of the Retail concession agreements require the Retail concessions to pay to the Aviation Board the greater of the percentage payments as specified in the concession agreements or a MAG. Retail Concession revenue decreased from $4.5 million in 2019 to $2.0 million in 2020 and 2021 due to the passenger reductions. These revenues increased to $4.4 million and approximately $5.0 million in 2022 and 2023, respectively. The increases were driven by the recovery of passenger activity and the re-opening of North Terminal concessions. Retail Concession revenues are estimated to increase to $5.9 in 2024 Estimate and $6.3 million in 2025. These revenues are projected to increase to $7.7 million in 2029, based on anticipated growth in passenger activity and inflation.

Advertising revenue increased from approximately $786,000 in 2019 to $2.1 million in 2023 due to the increased advertising space in the North Terminal. Advertising revenue is estimated to increase to$2.4 million in 2024. Advertising revenues are budgeted to increase to $2.9 million because of additional Super Bowl-related advertising packages expected to be purchased during 2025. Advertising revenues are projected to decrease to $2.5 million in 2026 before increasing to $2.6 million in 2029.

Non-Airline Space Rental revenue consists of space rented in the Terminal by tenants other than the airlines. The per-square foot rental rate charged each year is based on the Terminal rental rate calculated pursuant to the Airline Agreement. This revenue increased from $1.2 million in 2019 to $1.8 million in 2020 and remained relatively consistent through 2023. These revenues are estimated to increase to $2.2 million in 2024 and $3.2 million in 2025 as the Terminal Rental Rate increases because of the increased Terminal O&M expenses, Terminal debt service, and the federal relief funds being fully applied. Non-Airline Space Rental revenues are projected to increase to $3.5 million in 2029.

Other Terminal Concession revenues include revenues from coin-operated devices, other commissions, and shared services/WIFI. Other Terminal Concession revenues increased from $561,000 in 2019 to $1.2 million in 2021, mainly due to increased options in the North Terminal. Beginning in 2022, the General Accounting Standards Board (GASB), required the Aviation Board to charge Terminal Lease Interest for unregulated leases at the Airport. In 2023, the Aviation Board used a borrowing rate of 5.56 percent. As a result, these revenues increased to $5.2 million in 2022 and $5.5 million in 2023. These revenues are estimated to total $2.0 million in 2024 and 2025. The Terminal Lease Interest revenue is not budgeted for and therefore, not included in the projections. Other Terminal Concession revenues are projected to increase to $2.4 million in 2029.

Apron Area Revenues

Apron Area revenues consist of Overnight Parking Charges, which decreased from approximately $299,000 in 2019 to $145,000 in 2021. Overnight Parking Charges increased to approximately $158,000 in 2023. These revenues are projected to be $540,000 per year from 2024 to 2029.

Ground Transportation and Other Area Revenues

Pursuant to the Car Rental Concession Agreements, each rental car company operating at the Airport pays to the Aviation Board the greater of 10% of gross revenues or a MAG. Currently, the following nine rental car brands operate at the Airport: Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, Payless, and Thrifty. Rental Car concession revenues decreased from approximately $11.2 million in 2019 to $5.7 million in 2020, with the beginning of the COVID-19 pandemic. Rental

Car concession revenues increased to $9.3 million in 2021, $12.6 million in 2022, and $12.1 million in 2023 as customers began renting vehicles for longer periods (longer contract duration) and the rental car companies implemented price increases. Rental Car concession revenues are estimated to increase to $12.9 million in 2024. In 2025, the Rental Car concession revenues are budgeted to increase to $13.9 million. The increase includes additional Super Bowl-related revenues. For the years subsequent to 2025, Rental Car concession revenues are projected to increase as enplanements are forecast to increase, plus a factor for inflationary price increases, to $16.8 million in 2029.

The Airport Currently has 8,063 spaces in the surface lot and short-term, long-term, and economy garages. Counting extended economy and valet parking spaces, MSY has a total of 10,163 spaces. The parking facilities provide a full range of parking products to meet the public parking needs and different preferences of Airport passengers. Automobile Parking revenues decreased from $14.7 million in 2019 to $3.3 million in 2020 due to the significant reduction in passenger activity at the start of the COVID-19 pandemic. Automobile Parking revenues increased to $15.0 million in 2021 as passenger activity began to recover. Parking revenues continued to increase to $19.5 million in 2022 and $19.1 million in 2023 as passenger activity continued to recover.

The daily maximum rates for the public parking facilities are currently set as follows: $26 for the North Garage, $22 for the East Garage, $20 for the North Surface Lot, and $12 for the Long-Term Garage Facility. In addition, valet parking is available for $36 per day.

Automobile Parking revenues are estimated to total $21.3 million in 2024, and they are budgeted to remain flat in 2025. For the years subsequent to 2025, Automobile Parking revenues are projected to increase by the rate of forecast enplanement increases during the forecast period, to $23.8 million in 2029.

Ground Transportation revenues include revenues from TNCs, limousines, taxis, and courtesy shuttles. TNCs pay $4.00 pick-up fee for all trips departing from the Airport (and no drop-off fee). In 2023, the TNC revenue totaled $4.3 million. The Aviation Board collects an annual decal fee of $250.00 for each taxi operating at the Airport and an annual decal fee of $350.00 for each commercial vehicle (such as limousines, busses, crew shuttles, hotel courtesy vehicles, etc.) to access the Airport's Ground Transportation Center for customer pick-up. Similar to the recent historical trends for the Automobile Parking revenues noted above, Ground Transportation revenues decreased from $5.3 million in 2019 to $1.8 million in 2020, and then increased to $2.2 million in 2021. These revenues continued to increase to $4.3 million and $4.6 million in 2022 and 2023, respectively. Ground Transportation revenues are estimated to increase to $5.1 million and $5.4 million in 2024 and 2025, respectively. These revenues are projected to increase at the rate of forecast increases in enplanements, plus inflationary price increases, to approximately $6.0 million in 2029.

Off-Airport Parking revenues decreased from $577,000 in 2019 to $146,000 in 2020 before increasing to $275,000 in 2021. These revenues continued to increase to $398,000 in 2023. Off-Airport Parking revenues are projected to increase at the rate of enplanement increases, plus an assumed modest price increase during the forecast period, to $409,00 in 2029.

Other Ground Transportation revenues represent lease interest revenue required by GASB 87 for Ground Transportation area leases. These revenues began being collected in 2022. These revenues totaled $113,000 in 2022 and $65,000 in 2023. These revenues are not budgeted for.

Other Nonoperating Revenues

Other Nonoperating revenues include interest revenues, other revenues, tenant reimbursements to the Airport, and office and apron space leased at the old South Terminal. These revenues decreased from $5.0 million in 2019 to $3.3 million in 2020 and $2.1 million in 2021, mainly due to decreased interest revenues. These revenues increased to $6.2 million in 2022 due to a one-time insurance reimbursement received for hurricane damage at the Airport. In 2023, Other Nonoperating revenues increased to $7.2 million because of higher interest rates. These revenues estimated to decrease to $6.1 million in 2024 and $6.2 million in 2025. Other Nonoperating revenues are projected to increase at the rate of inflation to $6.8 million in 2029.

4.5 | Key Financial Indicators

This sub-section discusses the projections of the following key financial indicators: (1) the application of Revenues pursuant to the provisions of the Indenture, (2) the Airport's ability to satisfy the rate covenants of Section 604 of the Indenture, and (3) the Airline cost per enplaned passenger.

4.5.1 | Application of Revenues

Table 42 shows the forecast application of Revenues pursuant to the provisions of the Indenture. Revenues are applied in the order shown on Figure 61.

4.5.2 | Debt Service Coverage

Debt service coverage is calculated as Net Revenues, plus Other Available Funds, divided by total annual GARB Debt Service. Other Available Funds, as defined in the Bond Resolution, include the unencumbered balances in the Debt Service Coverage Fund and the Surplus Fund, up to a maximum of 25 percent of the current year debt service. Pursuant to the Bond Resolution, annual debt service coverage must be at least 1.25. Debt service coverage, shown on Table 43, is projected to equal at least 1.25 throughout the forecast period.

4.5.3 | Airline Cost per Enplanement

An important component of the financial feasibility report is the assessment of how the planned capital improvements and the related financings will affect the airline rates and charges. Based on the financial projections discussed above, the airline cost per enplanement (CPE), shown on Table 44, is projected to increase from $8.57 in 2024 to $10.53 in 2025 because of the increased O&M, debt service, and the no federal funds being available to apply. The CPE is projected to increase to $13.08 in 2027 because of the increased debt service requirement related to the future Series 2025 and Series 2027 Bonds. The CPE is projected to increase to $13.13 in 2028, which is the first year with the full future Series 2025 debt service requirement. The CPE is projected to decrease to $12.83 in 2029, as enplanements are forecast to continue to increase. The cost of the CIP is factored into the projected airline rates and charges as appropriate based on the funding plan and the terms of the Airline Agreement. The Series 2024C and the Future Series 2025 and 2027 bonds do not assume any PFC offset to the debt service. The Aviation Board will consider applying PFCs to future debt service which would lower the projected CPEs. Based on our professional opinion, the projected CPE during the forecast period appears very reasonable compared to other medium hub airports that have recently completed major capital improvement programs, and Unison does not expect the projected CPE to deter future airline activity.

4.6 | Sensitivity Analysis

A sensitivity analysis was prepared using the low air traffic forecast scenario presented in Section 3. The projections of the key financial variables under the sensitivity analysis, and for comparative purposes, the base scenario forecast, are summarized on Table 45. Net Revenues and debt service coverage are projected to be the same under both the base scenario and the low scenario forecast due to the residual nature of the airline revenue required under the Airline Agreement. The required airline revenues and the airline cost per enplaned passenger are both projected to increase under the low scenario forecast. In 2029, the required airline revenues and the airline cost per enplaned passenger are projected to be $4.0 million and $1.56 higher, respectively. This increase in mainly attributable to a projected decrease in non-airline revenues under the low forecast scenario.

The following points highlight the significant findings of the financial analysis contained in this section:

- Debt service coverage was 1.39 times in 2023, above the 1.25 minimum requirement.
- Debt service coverage is projected to be at least equal to the 1.25 minimum requirement throughout the forecast period.
- The CPE is projected to remain reasonable during the forecast period, reaching a high of $13.13 in 2028.

Under the low forecast scenario, debt service coverage is projected to remain the same as under the base scenario forecast. The CPE is projected to increase to a high of $14.39 in 2029. According to the FAA's Certification Tracking System (CATS), the average CPE for medium hub airports in 2023 was $10.28. The average CPE for medium hub airports is anticipated to increase during the forecast period as other airports implement capital improvement programs. Therefore, this CPE level is still considered reasonable based on current CPEs at other medium hub airports.

Table 42 | Application of Revenues

	Budget		Projected			
	2024	2025	2026	2027	2028	2029
Airline Revenues [1]	$ 57,164,830	$ 72,423,146	$ 78,698,652	$ 95,265,350	$ 99,073,867	$ 99,782,848
Nonairline Revenues	73,022,230	77,436,293	78,540,049	81,951,812	85,188,366	88,448,152
Net PFC Revenues [2]	21,763,350	21,762,100	19,763,850	18,763,100	18,769,600	18,762,600
Total Revenues	**$ 151,950,410**	**$ 171,621,538**	**$ 177,002,551**	**$ 195,980,263**	**$ 203,031,834**	**$ 206,993,600**
Transfers to:						
Arbitrage Rebate Fund	$ -	$ -	$ -	$ -	$ -	$ -
O&M Fund [3]	74,105,700	88,850,531	91,866,029	95,505,366	99,298,051	103,250,893
Debt Service Fund	67,140,824	76,483,562	76,492,062	91,740,169	94,976,866	94,962,616
Debt Service Reserve Fund	-	-	-	-	-	-
Improvement Account [4]	7,377,110	-	-	-	-	-
O&M Reserve Fund	1,162,600	2,295,602	436,332	526,599	548,788	571,962
General Purpose Account	2,164,176	3,991,844	8,208,128	8,208,128	8,208,128	8,208,128
Total Application of Revenues	$ 151,950,410	$ 171,621,538	$ 177,002,551	$ 195,980,263	$ 203,031,834	$ 206,993,600

Source: Compiled by Unison Consulting, Inc.

[1] Airline revenues for 2024 and 2025 include prior year adjustments, based on rates and charges calculations pursuant to the provisions of the Airline Agreement.

[2] In accordance with the terms of the Indenture, the deposit of Net PFC Revenues to the Transferred PFCs Account to pay debt service on the GARBs constitutes such Net PFC Revenues as Revenues pledged under the Indenture.

[3] O&M Expenses are shown net of federal relief funds applied to O&M Expenses in 2024.

[4] Anticipated transfers to the Improvement Account to fund the capital costs of the planned Aviation Board administrative offices.

Table 43 | Debt Service Coverage

	Budget		Projected			
	2024	**2025**	**2026**	**2027**	**2028**	**2029**
Airline Revenues [1]	$ 57,164,830	$ 72,423,146	$ 78,698,652	$ 95,265,350	$ 99,073,867	$ 99,782,848
Nonairline Revenues	73,022,230	77,436,293	78,540,049	81,951,812	85,188,366	88,448,152
Net PFC Revenues [2]	21,763,350	21,762,100	19,763,850	18,763,100	18,769,600	18,762,600
Total Revenues	$ 151,950,410	$ 171,621,538	$ 177,002,551	$ 195,980,263	$ 203,031,834	$ 206,993,600
Less: O&M Expenses [3]	$74,105,700	$88,850,531	$91,866,029	$95,505,366	$99,298,051	$103,250,893
Net Revenues	$ 77,844,710	$ 82,771,007	$ 85,136,522	$ 100,474,896	$ 103,733,782	$ 103,742,706
Plus Other Sources (per Rate Covenant):						
Debt Service Coverage Fund	16,504,068	19,120,891	19,123,016	22,935,042	23,744,216	23,740,654
Revenue Plus Other Sources	$ 94,348,778	$ 101,891,898	$ 104,259,538	$ 123,409,939	$ 127,477,999	$ 127,483,360
Debt Service	$ 67,140,824	$ 76,483,562	$ 76,492,062	$ 91,740,169	$ 94,976,866	$ 94,962,616
Debt Service Coverage	**1.41**	**1.33**	**1.36**	**1.35**	**1.34**	**1.34**

Compiled by Unison Consulting, Inc.

Source: Compiled by Unison Consulting, Inc., based on Aviation Board records.

[1] Airline revenues for 2024 and 2025 include prior year adjustments, based on rates and charges calculations pursuant to the provisions of the Airline Agreement.

[2] In accordance with the terms of the Indenture, the deposit of Net PFC Revenues to the Transferred PFCs Account to pay debt service on the GARBs constitutes such Net PFC Revenues as Revenues pledged under the Indenture.

[3] O&M Expenses are shown net of federal relief funds applied to O&M Expenses in 2024.

Table 44 | Airline Cost Per Enplanement

	Budget		Projected			
	2024	2025	2026	2027	2028	2029
Terminal Rental Revenue	$ 44,034,733	$ 63,601,152	$ 60,974,401	$ 72,178,106	$ 71,114,912	$ 71,544,844
Landing Fees [1]	9,277,340	4,977,428	13,410,132	18,420,993	23,024,758	23,208,235
Apron Fees	3,516,871	3,696,084	3,816,180	3,966,805	4,074,159	4,185,442
Total Airline Revenues	$ 56,828,945	$ 72,274,664	$ 78,200,714	$ 94,565,904	$ 98,213,829	$ 98,938,521
Enplanements	6,633,533	6,866,563	7,029,705	7,230,825	7,479,541	7,713,097
Cost per Enplanement	**$ 8.57**	**$ 10.53**	**$ 11.12**	**$ 13.08**	**$ 13.13**	**$ 12.83**

Compiled by Unison Consulting, Inc.

[1] Does not include revenues received from the cargo carriers.

Table 45 | Sensitivity Analysis

	Budget		Projected			
	2024	2025	2026	2027	2028	2029
Base Case Scenario						
Net Revenues	$ 77,844,710	$ 82,771,007	$ 85,136,522	$ 100,474,896	$ 103,733,782	$ 103,742,706
Debt Service Coverage	1.41	1.33	1.36	1.35	1.34	1.34
Airline Revenues Required	$ 56,828,945	$ 72,274,664	$ 78,200,714	$ 94,565,904	$ 98,213,829	$ 98,938,521
Cost per Enplaned Passenger	$ 8.57	$ 10.53	$ 11.12	$ 13.08	$ 13.13	$ 12.83
PFCs Transferred to Debt Service	$ 21,763,350	$ 21,762,100	$ 19,763,850	$ 18,763,100	$ 18,769,600	$ 18,762,600
Low Case Scenario						
Net Revenues	$ 77,844,710	$ 82,771,007	$ 85,136,522	$ 100,474,896	$ 103,733,782	$ 103,742,706
Debt Service Coverage	1.41	1.33	1.36	1.35	1.34	1.34
Airline Revenues Required	$ 57,574,345	$ 72,859,900	$ 79,076,885	$ 96,430,460	$ 101,129,629	$ 102,971,194
Cost per Enplaned Passenger	$ 8.98	$ 10.83	$ 11.53	$ 13.90	$ 14.33	$ 14.39
PFCs Transferred to Debt Service	$ 21,763,350	$ 21,762,100	$ 19,763,850	$ 18,763,100	$ 18,769,600	$ 18,762,600
Increase (Decrease) From Base						
Net Revenues	$ -	$ -	$ -	$ -	$ -	$ -
Debt Service Coverage	-	-	-	-	-	-
Airline Revenues Required	$ 745,401	$ 585,236	$ 876,171	$ 1,864,556	$ 2,915,800	$ 4,032,673
Cost per Enplaned Passenger	$ 0.41	$ 0.30	$ 0.41	$ 0.83	$ 1.20	$ 1.56
PFCs Transferred to Debt Service	$ -	$ -	$ -	$ -	$ -	$ -

Compiled by Unison Consulting, Inc.

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APPENDIX D

FORM OF OPINIONS OF CO-BOND COUNSEL

November __, 2024

Honorable Board of Commissioners
New Orleans Aviation Board
New Orleans, Louisiana

Re: $47,575,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024A (Non-AMT)

$455,435,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024B (AMT)

$19,875,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-1 (Non-AMT)

$69,395,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-2 (AMT)

$5,120,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-3 (Taxable)

Ladies and Gentlemen:

We have acted as bond counsel in connection with the issuance by the New Orleans Aviation Board (the "*Issuer*"), an unattached board of the City of New Orleans, Louisiana (the "*City*"), of (i) $47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024A (Non-AMT) (the "*Series 2024A Bonds*"), the (ii) $455,435,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024B (AMT) (the "*Series 2024B Bonds*"), (iii) the $19,875,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-1 (Non-AMT) (the "*Series 2024C-1 Bonds*"), (iv) the $69,395,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-2 (AMT) (the "*Series 2024C-2 Bonds*"), and (v) the $5,120,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-3 (Taxable) (the "*Series 2024C-3 Bonds*", together with the Series 2024C-1 Bonds and Series 2024C-2 Bonds, the "*Series 2024C Bonds*", and the Series 2024C Bonds together with the Series 2024A Bonds and the Series 2024B Bonds, the "*Series 2024 Bonds*").

The Series 2024 Bonds are issued pursuant to (i) authority conferred by Article VI, Section 37 of the Louisiana Constitution of 1974, as amended, Part XIV of Chapter 4 of Subtitle II of Title 39 of the Louisiana Revised Statutes of 1950, as amended, in particular Sections 1034(D) and (F) thereof, together with other constitutional and statutory authority supplemental thereto, including, without limitation, the provisions of Chapter 13 of Subtitle III, in particular Section 1430 thereof, of Title 39 (collectively, the "*Act*"), (ii) resolutions (a) of the Issuer adopted on January 18, 2024, August 15, 2024, and September 19, 2024 (collectively, the "*Bond Resolution*") and (b) of the City adopted on January 18, 2024 and September 19, 2024 (together, the "*City Resolution*") approving the issuance and sale of the Bonds by the Issuer and (iii) provisions of that certain General Revenue Bond Trust Indenture among the Issuer, the City, and The Bank of New York Trust Company, N.A. (the "*Trustee*") dated as of February 1, 2009, (the "*General Indenture*") as amended and supplemented through that certain Ninth Supplemental Trust Indenture among the same parties dated as of November 1, 2024 (the "*Ninth Supplemental Indenture*" and together with the General Indenture and the prior Supplemental Indentures, the "*Indenture*").

Capitalized terms used herein and not defined herein shall have the meaning set forth in the Indenture.

Proceeds of the Series 2024A Bonds and Series 2024B Bonds together with other funds under the Indenture will be used (i) to defease and refund the outstanding Series 2015A Bonds and the Series 2015B Bonds (together, the "*Series 2015 Bonds*") by depositing a portion of such proceeds and other funds under the Indenture to an Escrow Fund established by the Issuer with the Trustee as escrow paying agent pursuant to a Defeasance and Escrow Deposit Agreement (the "*Escrow Agreement*") effective as of November __, 2024 (the "*Defeasance Date*") and to redeem and pay principal maturing on the Series 2015 Bonds on January 1, 2025 (the "*Series 2015 Bonds Optional Redemption Date*") and (ii) to pay issuance costs of the Series 2024A Bonds and the Series 2024B Bonds.

Proceeds of the Series 2024C Bonds will be used to pay down a portion of the Series 2024 Notes, to finance a portion of the costs, including capitalized interest, of capital improvement projects at the Airport, to pay issuance costs of the Series 2024C Bonds, and to fund the incremental portion of the Debt Service Reserve Fund associated with the issuance of the Series 2024C Bonds.

We have examined (i) the Constitution and Statutes of the State, including the Act, (ii) the Bond Resolution, (iii) executed counterparts of the Indenture and the Escrow Agreement, and (iv) such other documents, instruments, proceedings and matters of law as we have considered necessary or appropriate for purposes of this opinion.

On the basis of the foregoing examinations, we are of the opinion as of the date hereof and under existing law that:

1. The Issuer is an unattached board of the City pursuant to the City's Home Rule Charter with full power and authority under the Act to issue the Bonds and to perform all of its obligations under the Indenture.

2. The Indenture (i) has been duly authorized, executed, and delivered by the Issuer and the City, (ii) constitutes a legal, valid, and binding obligation of the City and the Issuer, and (iii) creates a legal, valid, and binding first lien pledge of the Net Revenues and of the other pledged described in the Indenture to the Bonds.

3. The Bonds have been duly authorized, executed, and delivered and constitute binding limited and special obligations of the Issuer, payable solely from and secured by the sources provided for in the Indenture. Neither the City's general credit nor taxing power is pledged as security for the payment of the Bonds. The Issuer has no taxing power.

4. Interest (a) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, and Series 2024C-2 Bonds is excluded from gross income for federal income tax purposes, except that no opinion is expressed as to the status of interest on any Series 2024B Bond or Series 2024C-2 Bond for any period that a Series 2024B Bond or Series 2024C-2 Bond is held by a "substantial user" of the facilities financed by such Series 2024B Bonds or Series 2024C-2 Bonds or by a "related person" within the meaning of Section 147(a) of the Code, (b) on the Series 2024A Bonds and the Series 2024C-1 Bonds is not treated as a preference item in calculating the alternative minimum tax under the Code, (c) on the Series 2024B Bonds and the Series 2024C Bonds is treated as a preference item in calculating the alternative minimum tax under the Code for individuals, (d) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, and Series 2024C-2 Bonds shall be taken into

account in determining the annual adjusted financial statement income of applicable corporations (as defined in Section 59(k) of the Code) for the purpose of computing the alternative minimum tax imposed on corporations, (e) on the Series 2024C-3 Bonds is included in the gross income of the owners thereof for federal income tax purposes, and (f) on the Series 2024A Bonds, Series 2024B Bonds, Series 2024C-1 Bonds, Series 2024C-2 Bonds, and Series 2024C-3 Bonds is exempt from all taxation for state, parish, municipal or other purposes in the State of Louisiana..

5. Under the Act, interest on the Bonds is exempt from all taxation for state, parish, municipal, or other local purposes in the State of Louisiana.

The Code and the regulations applicable thereunder contain certain requirements which must be met subsequent to the issuance and delivery of the Bonds for the interest on the Bonds to be and remain excluded from gross income of the owners of such Bonds for federal income tax purposes. The Issuer has covenanted to institute programs and procedures in the Indenture and other documents for the purpose of satisfying the applicable requirements of the Code and applicable Regulations.

In rendering the opinions expressed in item 4 above, we have relied on representations of the Issuer with respect to matters solely within the knowledge of the Issuer and have assumed continuing compliance by the Issuer with the covenants in the Indenture and other documents pertaining to those sections of the Code which affect the exclusion from gross income of interest on the Bonds for federal income tax purposes.

The foregoing is qualified to the extent that the rights of the owners of the Bonds and the enforceability of the Bond Resolution, the Bonds and the Indenture, as the case may be, may be subject to bankruptcy, insolvency, reorganization, moratorium, liquidation, readjustment of debt, and other similar laws affecting creditors' rights heretofore or hereafter enacted to the extent constitutionally applicable and that their enforcement may also be subject to the exercise of the sovereign police powers of the State of Louisiana or its governmental bodies, and the exercise of judicial discretion in appropriate cases.

Except as stated above, we express no opinion as to any federal or state tax consequences resulting from the ownership of, receipt of interest on or disposition of the Bonds and our services as bond counsel have not extended beyond the examinations and expressions of conclusions referred to above.

Respectfully submitted,

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APPENDIX E

FORM OF OPINION OF AVIATION BOARD COUNSEL

November __, 2024

Honorable Commissioners
New Orleans Aviation Board
New Orleans, Louisiana
(Issuer)

Bank Of America Securities, Inc.
New York, New York
(on behalf of Underwriters)

The Bank of New York Mellon Trust Company, N.A.
Baton Rouge, Louisiana
(Trustee)

Butler Snow LLP
New Orleans, Louisiana
(Bond Counsel)

Re: $47,575,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024A (Non-AMT)

$455,435,000*
New Orleans Aviation Board
General Airport Revenue Refunding Bonds
Series 2024B (AMT)

$19,875,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-1 (Non-AMT)

$69,395,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-2 (AMT)

$5,120,000*
New Orleans Aviation Board
General Airport Revenue Bonds
Series 2024C-3 (Taxable)

Ladies and Gentlemen:

This opinion is being rendered to you in the undersigned's capacity as Chief Legal Counsel to the New Orleans Aviation Board (the "*Aviation Board*") of the City of New Orleans, Louisiana (the "*City*"), relating to the sale and delivery of (i) $47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024A (Non-AMT) (the "*Series 2024A Bonds*"), the (ii) $455,435,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds, Series 2024B (AMT) (the "*Series 2024B Bonds*"), (iii) the $19,875,000* New Orleans

Aviation Board General Airport Revenue Bonds, Series 2024C-1 (Non-AMT) (the "*Series 2024C-1 Bonds*"), (iv) the $69,395,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-2 (AMT) (the "*Series 2024C-2 Bonds*"), and (v) the $5,120,000* New Orleans Aviation Board General Airport Revenue Bonds, Series 2024C-3 (Taxable) (the "*Series 2024C-3 Bonds*", together with the Series 2024C-1 Bonds and Series 2024C-2 Bonds, the "*Series 2024C Bonds*", and the Series 2024C Bonds together with the Series 2024A Bonds and the Series 2024B Bonds, the "*Series 2024 Bonds*"). The Bonds are issued pursuant to resolutions of the Aviation Board adopted on August 15, 2024 and September 19, 2024 (together, the "*Bond Resolutions*") and pursuant to the provisions of the General Revenue Bond Trust Indenture dated as of February 1, 2009 (the "*General Indenture*") among the Aviation Board, The Bank of New York Mellon Trust Company, N.A. (the "*Trustee*"), and the City, as supplemented and amended through that certain Ninth Supplemental Trust Indenture dated as of November __, 2024 (the "*Ninth Supplemental Indenture"* and, together with the General Indenture and the prior Supplemental Indentures, the "*Indenture*").

Proceeds of the Series 2024A Bonds and Series 2024B Bonds will be used (i) to defease and refund the outstanding Series 2015A Bonds and the Series 2015B Bonds (together, the "*Series 2015 Bonds*") by depositing a portion of such proceeds together with other funds under the Indenture to an Escrow Fund established by the Issuer with the Trustee as escrow paying agent pursuant to a Defeasance and Escrow Deposit Agreement (the "*Escrow Agreement*") effective as of November __, 2024 (the "*Defeasance Date*") and to redeem the Series 2015 Bonds on January 1, 2025 (the "*Series 2015 Bonds Optional Redemption Date*") and (ii) to pay issuance costs of the Series 2024A Bonds and the Series 2024B Bonds.

Proceeds of the Series 2024C Bonds will be used to pay down a portion of the Series 2024 Notes, to finance a portion of the costs, including capitalized interest, of capital improvement projects at the Airport, to pay issuance costs of the Series 2024C Bonds, and to fund the incremental portion of the Debt Service Reserve Fund associated with the issuance of the Series 2024C Bonds.

All capitalized terms herein (unless otherwise defined herein) shall have the respective meanings assigned thereto in the Indenture.

As Chief Legal Counsel for the Aviation Board, I am familiar with the constitution, statutes, and Home Rule Charter creating the Aviation Board, official records of the Aviation Board, and the general history of the Aviation Board. In connection with this opinion, I have examined, or caused to be examined, such documents, records, consents and papers, and considered such questions of law and fact as I have deemed relevant and necessary. In furnishing this opinion, I have examined the documents relating to the Bonds transaction and I have made such investigation of matters of fact and law as I have deemed necessary or appropriate to provide a basis for the opinions set forth herein. In such examination and investigation, I have relied on certificates of members and/or staff of the Aviation Board, Consultants to the Aviation Board and Co-Bond Counsel. Likewise, I have assumed the genuineness of all signatures, the legal capacity of natural persons, the authenticity of all documents submitted as originals, and the conformity to original documents of all documents submitted as certified or photostatic copies. I have also assumed that all parties to the documents relating to this Bonds transaction (other than the Aviation Board) have the corporate power and authority to enter into and perform all obligations thereunder, and, as to such other parties, the due authorization by all requisite corporate action, the due execution and delivery and the validity, binding effect, and enforceability of each such document.

Based upon the foregoing, I am of the opinion that:

1. The Aviation Board is an unattached board of the City under its Home Rule Charter with full power and authority, among other things, to adopt and perform its duties and obligations under the Bond Resolution, to deliver the Preliminary Official Statement for the Bonds dated October __, 2024 (the "*Preliminary Official Statement*") and the Official Statement for the Bonds dated October __, 2024 (the "*Official Statement*"), to execute, deliver and perform its duties and obligations under the Bond Purchase Agreement and the Continuing Disclosure Certificate executed by the Aviation Board on November __, 2024 (the "*Continuing Disclosure Certificate*") relating to the Bonds, and the Tax Certificate executed by the Aviation Board on November __, 2024 (the "*Tax Certificate*") and, together with the Indenture, the Bonds, the Bond Purchase Agreement, the Escrow Agreement, and the Continuing Disclosure Certificate, the "*Issuer Documents*") relating to the Bonds, to authorize, issue and sell the Series 2024 Bonds, to operate the Airport, to collect and

enforce the collection of the Revenues as covenanted in the Bond Resolution and the Indenture and to impose, collect and use other available moneys in accordance with the Aviation Board's plan of finance for the North Terminal Project to be funded with the proceeds of the Bonds.

2. The Issuer Documents have been duly authorized, executed, and delivered by the Aviation Board, the Bond Resolutions have been duly adopted by the Commissioners of the Aviation Board, and all such instruments and the Bonds constitute valid and legal obligations of the Aviation Board enforceable in accordance with their terms, subject to bankruptcy, insolvency, reorganization, moratorium, and other laws affecting creditors' rights or remedies heretofore or hereafter enacted.

3. Compliance with the provisions of the Issuer Documents and the Bond Resolutions and performance of the Aviation Board's obligations contemplated therein do not conflict with, or constitute a breach of or default under, any applicable law, regulation, court order or consent decree of the State or any department, division, agency or instrumentality thereof or of the United States, or any loan agreement, note, resolution, indenture, order, agreement, ordinance, or other instrument to which the Aviation Board is a party or may otherwise be subject.

4. All approvals, consents, and orders of any governmental authority, board, agency, or commission having jurisdiction which would constitute conditions precedent to the performance by the Aviation Board of its obligations under the Issuer Documents and the Bond Resolution have been obtained except for certain licenses, permits, and other governmental approvals necessary for compliance with state and local building codes, regulations and requirements, which the Aviation Board expects to obtain on a timely basis when required.

5. All approvals, consents, and orders of any governmental authority, board, agency, or commission (including the FAA and the State Bond Commission) having jurisdiction which would constitute a condition precedent to the performance by the Aviation Board of its obligations under the Issuer Documents and the Bond Resolutions have been obtained and are in full force and effect.

6. Except as set forth in the Official Statement, there is no litigation or proceeding pending or, to the undersigned's knowledge, threatened, in any way affecting the existence of the Aviation Board, or seeking to restrain or to enjoin the issuance, sale or delivery of the Bonds, or the right of the Aviation Board to collect the Revenues and other moneys pledged or to be pledged to pay the principal of and interest on the Bonds, or the pledge thereof, or in any way contesting or affecting the validity or enforceability of the Issuer Documents or the Bond Resolutions, or contesting in any way the completeness or accuracy of the Official Statement, the powers of the Aviation Board or its authority with respect to the Issuer Documents;

7. The information contained in the Official Statement under the headings "INTRODUCTORY STATEMENT," "THE AVIATION BOARD," "PLAN OF FINANCE," "THE AIRPORT," "AIRPORT FINANCIAL INFORMATION," "SUMMARY OF INSURANCE FOR NEW ORLEANS AVIATION BOARD," "THE PASSENGER FACILITY CHARGE PROGRAM," "CAPITAL IMPROVEMENT PROGRAM," "LITIGATION," "LEGAL MATTERS," "CONTINUING DISCLOSURE," and "MISCELLANEOUS" does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made therein in light of the circumstances under which they were made, not misleading.

In rendering this opinion, I do not express any opinion concerning any law other than the law of the State of Louisiana and the federal law of the United States, and I do not express any opinion, either implicitly or otherwise, on any issue not expressly addressed herein.

This opinion is being rendered to you for your sole benefit, and no other person or entity, other than you, is entitled to rely thereon without our prior written consent.

Respectfully submitted,

Michele D. Allen-Hart
New Orleans Aviation Board Chief Legal Counsel and Deputy Director of Legal Affairs

APPENDIX F

FINANCIAL STATEMENTS

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LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

(A Proprietary Component Unit of the City of New Orleans)

Financial Statements

December 31, 2023 and 2022

TABLE OF CONTENTS

FINANCIAL SECTION

CRI CARR RIGGS & INGRAM
CPAs and Advisors

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Metairie, LA 70002

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INDEPENDENT AUDITOR'S REPORT

To the New Orleans Aviation Board and the
City Council of the City of New Orleans
New Orleans, Louisiana

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Louis Armstrong New Orleans International Airport (the Airport), a proprietary component unit of the City of New Orleans, as of and for the years ended December 31, 2023 and 2022, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Airport, as of December 31, 2023 and 2022, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Airport and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis information and the GASB-required pension and OPEB supplementary information, on pages 4-17 and 62-64, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Airport's basic financial statements. The Supplemental Schedule of Investments, Supplemental Schedule of Operating Revenues and Expenses by Area of Activity, Supplemental Schedule of Historical Debt Service Coverage Ratio as Required Under the General Revenue Trust Indenture dated February 1, 2009, and Schedule of Compensation, Benefits and Other Payments to the Director of Aviation (the Schedules) are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated July 1, 2024, on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airport's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airport's internal control over financial reporting and compliance.

Carr, Riggs & Ingram, L.L.C.

Metairie, Louisiana
July 1, 2024

This narrative discussion and analysis is intended to serve as an introduction to the Louis Armstrong New Orleans International Airport's basic financial statements for the fiscal year ended December 31, 2023. The information presented here should be read in conjunction with the financial statements, footnotes, and supplementary information in this report.

Financial Highlights

- The assets and deferred outflows of the Louis Armstrong New Orleans International Airport (the Airport) exceeded its liabilities and deferred inflows at December 31, 2023 and 2022 by $569,339,160 and $566,183,734.
- The Airport's total net position increased by $3,155,428 or 0.56% and decreased by $13,444,913 or 2.33% for 2022
- In 2023, the US Government provided the Airport with approximately $7.4 million in emergency airport improvement funds under the American Rescue Plan Act. These funds are being used consistently with the priorities of the federal government.

Overview of the Financial Statements

The Louis Armstrong New Orleans International Airport (the Airport) is structured as an enterprise component unit. The financial statements are prepared on the accrual basis of accounting. Therefore, revenues are recognized when earned and expenses are recognized when incurred. Capital assets are reported at their historical cost, which is reported as depreciation expense over the course of their useful lives, except for land and easements. See the notes to the financial statements for a summary of the Airport's significant accounting policies.

Following this Management Discussion and Analysis (MD&A) are the basic financial statements (including notes to financial statements) and supplemental schedules of the Airport. This information taken collectively is designed to provide readers with an understanding of the Airport's finances.

The statement of net position presents information on all of the Airport's assets and deferred outflows, and liabilities and deferred inflows, with the difference between these reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of the Airport's financial position.

The statement of revenues, expenses, and changes in net position presents information showing how the Airport's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods.

The principal operating revenues of the Airport are from sources such as airlines, concessions, rental cars, and parking. Investment income, passenger facility charges, customer facility charges, federal grants, and other revenues not related to the operations of the Airport are non-operating revenues. Operating expenses include the cost of airport and related facilities maintenance, administrative expenses, and depreciation on capital assets. Interest expense and financing costs are non-operating expenses.

The statement of cash flows relate to the flows of cash and cash equivalents. Consequently, only transactions that affect the Airport's cash accounts are recorded in this statement. A reconciliation is a part of this statement to assist in the understanding of the difference between cash flows from operating activities and operating income or loss.

Financial Position

Total assets and deferred outflows of resources decreased by $17,521,875 (0.90%) from 2022 to 2023 due primarily to the decrease in net capital projects by $1,897,216, a decrease in cash and cash equivalents by $7,238,921, a decrease in investments by $4,114,847 but an increase in accounts receivable of $7,948,154. Capital projects decreased because depreciation expense exceeded current year fixed asset additions. Investments decreased as a result of volatile market conditions during 2023 and cash decreased in 2023 primarily due the timing of when the 4th quarter revenues were received. Total liabilities and deferred inflows decreased by $10,621,622 (11.23%) primarily resulting from a decrease in due to the City of New Orleans of $2,116,912, net decrease on accounts payable and accrued expenses of $5,400,451 and a decrease in deferred leases of $8,646,029. Accounts payable decreased due to the timing of payments made on outstanding payable balances before the end of the fiscal year. Deferred lease revenue decreased due to amortization of lease receivable and deferrals.

The largest portion of the Airport's net position, $308,031,028 (54.10%) at 2023 and $309,646,609 (54.69%) at 2022, represents its net investment in capital assets (e.g., land, buildings, machinery, and equipment, less the debt incurred to construct or acquire them). The Airport uses these assets to provide services to its passengers, visitors, and tenants of the airport; consequently, these assets are not available for future spending. Although the Airport's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from operations, since the capital assets cannot be used to liquidate these liabilities.

An additional portion of the Airport's net position, $264,487,424 (46.49%) at 2023 and $246,742,106 (43.58%) at 2022, represents resources that are subject to restrictions from contributors, bond indentures, and state and federal regulations on how they may be used. The remaining balance of unrestricted net position, $(3,179,292) (-0.56%) may be used to meet the Airport's ongoing obligations.

Summary of Net Position (in thousands)

	2023	2022	2021
Assets:			
Current assets:			
Unrestricted assets	$ 58,756	$ 79,187	$ 98,475
Restricted assets	239,108	173,366	58,314
Noncurrent assets:			
Unrestricted assets	41,735	49,651	1,581
Restricted assets	58,418	109,754	227,895
Net capital assets	1,512,723	1,514,620	1,529,507
Total assets	$ 1,910,740	$ 1,926,618	$ 1,915,772
Deferred Outflows of Resources:			
Deferred amounts related to pension liability	$ 3,239	$ 4,743	$ 4,033
Deferred amounts related to OPEB liability	1,699	1,580	1,896
Deferred losses on advance refunding	3,899	4,157	4,416
Total deferred outflows	$ 8,836	$ 10,480	$ 10,345
Liabilities:			
Current liabilities	$ 85,702	$ 92,104	$ 161,362
Noncurrent liabilities	1,180,579	1,184,232	1,142,544
Total liabilities	$ 1,266,281	$ 1,276,337	$ 1,303,906
Deferred Inflows of Resources:			
Deferred amounts related to pension liability	$ 759	$ 1,411	$ 5,376
Deferred amounts related to leases	45,991	54,637	-
Deferred amounts related to OPEB liability	1,513	1,841	646
Deferred amounts related to service concession arrangement	35,694	36,688	36,559
Total deferred inflows	$ 83,957	$ 94,578	$ 42,582
Net Position:			
Net investment in capital assets	$ 308,031	$ 309,647	$ 301,627
Restricted	264.487	246,742	249,128
Unrestricted	(3,179)	9,795	28,873
Total net position	$ 569,339	$ 566,184	$ 579,628

Debt Activity

At December 31, 2023 and 2022, the Airport had total debt outstanding of $1,173,497,720 and $1,171,871,806, respectively. The Airport's debt represents bonds secured solely by operating, Passenger Facility Charges (PFC) and Customer Facility Charges (CFC) revenue. As of the date of the audit, all required bond and loan principal and interest payments have been made.

Outstanding Debt (in thousands)

	2023	2022	2021
Bonds payable:			
Revenue Bonds 2015A-B	$ 565,325	$ 565,325	$ 565,325
Revenue Bonds 2017A-D	343,785	362,015	379,640
GO Zone CFC Revenue Bonds 2018	82,565	82,565	82,565
GO Zone Revenue Bonds 2019	21,675	22,420	23,130
Series 2023A-B	22,610	-	-
Unamortized bond discount	(220)	(243)	(266)
Unamortized bond premium	75,703	78,737	84,050
Loans payable:			
Series 2022	61,054	61,054	-
Series 2017 Interim Drawdown Notes	-	-	60,551
	$ 1,172,497	$ 1,171,872	$ 1,194,994

More detailed information on long-term debt can be found in Note 6 of the accompanying financial statements.

Capital Assets

The Airport's investment in capital assets for the years ended December 31, 2023 and 2022 is presented in the following tables. The total increase for the years ended December 31, 2023 and 2022 was 2.34% and 1.98%, respectively, before accumulated depreciation. The increase is due to the completion of the last remaining projects. A majority of these items were completed in 2023, which caused a greater increase in 2023. The significant increase in assets was offset by a decrease in construction in progress during the year for the following major projects:

Project	Approximate cost during FY 2023
North Terminal Project Design/Construction	$31 million
Taxiway Construction	$8 million
Planning Services	$16 million

Project	Approximate cost during FY 2022
North Terminal Project Design/Construction	$19 million
Roadways Development Program	$15 million
Planning Services	$9 million

More detailed information on capital assets can be found in Note 5 of the accompanying financial statements.

Net Capital Assets (in thousands)

	2023	2022	2021
Land	$ 78,139	$ 78,139	$ 78,139
Air rights	22,282	22,282	22,282
Land improvements	575,258	513,101	508,955
Buildings and furnishings	1,679,654	1,650,816	1,649,144
Utilities	57,029	57,029	57,029
Fuel Tank Farm	39,118	39,118	39,118
Equipment	11,336	11,336	11,298
Computers	1,535	1,535	1,535
Heliport	-	3,074	3,074
HP Finance Lease	908	908	908
Construction in progress	66,309	96,297	54,158,707
Total capital assets	2,531,568	2,473,635	2,425,642
Less accumulated depreciation	1,018,845	959,015	770,781
Net capital assets	$ 1,512,723	$ 1,514,620	$ 1,529,507

Airlines Rates and Charges

An Airline Airport Use and Lease Agreement became effective January 1, 2009. Actual rates for 2023 and 2022 are included in the table below.

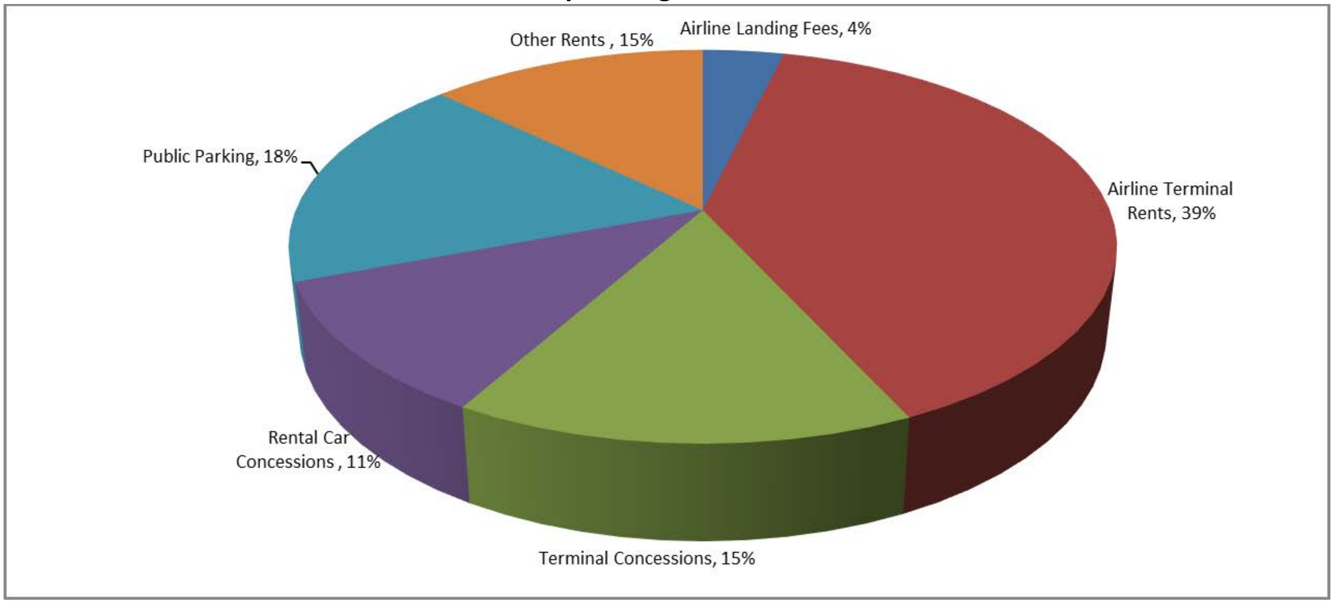
	2023	2022	2021
Terminal building rental rates (per sq. ft.)	$169.85	$147.84	$91.30
Landing fee rate (per 1,000 lbs.)	0.46	1.11	0.27
Apron use fee rate (per sq. ft.)	2.04	2.43	1.72
Enplaned passenger use fee (per passenger)	9.24	9.01	8.79

Under the terms of the agreement, these rates are subject to a year-end settlement. The Airport is required to use its best efforts such that within the later of (i) one hundred twenty (120) days following the close of each fiscal year or (ii) within sixty (60) days of receipt of audited financial statements, rates for rentals, fees, and charges for the preceding fiscal year shall be recalculated using available financial data and the methods set forth in the agreement.

Revenues

The following chart shows major sources and the percentage of operating revenues for the year ended December 31, 2023.

Operating Revenue



Operating Revenues (in thousands)

		2023		2022		2021
Passenger and cargo airlines:						
Airline landing fees	$	4,163	$	8,684	$	2,136
Airline terminal rents		43,099		37,069		23,233
Land rents		158		134		131
Other rents		3,782		3,922		2,990
Total passenger and cargo airlines		51,202		49,809		28,490
Non airline rentals:						
Terminal concessions		16,640		14,057		5,499
Car rental concessions		12,089		12,561		9,346
Public parking		19,519		19,936		15,213
Other rents		10,277		9,843		6,688
Lease interest income		2,454		2,835		-
Total nonairline revenues		60,979		59,232		36,746
Total operating revenues	$	112,181	$	109,041	$	65,236

2023 vs. 2022

Total passenger and cargo airline revenue for 2023 increased by $1.4 million (2.7%) compared to 2022 due to increased Airline terminal rent, which was a result of increased passenger activity in 2023. Non-airline revenues increased by $1.74 million (2.9%) due to increased terminal and car rental concessions, which is a result of increased passenger activity in 2023.

2022 vs. 2021

Total passenger and cargo airline revenue for 2022 increased by $21 million (74.8%) compared to 2021 due to increased Airline terminal rent, which was a result of increased passenger activity in 2022. Non-airline revenues increased by $22 million (40.5%) due to increased terminal and car rental concessions, which is a result of increased passenger activity in 2022.

	2023	2022	2021
Cost per enplaned passenger:			
Airline revenues	$ 51,202	$ 49,809	$ 28,490
Enplaned passengers	6,367	5,946	4,019
Cost per enplaned passenger	$ 8.04	$ 8.38	$ 7.09

Non-Operating Revenues and Capital Contributions (in thousands)

The following chart shows major sources of non-operating revenues for the years ended December 31, 2023, and 2022.

	2023	2022	2021
Investment income, net	$ 14,348	$ (2,021)	$ (159)
Passenger facility charges	25,016	24,152	17,869
Customer facility charges	14,961	14,030	10,776
Capital contributions	10,443	15,662	29,361
Federal grants	9,740	4,449	41,413
Other, net	11,897	10,907	2,366
	$ 86,405	$ 67,179	$ 101,626

2023 vs. 2022

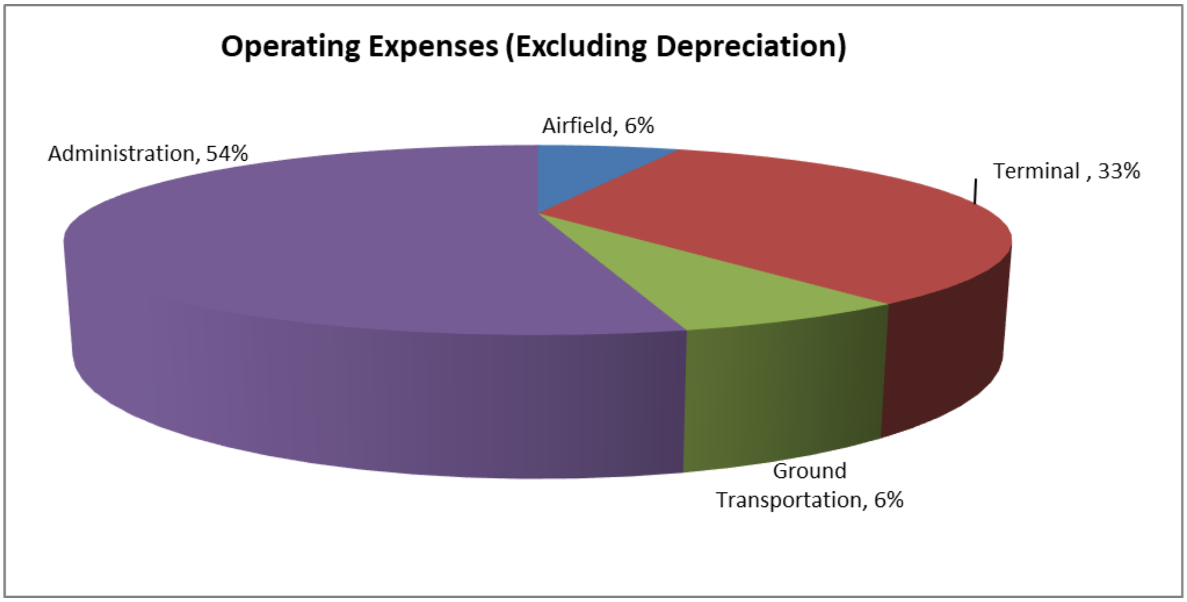
Non-operating revenues increased for 2023 by $19.24 million (28.6%) primarily due to an increase in investment income.

2022 vs. 2021

Non-operating revenues decreased for 2022 by $34.4 million (33.9%) primarily due to a decrease in capital contributions and federal grants.

Expenses

The following chart shows major expense categories and the percentage of operating expenses for the year ended December 31, 2023.



Operating Expenses before Depreciation and Impairment

	2023	2022	2021
Direct			
Airfield	$ 4,795	$ 3,989	$ 4,843
Terminal	25,040	26,737	20,779
Ground transportation	4,752	4,048	2,699
Administration	40,292	36,734	31,419
	$ 74,879	$ 71,508	$ 59,740

2023 vs. 2022

The operating expenses, before depreciation and impairment, increased by approximately $3.4 million compared to the prior year. This increase was primarily due to increased contract services and increased insurance expenses.

2022 vs. 2021
The operating expenses, before depreciation and impairment, increased by approximately $11.8 million compared to the prior year. This increase was primarily due to Hurricane Ida repairs and increased utility expenses.

Non-Operating Expenses

The following chart shows major expense categories of non-operating expenses for the years ended December 31, 2023, 2022 and 2021 (in thousands).

	2023	2022	2021
Interest expense and bond costs	$ 49,251	$ 47,716	$ 47,149
Terminal transportation costs	8,020	5,015	7,304
Total Non-operating Expense	$ 57,271	$ 52,731	$ 54,453

2023 vs. 2022
The Non-operating expense increased by approximately $4.5 million due to the increase in the terminal transportation costs due to the increase in passenger traffic between the South and North Terminal.

2022 vs. 2021
The Non-operating expense decreased by approximately $1.7 million due to the decrease in the terminal transportation costs due to the decrease in passenger traffic between the South and North Terminal.

Total Revenues and Expenses **(in thousands)**

The following table reflects the total revenues and expenses for the Airport (in thousands):

	2023	2022	2021
Total operating revenues	$ 112,180	$ 109,041	$ 65,236
Total non-operating revenues	86,405	67,179	101,626
Total revenues	$ 198,585	$ 176,220	$ 166,862
Total operating expenses	$ 138,158	$ 134,379	$ 123,000
Total non-operating expenses	57,271	52,731	54,453
Total expenses	$ 195,429	$ 187,110	$ 177,453

Summary of Changes in Net Position (in thousands)

	2023	2022	2021
Summary of changes in net position:			
Operating revenues	$ 112,180	$ 109,041	$ 65,236
Operating expenses before depreciation and impairment	74,878	71,499	59,739
Operating income before depreciation and impairment	37,302	34,707	5,497
Depreciation	63,279	62,783	63,260
Operating income (loss)	(25,978)	(25,338)	(57,764)
Non-operating revenues, net	18,690	(3,768)	17,812
Income before capital contributions and transfers	(7,287)	(29,107)	(39,952)
Capital contributions	10,443	15,662	29,361
Change in net position	$ 3,155	$ (13,445)	$ (10,591)

Operating income before depreciation and impairment increased $141 thousand (0.4%) in 2023 compared to 2022. Depreciation expenses increased $.5 million (0.79%) due to timing of when projects in construction in progress being completed and transferred to depreciated fixed assets in 2022 and minimal assets being fully depreciated or disposed of. Non-operating revenues, net increased $21 million (2,100%) primarily due to an increase in in investment income, passenger facility charges and customer facility charges as a result of the increased passenger activity and a $3 million increase in federal grants. Capital contributions decreased by $5.2 million (33%) due to the decrease in funding received from TSA, FAA and other grants.

Debt Service Coverage

Airport revenue bond covenants require that net revenues together with the sum on deposit in the rollover coverage account on the last day of the immediately preceding fiscal year will at least equal 125% of the bond debt service requirement with respect to the bonds for such fiscal year. Coverage ratios for the past three years are shown in the following table.

Revenue Refunding Bonds	2023	2022	2021
GARB Series Bonds	135.0%	130.0%	136.0%

During 2019, the Series 2010 PFC Bonds were fully refunded by the Series 2019 GARB Bonds. Following the defeasance of the Series 2010 Bonds, no other PFC bonds are outstanding under the PFC Indenture.

The Board approved the Rollover Coverage for fiscal years 2012-2023 in the amounts of $3,719,960, $3,720,332, $3,719,082, $3,721,446, $3,729,060, $3,740,582, $3,290,643, $13,586,508, $16,505,151, $16,508,343, $16,701,793 and $16,925,759, respectively. The funds are transferred monthly, in ratable portions of the total, to the NOAB Rollover Coverage Account held by the City of New Orleans, and then transferred to the Airport Operating Account, held by the City of New Orleans. The Airport's calculation of the historical debt service coverage ratio, as presented in Supplemental Schedule 3 to the financial statements is 135% for the year ended December 31, 2023 and 130.0% for the year ended December 31, 2022.

The Airport is current on all debt service payments as required by the bonds, and there has been no documented correspondence from the bond insurers or bond holders regarding noncompliance with the debt service coverage covenant.

Airport Activities and Highlights

Passenger totals for 2023 increased to 12,742,512 (7.12%), from 11,864,527 passengers in 2022, due to increases in air travel. Aircraft landed weights increased from 7,352,552 in 2022 to 7,988,795 in 2023 (8.65%).

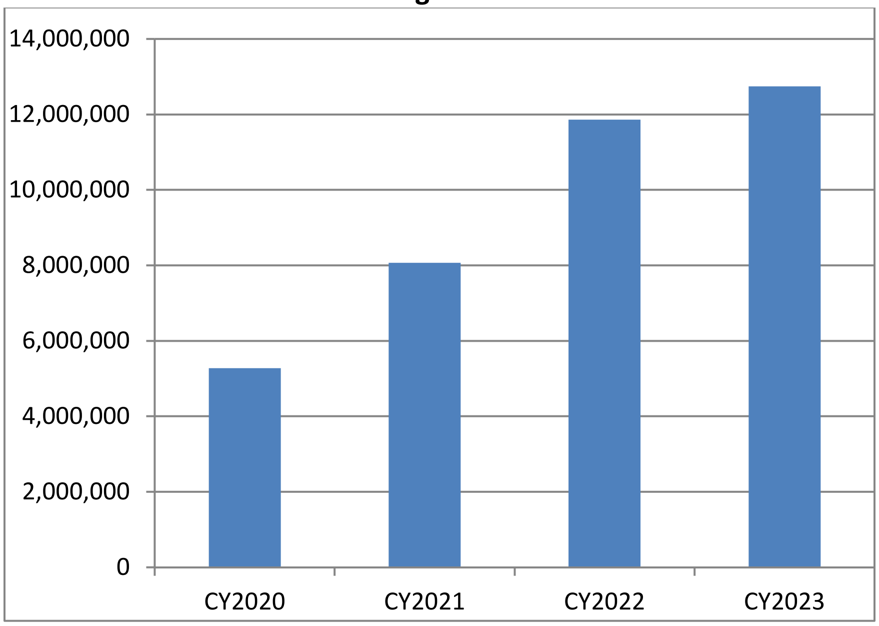
Passenger totals for 2022 increased to 11,864,527 (47.08%), from 8,066,869 passengers in 2021, due to increases in air travel. Aircraft landed weights total for 2022 increased to 7,352,552 (37.03%), from 5,365,624 in 2021.

Selected statistical information about total passengers, aircraft landed weight, and air carrier operations for the past two years are presented in the table below.

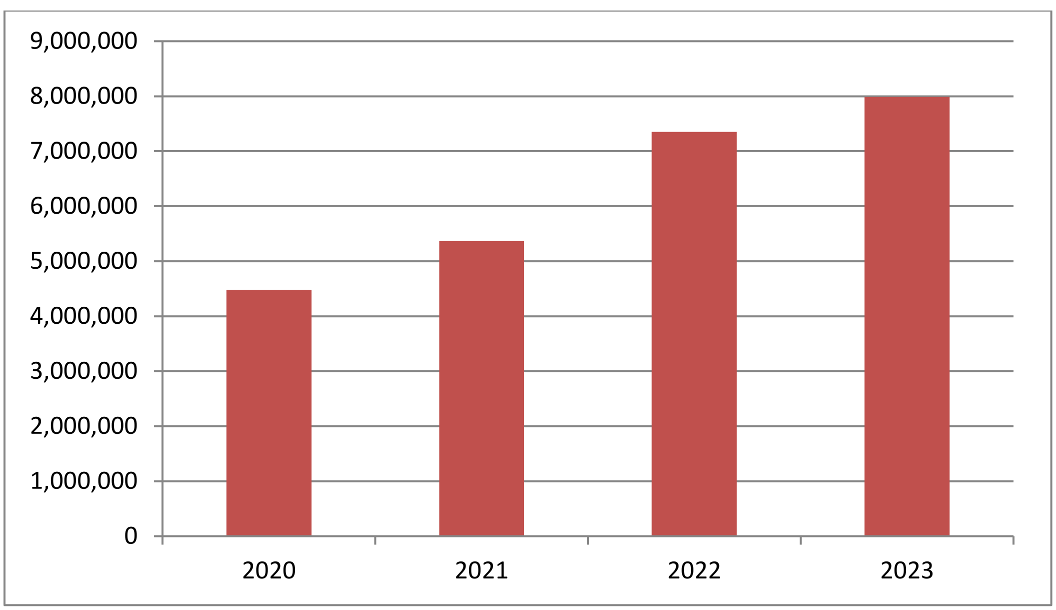
Fiscal year	Total passengers	Landed weight (1,000 pound units)	Air carrier operations
2021	8,006,869	5,365,624	74,040
2022	11,864,527	7,352,552	98,567
2023	12,742,512	7,988,795	106,750

Fiscal year	Number of daily departures	Number of destinations	Average daily seats
2021	106	54	15.416
2022	137	60	20,989
2023	145	71	22,691

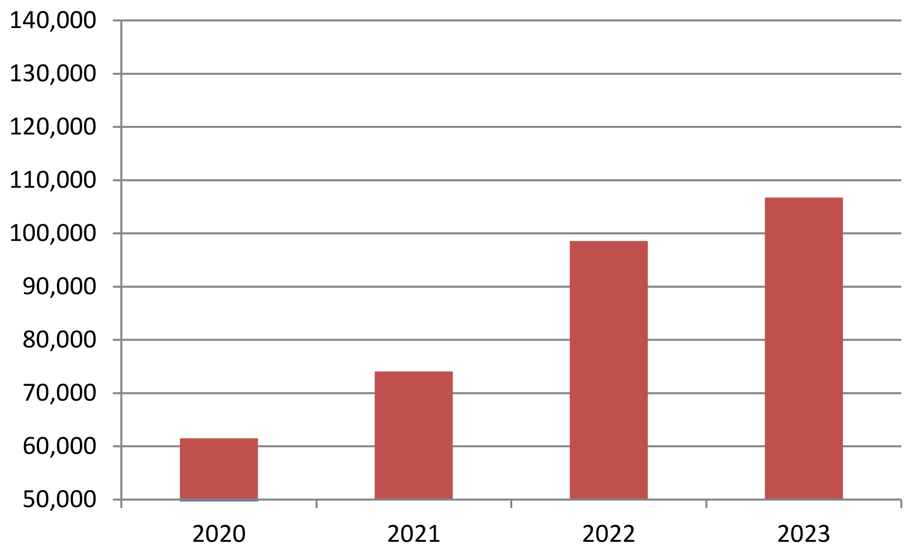
Total Passengers for the Year



Landed Weight per 1,000 pounds



Number of Passenger Flight Operations



Economic Factors and Next Year's Budget

The Airport budgeted for an increase in 2024 non-airline revenue compared to 2023, going from $62.5 million to $68.5 million, tallying to a $6 million (approx. 9.6%) increase over the previous year's budget. This is attributed to the expectation that passenger traffic will return to pre-pandemic levels soon.

Compared to the 2023 budget, the Airport proposed an increase in the 2024 operating expenses of $7.5 million (approx. 10%). This is driven primarily by increases in salaries and fringes, safety & security, and insurance based on the current insurance market.

The Airport continues to budget and maintain a competitive total cost per enplanement (CPE) rate. The Airport is projecting that the CPE for the 2024 will be $9.06. This CPE is under the Airport's goal of maintaining a CPE of less than $10.

Requests for Information

This financial report is designed to provide a general overview of the Airport's finances. Questions concerning any of the information should be addressed to the Chief Financial Officer, Louis Armstrong New Orleans International Airport, Post Office Box 20007, New Orleans, Louisiana 70141.

Louis Armstrong New Orleans International Airport
Statement of Net Position

December 31,		**2023**		**2022**
Assets				
Current assets				
Cash and cash equivalents	$	4,874,352	$	12,113,275
Accounts receivable, less allowance for doubtful accounts		18,309,094		10,360,940
Capital grant receivable		7,287,076		12,798,432
Investments		19,694,627		35,453,543
Interest receivable		59,585		61,478
Lease receivable		7,893,394		7,769,698
Prepaid expenses and deposits		638,106		629,459
Total current unrestricted assets		58,756,234		79,186,825
Restricted assets				
Cash and cash equivalents		2,496,399		1,716,146
Investments		229,699,910		167,292,619
Passenger facility charges receivable		5,077,274		3,286,137
Customer facility charges receivable		1,834,124		1,071,151
Total current restricted assets		239,107,707		173,366,053
Total current assets		297,863,941		252,552,878
Noncurrent assets				
Restricted investments		58,418,344		109,794,424
Lease receivable, non-current		40,198,762		48,092,157
Prepaid insurance on revenue bonds, less accumulated amortization		524,771		547,075
Advances to related facility management company		1,011,301		1,011,301
Capital assets				
Capital assets not being depreciated		166,729,743		196,718,040
Capital assets being depreciated		2,364,838,680		2,276,917,099
Less accumulated depreciation		(1,018,845,181)		(959,014,681)
Net capital assets		1,512,723,242		1,514,620,458
Total noncurrent assets		1,612,876,420		1,674,065,415
Total assets		1,910,740,361		1,926,618,293
Deferred Outflows of Resources				
Deferred amounts related to net pension liability (note 8)		3,238,539		4,742,522
Deferred amounts related to total OPEB liability (note 9)		1,698,538		1,579,964
Deferred losses on advance refunding		3,898,764		4,157,298
Total deferred outflows of resources		8,835,841		10,479,784
Total assets and deferred outflows of resources	$	1,919,576,202		1,937,098,077

The accompanying notes are an integral part of these financial statements.

(Continued)

December 31,	2023	2022
Liabilities		
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable and accrued expenses	$ 20,897,450	$ 26,297,901
Due to City of New Orleans	561,104	2,678,016
Accrued salaries and other compensation	3,082,451	3,384,490
Capital projects and retainage payable	10,215,440	9,413,340
Unearned revenue	529,534	293,640
Total OPEB liability, due within one year (note 9)	442,739	478,998
Total unrestricted current liabilities	35,728,718	42,546,385
Payable from restricted assets:		
Capital projects and retainage payable	459,226	4,293,897
Finance lease payable, current portion (note 7)	181,514	171,160
Accrued bond interest payable	25,864,331	26,117,848
Bonds payable, current portion (note 6)	23,468,265	18,975,000
Total restricted current liabilities	49,973,336	49,557,905
Total current liabilities	85,702,054	92,104,290
Noncurrent liabilities:		
Loans payable (note 6)	61,053,801	61,053,500
Finance lease payable, less current portion (note 7)	218,591	400,105
Bonds payable, less current portion (note 6)	1,087,975,164	1,091,843,306
Net pension liability (note 8)	25,367,734	25,409,487
Total OPEB liability, due beyond one year (note 9)	5,963,541	5,525,878
Total noncurrent liabilities	1,180,578,831	1,184,232,276
Total liabilities	1,266,280,885	1,276,336,566
Deferred Inflows of Resources		
Deferred amounts related to net pension liability (note 8)	759,189	1,411,028
Deferred amounts related to total OPEB liability (note 9)	1,512,574	1,841,891
Deferred amounts related to leases (note 12)	45,990,754	54,636,783
Deferred amounts related to service concession arrangement (note 10)	35,693,640	36,688,077
Total deferred inflows of resources	83,956,157	94,577,779
Net Position		
Net investment in capital assets	308,031,028	309,646,609
Restricted for:		
Debt service	130,488,458	117,345,205
Capital acquisition	104,613,676	103,191,113
Operating reserve	29,385,290	26,205,788
Unrestricted	(3,179,292)	9,795,017
Total net position	569,339,160	566,183,732
Total liabilities, deferred inflows of resources, and net position	$ 1,919,576,202	$ 1,937,098,077

The accompanying notes are an integral part of these financial statements.

Louis Armstrong New Orleans International Airport
Statement of Revenues, Expenses, and Changes in Net Position

For the year ended December 31,		2023		2022
Operating revenues				
Airfield	$	8,851,783	$	13,318,164
Terminal		97,719,797		89,734,495
Ground transportation		3,154,253		3,153,429
Lease interest income		2,453,928		2,834,600
Total operating revenues		112,179,761		109,040,688
Operating expenses				
Direct:				
Airfield		4,794,592		3,988,984
Terminal		25,039,704		26,736,611
Ground transportation		4,752,465		4,047,786
Depreciation		63,278,872		62,871,663
Administrative		40,291,956		36,733,959
Total operating expenses		138,157,589		134,379,003
Operating (loss) income		(25,977,828)		(25,338,315)
Nonoperating revenues (expenses)				
Investment income (loss), net		14,348,109		(2,021,452)
Interest expense		(48,774,486)		(47,311,833)
Passenger facility charges		25,015,692		24,152,258
Customer facility charges		14,961,257		14,030,057
Cost of issuance of bonds		(476,869)		(403,684)
Terminal transportation costs		(8,020,118)		(7,566,255)
Federal grants		9,739,597		4,448,837
Insurance revenue		11,003,335		9,159,790
Gain on disposal of capital assets		115,979		-
Other, net		777,986		1,743,855
Total nonoperating (expenses) revenues, net		18,690,482		(3,768,427)
Change in net position before capital contributions		(7,287,346)		(29,106,742)
Capital contributions (note 11)		10,442,774		15,661,829
Change in net position		3,155,428		(13,444,913)
Net position, beginning of year		566,183,732		579,628,645
Total net position, end of year	$	569,339,160	$	566,183,732

The accompanying notes are an integral part of these financial statements.

For the years ended December 31,	2023	2022
Cash flows from Operating activities		
Cash received from customers	$ 103,513,447	$ 113,966,951
Cash paid to suppliers for goods and services	(63,128,377)	(63,517,838)
Cash paid to employees and on behalf of employees for services	(18,814,485)	(16,344,263)
Net cash provided by (used in) operating activities	21,570,585	34,104,850
Cash flow from Noncapital financing activities		
Sales tax receipts	1,395,076	1,347,067
Operating grants and reimbursements from other governments	12,955,000	5,200,226
Other payments	(12,747,020)	3,806,635
Net cash provided by (used in) noncapital financing activities	1,603,056	10,353,928
Cash flows from Capital and related financing activities		
Passenger facility charges collected	23,224,555	23,976,833
Customer facility charges collected	14,198,284	14,017,535
Acquisition and construction of capital assets	(64,450,249)	(47,264,821)
Proceeds from sale of capital assets	152,001	-
Proceeds from insurance for Hurricane Ida Damages	11,003,335	-
Capital grants received	15,954,130	28,988,972
Issuance of revenue bonds	24,977,650	502,638
Principal paid on loan and revenue bond maturities	(18,975,000)	(25,566,341)
Interest paid on bonds, loans, and leases	(54,146,996)	(45,383,498)
Principal paid on lease payables	(171,160)	-
Issuance of finance equipment lease purchase agreement	-	(197,185)
Cost of bond issuance and insurance	(476,568)	-
Net cash provided by (used in) capital and related financing activities	(48,710,018)	(50,925,867)
Cash flows from Investing activities		
Sales of investments	546,720,094	494,746,845
Purchases of investments	(541,992,389)	(492,906,286)
Interest and dividends on investments	14,350,002	(1,420,739)
Net cash provided by (used in) investing activities	19,077,707	419,820
Net change in cash and cash equivalents	(6,458,670)	(6,047,269)
Cash and cash equivalents at beginning of year	13,829,421	19,876,690
Cash and cash equivalents at end of year	$ 7,370,751	$ 13,829,421
Cash, current	$ 4,874,352	$ 12,113,275
Cash, current restricted	2,496,399	1,716,146
Cash and cash equivalents at end of year	$ 7,370,751	$ 13,829,421

The accompanying notes are an integral part of these financial statements.

Louis Armstrong New Orleans International Airport
Statement of Cash Flows

December 31,		2023		2022
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities:				
Operating loss	$	(25,977,828)	$	(25,338,315)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation		63,278,872		62,871,663
Deferred outflows of resources				
Related to net pension liability		1,385,409		(393,507)
Deferred inflows of resources				
Related to net pension and total OPEB liability		(981,156)		(2,769,754)
Related to leases		(8,646,029)		54,636,783
Net pension liability		(41,753)		6,841,164
Total OPEB liability		401,404		(1,720,455)
Change in allowance for doubtful accounts		(885)		(317,546)
Changes in assets and liabilities:				
Accounts receivable		(8,024,993)		6,468,881
Leases receivable		7,769,699		(55,861,855)
Prepaid expenses and deposits		(8,647)		93,349
Accounts payable		(5,400,451)		(12,287,145)
Accrued salaries and other compensation		(302,039)		717,288
Due to City of New Orleans		(2,116,912)		1,977,924
Unearned revenue		235,894		(813,625)
Total adjustments		47,548,413		59,443,165
Net cash provided by (used in) operating activities	$	21,570,585	$	34,104,850

The accompanying notes are an integral part of these financial statements.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization and Reporting Entity

The Louis Armstrong New Orleans International Airport (the Airport) is a proprietary component unit of the City of New Orleans, Louisiana. The New Orleans Aviation Board (the NOAB) was established in 1943 to provide for the operation and maintenance of the Airport. The Board consists of nine members appointed by the Mayor of the City of New Orleans with approval of the New Orleans City Council. The City of Kenner, Louisiana and the Parish of St. Charles, Louisiana each have input as to the selection of one board member.

The Airport is an approximately 972,000 square-foot terminal featuring three concourses, 35 gates, two new parking garages, a surface parking lot next to the terminal and a remote economy garage with shuttle service. It was built with the passenger experience in mind, and contains state-of-the-art elements such as an efficient inline baggage screening system and a consolidated checkpoint through which all passengers have access to more than 40 different food and retail concessions once beyond security.

The accompanying policies of the Airport conform to accounting principles generally accepted in the United States of America (U.S. GAAP) as applicable to proprietary component units of governmental entities.

Basis of Presentation

The Airport is a proprietary component unit and accounts for operations (a) where the intent of the governing body is that the cost (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges and (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes. Accordingly, the Airport's financial statements have been prepared using the economic resources measurement focus.

The principal operating revenues of the Airport are from sources such as airlines, concessions, rental cars, and parking. Revenues from landing and airfield fees, terminal building, rental building, and leased areas are reported as operating revenues. Transactions, which are capital, financing, or investing related, such as investment income, passenger facility charges, customer facility charges, federal and state grants, and other revenues not related to the operations of the Airport are reported as non-operating revenues.

Operating expenses include the cost of airport and related facilities maintenance, administrative expenses, and depreciation on capital assets. Expenses from employee wages and benefits, purchase of services, materials and supplies, and other miscellaneous expenses are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting under which revenues are recognized when earned and expenses are recognized when incurred. Grants are recorded as revenues when all eligibility requirements have been met.

Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates. Actual results could differ from those estimates. Estimates that are particularly susceptible to significant change in the near term are related to allowance for doubtful accounts, pension liability and OPEB liability.

Allowance for Uncollectible Accounts Receivable

An allowance for estimated uncollectible accounts receivable is established at the time information becomes available, which would indicate the uncollectibility of the particular receivable. The Airport estimates the allowance balance based on specific identification of at-risk receivables.

Investments

Investments are carried at fair value in the financial statements. Unrealized gains and losses on investments are reflected in the Statements of Revenues, Expenses, and Changes in Net Position. Short-term and money market investments with a maturity of one year or less and investments in an external investment pool are reported at net asset value (NAV) or amortized cost.

Capital Assets

Capital assets are carried at cost. An item is classified as a capital asset if the initial, individual cost is $5,000 or greater. Additions, improvements, and other capital outlays that significantly extend the useful life or service utility of a capital asset are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred.

GASB Statement No. 51 Accounting and Financial Reporting for Intangible Assets provides that if there are no factors that limit the useful life of an intangible asset, the intangible asset is considered to have an indefinite useful life and should not be amortized. Certain air rights qualify as intangible assets as defined in GASB 51.

Depreciation is provided over the estimated useful lives of the assets using the straight-line method commencing with the date of acquisition or, in the case of assets constructed, the date placed into service.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets (Continued)

The estimated useful lives by major classification are as follows:

	Estimated useful lives (years)
Land improvements	10 – 25
Buildings and furnishings	3 – 25
Fuel tank farm	27
Heliport	5 – 15
Utilities	5 – 25
Equipment	3 – 15
Computers	3 – 15

Due to the City of New Orleans and Cost of City Services

Amounts recorded as due to the City of New Orleans primarily relate to amounts paid by the City on behalf of the Airport. In addition, the City provides certain administrative services to the Airport. The cost of such services was $2,145,866 for each of the years ended December 31, 2023 and 2022, and is recorded in administrative expenses in the Statements of Revenues, Expenses, and Changes in Net Position.

Restricted Assets

Restricted assets include investments required to be maintained for debt service, capital additions and contingencies, operations and maintenance, and escrow under the indentures of the revenue and refunding bonds, as well as investments to be used for the construction of capital improvements. Restricted assets also include receivables related to customer facility charges.

Long-term Debt

Long-term debt and other long-term obligations are reported as liabilities. Bond issuance costs, excluding any prepaid bond insurance, are reported as expense in the year of debt issuance. Bonded debt premiums, discounts, and gains (loss) or refunding are deferred and amortized over the life of the bonds using the effective interest method. Bond payable is reported net of the applicable bond premium or discount. Gains (losses) on refunding are reported as deferred outflows/inflows of resources.

In conjunction with bonds issued in 2018 and 2015, insurance was purchased which guarantees the payment of bond principal and interest and expires with the final principal and interest payment on the bonds. The insurance costs were capitalized at the dates of issuance and are being amortized over the life of the bonds.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Revenue Recognition

Landing and airfield fees, terminal building, rental building, and leased areas rentals are recorded as revenues during the year in which earned. All signatory airlines pay signatory airline rates and charges according to the 2016 use and lease agreement. The final rates for 2023 are as follows:

	2023	2022
Terminal building rental rates (per sq. ft.)	$ 169.85	$ 147.84
Landing fee rate (per 1,000 lbs.)	0.46	1.11
Apron use fee rate (per sq. ft.)	2.04	2.43
Enplaned passenger use fee (per passenger)	9.24	9.01

Under the terms of the agreement, these rates are subject to a year-end settlement. The Airport is required to use its best efforts such that within the later of (i) one hundred twenty (120) days following the close of each fiscal year or (ii) within sixty (60) days of receipt of audited financial statements, rates for rentals, fees, and charges for the preceding fiscal year shall be recalculated using available financial data and the methods set forth in the agreement. For the year ended December 31, 2023, the Airport's final rate structure varied from the rates in effect during the year.

Passenger Facility Charges

On June 1, 1993, the Airport began imposing, upon approval of the Federal Aviation Administration (the FAA), a $3.00 Passenger Facility Charge (PFC) on each passenger enplaned at the Airport. On April 1, 2002, the FAA approved an increase in the amount of this fee to $4.50. As of December 31, 2023 and 2022, the Airport is authorized to collect up to $965,553,986 of PFC revenue through the expiration of the PFC, of which $536,187,020 and $509,894,715 has been collected. As of December 31, 2023 and 2022, respectively, the legal expiration date and projected expiration date on PFC revenue collection is August 1, 2034 and June 1, 2040, respectively.

During 2019, the Series 2010 PFC Bonds were fully refunded by the Series 2019 GARB Bonds. Following the defeasance of the Series 2010 Bonds, no other PFC bonds are outstanding under the PFC Indenture. The Aviation Board has covenanted and agreed that no additional PFC bonds will be issued under the PFC Indenture; however, the PFC Indenture will not be cancelled or discharged, but will remain intact to receive all PFC's for deposit to the funds established within the PFC Indenture. PFC revenues will be used to fund the local share of various near-term infrastructure improvements, and to pay debt service on the PFC eligible portion of the Series 2015, 2017, and 2019 Bonds.

Customer Facility Charges

On November 1, 2008, the Airport began imposing a Customer Facility Charge (CFC) on a per transaction day basis to all the On-Airport Rental Car Companies. On May 19, 2016, the Board approved an increase to $7.95, which became effective July 1, 2016.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Customer Facility Charges (continued)

CFC revenues are pledged to secure the Series 2018 Gulf Opportunity Zone CFC Revenue Refunding Bonds, which were issued to refund the Series 2009 Gulf Opportunity Zone CFC Revenue Bonds, which were originally issued to fund construction of the Consolidated Rental Car Facility (CONRAC) garage.

Federal Financial Assistance

The Airport receives financial assistance for costs of construction and improvements to airport facilities through grants from the Federal Aviation Administration (FAA). The Airport receives funds from the FAA on a reimbursement basis for expenses incurred. In 2020, due to the COVID-19 Pandemic, the Airport began receiving COVID-19 related federal assistance, which was also received on a reimbursement basis.

Vacation and Sick Leave

All full-time classified employees of the Airport hired prior to January 1, 1979 are permitted to accrue a maximum of 90 days of vacation (annual leave) and an unlimited number of days of sick leave (accumulated at a maximum of 24 days per year). Employees hired after December 31, 1978 can accrue a maximum of 45 days annual leave and an unlimited number of days of sick leave (accumulated at a maximum of 24 days per year). Upon termination of employment, an employee is paid for their accrued annual leave based on their current hourly rate of pay and for their accrued sick leave on a formula basis. If termination is the result of retirement, the employee has the option of converting their accrued annual and sick leave to additional pension credits. Annual leave and sick leave liabilities are accrued when incurred.

Statements of Cash Flows

For purposes of the statements of cash flows, cash and cash equivalents include unrestricted and restricted cash, consisting primarily of cash in banks.

Net Position

Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of borrowings for capital asset acquisition, construction, or improvement of those assets, increased by deferred outflows of resources attributable to capital asset acquisition, construction or improvement, and decreased by deferred inflows of resources attributable to either capital asset acquisition, construction, or improvement or to capital asset related debt. Capital-related debt or deferred inflows equal to unspent capital asset related debt proceeds or deferred inflows of resources is included in calculating either restricted or unrestricted net position, depending upon whether the unspent amounts are restricted.

Restricted net position reflects net position when there are limitations imposed on a net position's use by external parties such as creditors, grantors, laws, or regulations of other governments. Restricted net position consists of restricted assets less liabilities related to restricted assets less deferred inflows related to restricted assets. The government's policy is to consider restricted net position to have been depleted before unrestricted net position is applied when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net Position (Continued)

Unrestricted net position is the balance of all other elements in a statement of net position remaining after net investment in capital assets and restricted net position.

Deferred Outflows/Inflows of Resources

Deferred outflows of resources represent a consumption of net position that applies to future periods and so will not be recognized as an outflow of resources (expense) until then. The deferred charge on refunding reported on the statements of net position results from the amount by which the reacquisition price of refunded debt exceeded its carrying value. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

Deferred inflows and outflows have been recognized for the differences between the actuarial expectation and the actual economic experience, net difference between projected and actual earnings on pension plan investments, and changes in assumptions related to the defined benefit pension plan. In addition, deferred inflows and outflows have been recognized for the net difference between the projected and actual experience and changes in assumptions related to the OPEB liability. These amounts are deferred and amortized over the average of the expected service lives of the respective pension and OPEB plan members. See Notes 8 and 9 for additional information on deferred inflows and outflows related to the pension and OPEB liabilities, respectively.

Deferred inflows for a service concession arrangement have been recognized for the amount of cumulative construction costs and amortized. See note 10 for additional information. Deferred inflows for leases have been recognized for the amount of lease receivables. See lease receivables note below and note 12 for additional information.

Pension

The Airport participates in the City of New Orleans' defined benefit pension plan, as described in Note 8, which covers substantially all employees and funds all or part of the accrued pension cost, depending on the resources that are available at the time of contribution. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plan, and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value within each plan.

Lease Receivables

The Airport is a lessor for noncancellable leases of Airport property. The Airport recognizes a lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received.

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Lease Receivables (Continued)

Under the lease agreements, the Airport may receive variable lease payments that are dependent upon the lessee's revenue. The variable payments are recorded as an inflow of resources in the period the payment is received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

The Airport uses the stated rate in the lease or its estimated incremental borrowing rate as the discount rate for the leases. The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The Airport monitors changes in circumstances that would require a remeasurement of its leases, and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Subsequent Events

Management has evaluated subsequent events through the date that the financial statements were available to be issued, July 1, 2024. See Note 14 for relevant disclosure. No subsequent events occurring after this date have been evaluated for inclusion in these financial statements.

Recently Issued Accounting Pronouncements, Adopted

GASB Statement No. 99, *Omnibus 2022.* The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The Airport implemented this guidance for the year ended December 31, 2023 with no impact to the financial statements.

Recently Issued Accounting Pronouncements

GASB Statement No. 101, *Compensated Absences.* The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. The Statement requires that a liability for certain types of compensated absences—including parental leave, military leave, and jury duty leave—not be recognized until the leave commences. This Statement also requires that a liability for specific types of compensated absences not be recognized until the leave is used. This Statement amends the existing requirement to disclose the gross increases and decreases in a liability for compensated absences to allow governments to disclose only the net change in the liability (as long as they identify it as a net change).

Note 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Recently Issued Accounting Pronouncements (Continued)

In addition, governments are no longer required to disclose which governmental funds typically have been used to liquidate the liability for compensated absences. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The Airport will implement this guidance in 2024.

GASB Statement No. 102, *Certain Risk Disclosures.* The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this Statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. Management is reviewing this pronouncement to assess the financial statement impact.

GASB Statement No. 103, *Financial Reporting Model Improvements.* The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. This Statement requires that the information presented in MD&A be limited to the related topics discussed in five sections: (1) Overview of the Financial Statements, (2) Financial Summary, (3) Detailed Analyses, (4) Significant Capital Asset and Long-Term Financing Activity, and (5) Currently Known Facts, Decisions, or Conditions. Furthermore, this Statement stresses that the detailed analyses should explain why balances and results of operations changed rather than simply presenting the amounts or percentages by which they changed. This Statement describes unusual or infrequent items as transactions and other events that are either unusual in nature or infrequent in occurrence. This Statement requires that the proprietary fund statement of revenues, expenses, and changes in fund net position continue to distinguish between operating and nonoperating revenues and expenses. In addition to the subtotals currently required in a proprietary fund statement of revenues, expenses, and changes in fund net position, this Statement requires that a subtotal for *operating income (loss) and noncapital subsidies* be presented before reporting other nonoperating revenues and expenses. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The Airport will implement this guidance in 2026.

Reclassifications

Certain accounts in the prior-year financial statements have been reclassified for comparative purposes to conform to the presentation in the current-year financial statements. This reclassification had no effect on previously reported change in net position.

Note 2: CASH AND INVESTMENTS

Included in the Airport's cash balances are amounts deposited with commercial banks in interest bearing and noninterest bearing demand accounts. The commercial bank balances of cash and cash equivalents total $4,838,640 and $12,111,915 at December 31, 2023 and 2022, respectively. The commercial bank balances are entirely insured by federal depository insurance or by collateral held by the financial institution in the Airport's name.

The Airport is authorized to invest in securities as described in its investment policy, in each bond resolution and state statute. As of December 31, 2023 and 2022, the Airport held the following investments as categorized below:

Investment Maturities at December 31, 2023

Investment type	Less than 1 year	1 to 5 Years	Total
U.S. government obligations	$ 36,334,047	$ 58,418,344	$ 94,752,391
U.S. agency obligations	193,530	-	193,530
Local government investment pool	21,676,995	-	21,676,995
Money market funds	191,189,965	-	191,189,965
	$ 249,394,537	$ 58,418,344	$ 307,812,881

Investment Maturities at December 31, 2022

Investment type	Less than 1 year	1 to 5 Years	Total
U.S. government obligations	$ -	$ 102,155,785	$ 102,155,785
U.S. agency obligations	-	7,638,639	7,638,639
Local government investment pool	33,590,770	-	33,590,770
Money market funds	169,155,392	-	169,155,392
	$ 202,746,162	$ 109,794,424	$ 312,540,586

Interest Rate Risk

As a means of limiting its exposure to fair value losses arising from rising interest rates, investments are generally held to maturity. The Airport's investment policy requires the investment portfolio to be structured to provide sufficient liquidity to pay obligations as they come due.

To the extent possible, investment maturities are matched with known cash needs and anticipated cash flow requirements. Additionally, maturity limitations for investments related to the issuance of debt are outlined in the Bond Resolutions relating to the specific bond issue.

Note 2: CASH AND INVESTMENTS (CONTINUED)

Credit Risk

The Airport's general investment policy applies the prudent-person rule. Investments are made as a prudent person would be expected to act, with discretion and intelligence, to seek reasonable income, preserve capital and, in general, avoid speculative investments. Airport policy limits investments to the highest credit rating category of Standard & Poor's (S&P). Funds can only be invested in money market funds rated AAAm, AAm, or AAAm-G by S&P.

In accordance with the Airport's investment policy and bond resolutions, the assets shall be invested in the following:

- Direct United States Treasury obligations, the principal and interest of which are fully guaranteed by the government of the United States.
- Bonds, debentures, notes or other evidence of indebtedness issued or guaranteed by federal agencies and provided such obligations are backed by the full faith and credit of the United States of America.
- Bonds, debentures, notes, or other evidence of indebtedness issued or guaranteed by U.S. government instrumentalities, which are federally sponsored.

Louisiana Asset Management Pool (LAMP) Investment

Unrestricted and restricted investments of $4,751,236 and $16,925,759, respectively, at December 31, 2023 and $16,888,977 and $16,701,793, respectively, at December 31, 2022 are invested in LAMP. LAMP is considered to be an external investment pool administered by LAMP, Inc., a non-profit corporation organized under the laws of the State of Louisiana. Only local Louisiana government entities having contracted to participate in LAMP have an investment interest in its pool of assets. The primary objective of LAMP is to provide a safe environment for the placement of public funds in short term, high quality investments. The LAMP portfolio includes only securities and other obligations in which local governments in Louisiana are authorized to invest in accordance with LA-R.S. 33.2955.

The following facts are relevant for LAMP:

- Credit risk: LAMP is rated AAAm by Standard & Poor's.
- Custodial credit risk: LAMP participants' investments in the pool are evidenced by shares of the pool. Investments in pools should be disclosed, but not categorized because they are not evidenced by securities that exist in physical or book-entry form. The public entity's investment is with the pool, not the securities that make up the pool; therefore, no disclosure is required.
- Concentration of credit risk: Pooled investments are excluded from the 5 percent disclosure requirement.
- Interest rate risk: LAMP is designed to be highly liquid to give its participants immediate access to their account balances. LAMP prepares its own interest rate disclosure using the weighted average maturity (WAM) method. The WAM of LAMP assets is restricted to not more than 60 days and consists of no securities with a maturity in excess of 397 days.
- Foreign currency risk: Not applicable.

Note 2: CASH AND INVESTMENTS (CONTINUED)

Louisiana Asset Management Pool (LAMP) Investment (Continued)

For purposes of determining participants' shares, investments are valued at fair value. The fair value of the participant's position is the same as the value of the pool shares.

LAMP, Inc. is subject to the regulatory oversight of the state treasurer and board of directors. LAMP is not registered with the SEC as an investment company. An annual audit of LAMP is conducted by an independent certified public accountant. The Legislative Auditor of the State of Louisiana has full access to the records of LAMP. LAMP issues financial reports which can be obtained from https://www.lamppool.com.

Fair Value Measurement

A summary of the Airport's investments along with the fair value hierarchy levels of each type of investment is as follows:

		Fair Value Hierarchy		
	Total at December 31, 2023	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investment by fair value level:				
U.S. government obligations	$ 193,530	$ -	$ 193,530	$ -
U.S. agency obligations	94,752,391	94,752,391	-	-
Money market funds	191,189,965	191,189,965	-	-
Total investments at fair value level	286,135,886	$ 285,942,356	$ 193,530	$ -
Investment measured at amortized cost:				
LAMP	21,676,995			
Total investments at amortized cost	21,676,995			
Total investments	$ 307,812,881			

Note 2: CASH AND INVESTMENTS (CONTINUED)

Fair Value Measurement (Continued)

		Fair Value Hierarchy		
	Total at December 31, 2022	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investment by fair value level:				
U.S. government obligations	$ 7,638,639	$ 5,521,147	$ 2,117,493	$ -
U.S. agency obligations	102,155,785	102,155,785	-	-
Money market funds	169,155,392	169,155,392	-	-
Total investments at fair value level	278,949,816	$ 276,832,324	$ 2,117,493	$ -
Investment measured at amortized cost:				
LAMP	33,590,770			
Total investments at amortized cost	33,590,770			
Total investments	$ 312,540,586			

Investments classified in Level 2 of the fair value hierarchy are valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices.

Note 3: ACCOUNTS RECEIVABLE, NET

Accounts receivable as of December 31 consisted of the following:

	2023	2022
Due from tenants	$ 6,410,637	$ 884,892
Parking garage	2,914,895	5,073,330
Rent receivable – Service concession arrangement	2,768,371	2,846,095
Other	6,490,505	1,894,169
	18,645,755	10,698,486
Less: allowance for doubtful accounts	(336,661)	(337,546)
	$ 18,309,094	$ 10,360,940

Note 4: SUMMARY OF RESTRICTED ASSETS

Assets restricted for specific purposes in accordance with bond indentures and other legal restrictions are composed of the following at December 31, 2023:

	Cash and certificates of deposits	Dreyfus Treasury Prime Cash Management	JPM U.S. Treasury and U.S. money market fund	Passenger facility charges receivable	Customer facility charges receivable	Total
Debt service fund	$ 2,361,590	$ 58,304,789	$ -	$ -	$ -	$ 60,666,379
Debt service reserve fund	-	37,011,706	59,831,179	-	-	96,842,885
Capitalized interest	-	13,220	-	-	-	13,220
Coverage account	-	1,922,772	-	-	-	1,922,772
Operations and maintenance			-			
reserve fund	-	12,459,531		-	-	12,459,531
Capital improvement fund	(19,340)	70,712,374	-	-	-	70,693,034
GARB restricted	4,057	234,025	-	-	-	238,082
Receipts fund	150,138	5,644,924	-	-	-	5,795,062
Rollover fund	-	16,925,759	-	-	-	16,925,759
PFC collect	-	-	-	-	-	-
CFC collect	(46)	23,061,625	-	-	-	23,061,579
Bond costs	-	774,785	-	-	-	774,785
Parking Facility Reserve	-	-	1,221,565	-	-	1,221,565
Receivables	-	-	-	5,077,274	1,834,124	6,911,398
Total	$ 2,496,399	$ 227,065,510	$ 61,052,744	$ 5,077,274	$ 1,834,124	$ 297,526,051

Assets restricted for specific purposes in accordance with bond indentures and other legal restrictions are composed of the following at December 31, 2022:

	Cash and certificates of deposits	Dreyfus Treasury Prime Cash Management	JPM U.S. Treasury and U.S. money market fund	Passenger facility charges receivable	Customer facility charges receivable	Total
Debt service fund	$ 1,271,182	$ 49,881,546	$ -	$ -	$ -	$ 51,152,728
Debt service reserve fund	-	58,139	91,553,925	-	-	91,612,064
Capitalized interest	-	-	-	-	-	-
Coverage account	-	1,916,252	-	-	-	1,916,252
Operations and maintenance			-			
reserve fund	-	9,503,995		-	-	9,503,995
Capital improvement fund	(19,340)	75,547,466	-	-	-	75,528,126
GARB restricted	358,407	50,987	-	-	-	409,394
Receipts fund	105,837	6,423,526	-	-	-	6,529,363
Rollover fund	-	16,701,793	-	-	-	16,701,793
PFC collect	-	-	-	-	-	-
CFC collect	30	22,262,234	-	-	-	22,262,264
Bond costs	-	2,021,690	-	-	-	2,021,690
Parking Facility Reserve	-	-	1,165,490	-	-	1,165,490
Receivables	-	-	-	3,286,137	1,071,151	4,357,288
Total	$ 1,716,116	$ 184,367,628	$ 92,719,415	$ 3,286,137	$ 1,071,151	$ 283,160,447

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT

Capital assets include assets acquired with the Airport's own funds, those acquired through resources externally restricted for capital acquisition, and those capitalized due to a service concession arrangement. A summary of changes in capital assets for the year ended December 31, 2023 and 2022 is as follows:

	Balance December 31, 2022	Additions during year	Deletions/ transfers during year	Balance December 31, 2023
Capital assets not being depreciated:				
Land	$ 78,138,359	$ -	$ -	$ 78,138,359
Air rights	22,282,449	-	-	22,282,449
Construction in progress	96,297,232	61,417,678	(91,405,975)	66,308,935
Total capital assets not being depreciated	196,718,040	61,417,678	(91,405,975)	166,729,743
Capital assets being depreciated:				
Land improvements	513,100,732	62,157,763	-	575,258,495
Buildings and furnishings	1,650,816,213	29,212,190	(374,193)	1,679,654,210
Fuel tank farm	39,118,194	-	-	39,118,194
Heliport	3,074,179	-	(3,074,179)	-
Utilities	57,029,411	-	-	57,029,411
Equipment	11,335,631	-	-	11,335,631
Computers	1,534,992	-	-	1,534,992
HP Finance Lease	907,747	-	-	907,747
Total capital assets Being depreciated	2,276,917,099	91,369,953	(3,448,372)	2,364,838,680
Total capital assets	2,473,635,139	152,787,631	(94,854,347)	2,531,568,423
Less accumulated depreciation:				
Land improvements	397,539,967	13,134,745	-	410,674,712
Buildings and furnishings	519,641,981	46,531,041	(374,193)	565,798,829
Fuel tank farm	3,017,380	979,974	-	3,997,354
Heliport	3,074,179	-	(3,074,179)	-
Utilities	23,435,382	2,057,339	-	25,492,721
Equipment	10,565,899	410,728	-	10,976,627
Computers	1,390,484	-	-	1,390,484
HP Finance Lease	349,409	165,045	-	514,454
Total accumulated depreciation	959,014,681	63,278,872	(3,448,372)	1,018,845,181
Total capital assets, net	$ 1,514,620,458	$ 89,508,759	$ (91,405,975)	$ 1,512,723,242

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT (CONTINUED)

	Balance December 31, 2021	Additions during year	Deletions/ transfers during year	Balance December 31, 2022
Capital assets not being depreciated:				
Land	$ 78,138,359	$ -	$ -	$ 78,138,359
Air rights	22,282,449	-	-	22,282,449
Construction in progress	54,158,794	48,098,764	(5,960,326)	96,297,231
Total capital assets not being depreciated	154,579,602	48,098,764	(5,960,326)	196,718,039
Capital assets being depreciated:				
Land improvements	508,955,489	4,145,243	-	513,100,732
Buildings and furnishings	1,649,144,560	1,671,653	-	1,650,816,213
Fuel tank farm	39,118,194	-	-	39,118,194
Heliport	3,074,179	-	-	3,074,179
Utilities	57,029,411	-	-	57,029,411
Equipment	11,298,056	37,575	-	11,335,631
Computers	1,534,986	-	-	1,534,992
HP Finance Lease	907,747	-	-	907,747
Total capital assets Being depreciated	2,271,062,628	5,854,471	-	2,276,917,099
Total capital assets	2,425,642,230	53,953,235	(5,960,326	2,473,635,139
Less accumulated depreciation:				
Land improvements	384,816,383	12,723,582	-	397,539,967
Buildings and furnishings	473,300,721	46,400,773	-	519,641,981
Fuel tank farm	2,037,405	979,974	-	3,017,380
Heliport	3,074,179	-	-	3,074,179
Utilities	21,377,236	2,058,154	-	23,435,382
Equipment	9,935,521	503,249	-	10,565,899
Computers	1,409,311	48,785	-	1,390,484
HP Finance Lease	184,363	165,045	-	349,409
Total accumulated depreciation	896,135,119	62,879,562	-	959,014,681
Total capital assets, net	$ 1,529,507,111	$ (8,926,327)	$ (5,960,326)	$ 1,514,620,458

Note 5: PROPERTY, BUILDINGS, AND EQUIPMENT (CONTINUED)

Construction in progress is composed of the following at December 31, 2023 and 2022:

Description	2023	2022	Remaining Commitments at 2023
Airfield Lighting Vault	$ -	$ -	$ 129,942
Airside Development	1,116,220	53,144,178	20,068,026
New Terminal Development	16,804,006	19,552,365	55,427,032
Miscellaneous Projects	46,917,949	22,366,590	35,578,603
Stormwater Pump Station	-	-	22,479
Parking – Circulation Bridge	-	-	2,148
Southside Redevelopment	1,470,760	1,234,097	4,705,318
Total	$ 66,308,935	$ 96,297,231	$ 115,933,548

Note 6: LONG-TERM DEBT

Long-term debt activity for the year ended December 31, 2023 and 2022 as follows:

Long-Term Debt	Balance December 31, 2022	Additions	Deductions	Balance December 31, 2023	Principal due within one year
Bonds Payable:					
Series 2015A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	$ 54,590,000	$ -	$ -	$ 54,590,000	$ 1,190,000
Series 2015B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	510,735,000	-	-	510,735,000	11,240,000
Series 2017A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	96,085,000	-	(1,315,000)	94,770,000	930,000
Series 2017B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	210,690,000	-	(2,905,000)	207,785,000	2,080,000
Series 2017C Revenue Refunding Bonds (North Terminal Project), variable interest rate between 2.227% and 2.949%; January 1, 2023 at 2.949% final maturity	12,190,000	-	(12,190,000)	-	-
Series 2017D-2 Revenue Refunding Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	43,050,000	-	(1,820,000)	41,230,000	1,910,000
Series 2018 Go Zone CFC Bonds Revenue Refunding Bonds, fixed interest rate ranging from 4% - 5% ; January 1, 2040	82,565,000	-	-	82,565,000	-

Note 6: LONG-TERM DEBT (CONTINUED)

Bonds Payable, (continued):	Balance December 31, 2022	Additions	Deductions	Balance December 31, 2023	Principal due within one year
Series 2019 GO ZONE Revenue Bonds, fixed interest rate, January 1, 2041 at 5% final maturity	22,420,000	-	(745,000)	21,675,000	780,000
Series 2023A GARB Premium Revenue Bonds, fixed interest rate ranging from 5% ; January 1, 2044	-	4,245,000	-	4,245,000	-
Series 2023B GARB Premium Revenue Bonds, fixed interest rate ranging from 5% ; January 1, 2044	-	18,365,000	-	18,365,000	-
	1,032,325,000	22,610,000	(18,975,000)	1,035,960,000	18,130,000
Unamortized discount on bonds	(243,294)	-	(23,055)	(220,239)	(23,055)
Unamortized premium on bonds	78,736,600	2,367,550	(5,400,578)	75,703,672	5,361,320
	1,110,818,306	24,977,650	(24,352,523)	1,111,443,433	23,468,265
Loans Payable:					
Series 2022 Series Trust rate, October 1, 2025 at 10% final maturity	61,053,500	-	-	61,053,500	-
	61,053,500	-	-	61,053,500	-
	$ 1,171,871,806	$ 24,977,650	$ (24.352.523)	$ 1,172,496,933	$ 23,468,265

Note 6: LONG-TERM DEBT (CONTINUED)

Long-Term Debt	Balance December 31, 2021	Additions	Deductions	Balance December 31, 2022	Principal due within one year
Bonds Payable:					
Series 2015A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	$ 54,590,000	$ -	$ -	$ 54,590,000	$ -
Series 2015B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2045 at 5.0% final maturity	510,735,000	-	-	510,735,000	-
Series 2017A Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	97,335,000	-	(1,250,000)	96,085,000	1,315,000
Series 2017B Revenue Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	213,460,000	-	(2,770,000)	210,690,000	2,905,000
Series 2017C Revenue Refunding Bonds (North Terminal Project), variable interest rate between 2.227% and 2.949%; January 1, 2023 at 2.949% final maturity	24,065,000	-	(11,875,000)	12,190,000	12,190,000

Note 6: LONG-TERM DEBT (CONTINUED)

Bonds Payable, (continued):	Balance December 31, 2021	Additions	Deductions	Balance December 31, 2022	Principal due within one year
Series 2017D-2 Revenue Refunding Bonds (North Terminal Project), fixed interest rate; January 1, 2038 at 5.0% final maturity	44,780,000	-	(1,730,000)	43,050,000	1,820,000
Series 2018 Go Zone CFC Bonds Revenue Refunding Bonds, fixed interest rate ranging from 4% - 5% ; January 1, 2040	82,565,000	-	-	82,565,000	-
Series 2019 GO ZONE Revenue Bonds, fixed interest rate, January 1, 2041 at 5% final maturity	23,130,000	-	(710,000)	22,420,000	745,000
	1,050,660,000	-	(18,335,000)	1,032,325,000	18,975,000
Unamortized discount on bonds	(266,349)	-	(23,055)	(243,294)	-
Unamortized premium on bonds	84,049,730	-	(5,313,134)	78,736,600	-
	1,134,443,381	-	(23,625,079)	1,110,818,306	18,975,000
Loans Payable:					
Series 2022 Series Trust rate, October 1, 2025 at 10% final maturity	-	61,053,500	-	61,053,500	-
2017 Revenue Interim Drawdown Note; variable interest rate of 65.001% of one-month ICE LIBOR plus 0.79% final maturity of October 1, 2022	60,550,862	-	(60,550,862)	-	-
	60,550,862	61,053,500	(60,550,862)	61,053,500	-
	$ 1,194,994,243	$ 61,053,500	$ (84,175,942)	$ 1,171,871,806	$ 18,975,000

Note 6: LONG-TERM DEBT (CONTINUED)

Debt service requirements to maturity for all outstanding bonds and loans are as follows:

	Interest	Principal	Total
Bonds Payable:			
December 31:			
2024	$ 51,032,375	18,130,000	69,162,375
2025	50,052,375	21,110,000	71,162,375
2026	48,975,825	24,470,000	73,445,825
2027	47,787,775	25,575,000	73,362,775
2028	46,478,400	26,845,000	73,323,400
2029-2033	210,340,500	155,785,000	366,125,500
2034-2038	166,255,175	202,370,000	368,625,175
2039-2043	109,017,488	254,570,000	363,587,488
2044-2048	39,583,102	307,105,000	346,688,102
	$ 769,523,015	$ 1,035,960,000	$ 1,805,483,015

	Interest	Principal	Total
Loans Payable:			
December 31:			
2025	$ -	$ 61,053,500	$ 61,053,500
	$ -	$ 61,053,500	$ 61,053,500

In 2023, the Airport issued $22,610,000 of New Orleans Aviation Board General Airport Revenue Bonds, Series 20223A and 2023B with an original issue premium of $2,367,650. The purpose of the issue was to finance the costs of constructing and equipping the Series 2023 Projects, including capitalized interest, pay the Costs of Issuance of the Series 2023 Bonds and fund the Debt Service Reserve Fund Requirement for the Series 2023 Bonds.

Note 7: FINANCE LEASES

The Airport entered into a lease purchase agreement on August 18, 2020 to lease various equipment items, as defined in the terms of the agreement. Payments began in November 2020 and will continue for 66 months. The economic substance of the lease is that the Airport is financing the acquisition of the assets through the leases; and, accordingly, both a right of use asset and lease liability are recorded in the Airport's statements of net position as of December 31, 2023 and 2022.

The following is an analysis of the right of use assets included in capital assets and equipment at December 31, 2023 and 2022:

	2023	2022
Equipment	$ 907,747	$ 907,747
Less: Accumulated Deprecation	514,454	349,409
	$ 393,293	$ 558,338

The following is a schedule by years of future minimum payments required under the lease together with the present value as of December 31:

2024	$ 171,160
2025	171,160
2026	77,816
Total Minimum Lease Payments	420,136
Less: Amount Representing Interest	(20,031)
Present Value of Minimum Lease Payments	$ 400,105

Note 8: PENSION PLANS

Plan Descriptions

Employees and officers of the Airport are eligible for membership in the Employees' Retirement System of the City of New Orleans (the Plan), a single employer defined benefit retirement plan. A separate financial report on the Plan for the years ended December 31, 2022 and 2021 is available from the City of New Orleans Director of Finance, 1300 Perdido Street, Room 1E12, New Orleans, Louisiana 70112, (504) 658-1850.

The Plan is a defined benefit pension plan established under the laws of the State of Louisiana. The City Charter provided that the Retirement Ordinance (Chapter 114 of the Code) continues to govern and control the Plan under the management of the Board of Trustees (the Board), and also for changes in the Retirement System by council action, subject to certain limitations for the purpose of providing retirement allowances, death, and disability benefits to all officers and employees of the city, except those officers and employees who are already or may hereafter be included in the benefits of any other pension or retirement system of the city, the state or any political subdivision of the state.

Note 8: PENSION PLANS (CONTINUED)

The Plan became operative on July 1, 1947. It is supported by joint contributions of the Airport and employee members and income from investments. The Airport makes contributions for members during active service as well as for periods of service of members employed prior to July 1, 1947. In this way, reserves are accumulated from the Airport and employee contributions.

The general administration and the responsibility for the proper operation of the Plan and for making effective the provisions of the Retirement Ordinance are vested in the Board of Trustees of the Retirement System.

Contributions

Employee Contributions

The effective rate for employee contributions is 6% for 2023 and 2022.

Employer Contributions

Employer contributions are based on a certain percentage of earnable compensation of each member, known as "normal contributions," determined on the basis of regular interest and mortality tables adopted by the Board, and additional percentage of earnable compensation, known as "Accrued Liability contributions," determined by an actuary on the basis of the amortization period adopted by the Board of Trustees from time to time. Actual contributions by the Airport of $1,934,535 and $1,857,843 were approximately 18.8% and 18.3% of covered payroll for the years ended December 31, 2023 and 2022, respectively.

Benefits Provided

Retirement

Under the System, employees with 30 years of service, or who attain age 60 with 10 years of service, or age 65 and 5 years of service are entitled to a retirement allowance. Effective January 1, 2002, any member whose age and service total 80 may retire with no age reduction. The benefits to retirees consist of the following:

1. An annuity, which is the actuarial equivalent of the employee's accumulated contribution; plus

2. Effective for members retiring on or after January 1, 2002, an annual pension, which, together with above annuity, provides total retirement allowance equal to 2.5% of average compensation times first 25 years, plus 4% of average compensation times creditable service over 25 years.

Note 8: PENSION PLANS (CONTINUED)

3. Effective for members retiring before 2002, but on or after January 1, 1983, an annual pension, which, together with above annuity, provides total retirement allowance equal to 2% of average compensation times first 10 years, plus 2 1/2% of average compensation times next 10 years, plus 3% of average compensation times next 10 years, plus 4% of average compensation times creditable service over 30 years.

4. Effective January 1, 1983, additional pension equal to 2% of $1,200 times first 10 years, plus 2 1/2% of $1,200 times next 10 years, plus 3% of $1,200 times next 10 years, plus 4% of $1,200 times service over 30 years ceases at 62 or at eligibility for Social Security, whichever comes first. Effective January 1, 2002, the $1,200 exclusion will not apply.

5. Additional pension for member who reaches age 65 with 20 or more years and the retirement allowance under (1) and (2) above is less than $1,200 per year; to produce total retirement allowance of $1,200 per year.

6. Effective January 1, 1982, for service retirement prior to age 62 with less than 30 years of service, (3) and (4) above are reduced by 3% for each year below 62. However, effective January 1, 1996, this reduction is not made if employee has at least 30 years of service. Effective January 1, 2002, no reduction if age and service total at least 80.

7. Maximum Benefit: Benefit not to be greater than 100% of average compensation, unless member has already accrued a larger benefit as of April 1978.

8. Minimum Benefit: Effective June 1, 1999, benefit of $300 per month for retirees with 10 years of service at retirement.

9. Form of Benefit: Modified cash refund annuity - If a member dies after retirement and before receiving the amount of his accumulated contributions in annuity payments, then the lump sum balance of his contributions is paid to beneficiary.

10. Cost-of-Living: Board of Trustees retains excess over average 3 1/2% interest earnings to provide Cost-of-Living increases in benefits to retirees (past or future) not to exceed 3% of original benefit per each year of retirement. Effective January 1, 2001, additional one-time increase of 1 % times member's or beneficiary's current monthly benefit times whole calendar years from date benefit commenced.

Deferred Retirement Option Program (DROP)

Effective January 1, 1994, any member who is eligible for a service retirement under Section 114-201(a) may participate in the DROP program. A member can participate for up to five years. When a member joins the DROP, he stops contributing to and earning benefits in the system. Employer contributions also stop. His retirement benefit begins being paid into his DROP account.

Note 8: PENSION PLANS (CONTINUED)

1. Interest is earned on the DROP account at an annual rate set by the Board. Members of the DROP receive cost-of-living increases, as if they would have received such raises as a retiree.

2. Upon termination of employment at the end of the specified period of DROP participation, the DROP account is paid out. After his DROP period ends and upon continued or re-employment, the member may resume contributions and earn a supplemental benefit based on current covered compensation.

3. If at the end of a members' period of DROP participation he does not terminate employment, payments into DROP shall cease and no further interest shall be earned or credited to the account. Payments shall not be made until employment is terminated.

Net Pension Liability

The Airport's Net Pension Liability of $25,367,734 and $20,409,487 is measured as of December 31, 2023 and 2022, respectively. The Total Pension Liability used to calculate the Net Pension Liability was also determined as of that date.

The following schedule lists the Airport's proportionate share of the Net Pension Liability allocated by the pension plan based on the December 31, 2023 and 2022 valuation. The Airport uses this measurement to record its Net Pension Liability and associated amounts as of December 31, 2023 and 2022. The schedule also includes the proportionate share allocation rate used at December 31, 2023 and 2022. The Airport's proportion of the Net Pension Liability was based on a projection of the City of New Orleans' long-term share of contributions to the pension plan relative to the projected contributions of all participating entities, actuarially determined.

	Net Pension Liability at December 31, 2023	Allocation Rate at December 31, 2023	Increase (Decrease) to December 31, 2022 Rate
Employees' Retirement System of the City of New Orleans	$ 25,367,734	6.947431%	0.092061%

	Net Pension Liability at December 31, 2023	Allocation Rate at December 31, 2023	Increase (Decrease) to December 31, 2022 Rate
Employees' Retirement System of the City of New Orleans	$ 25,409,487	6.855370%	(0.183572)%

Note 8: PENSION PLANS (CONTINUED)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended December 31, 2023 and 2022, the Airport recognized a pension expense of $2,744,926 and $4,023,965, respectively in payroll related expense on the statement of revenues, expenses, and changes in net position.

On December 31, 2023 and 2022, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	December 31, 2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 1,440,780	$ 143,676
Net difference between projected and actual earnings on pension plan investments	1,720,348	-
Changes of assumptions	77,411	615,513
Total	$ 3,238,539	$ 759,189

	December 31, 2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 1,574,985	$ -
Net difference between projected and actual earnings on pension plan investments	3,033,734	-
Changes of assumptions	133,803	1,411,028
Total	$ 4,742,522	$ 1,411,028

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

2024	$ 462,689
2025	872,782
2026	1,448,313
2027	(304,434)
	$ 2,479,350

Note 8: PENSION PLANS (CONTINUED)

Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of December 31, 2023 and 2022, using the following actuarial assumptions:

	Employees' Retirement System
Valuation date	December 31, 2023 and 2022
Actuary cost method	Entry age normal
Actuarial assumptions:	
Expected remaining service live	4 years
Investment rate of return	7.25%, net of investment expense, including inflation
Inflation rate	2.50%
Mortality	PubG-2010 for healthy lives and PubNS-2010 Disabled Retiree for disabled lives, projected generationally with scale MP-2020
Salary increases	Age-based annual rates ranging from 10% to 3.2%
Cost of living adjustments	The present value of future retirement benefits is based on benefits currently being paid by the pension trust funds and includes previously granted cost of living increases. The present values do not include provisions for potential future increases not yet authorized by the Board of Trustees.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are development for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by an asset allocation percentage which is based on the nature and mix of current and expected plan investments and by adding expected inflation.

Note 8: PENSION PLANS (CONTINUED)

Best estimates of arithmetic real rates of return for each major asset class included in the Pension Trust Fund's current and expected asset allocation as of December 31, 2023 and 2022 are summarized in the following table:

	2023		2022	
Asset Class	Target Asset Allocation	Long-term expected portfolio real rate of return	Target Asset Allocation	Long-term expected portfolio real rate of return
Cash equivalents	2.00%	1.00%	2.00%	0.71%
Equity securities	56.50%	13.76%	56.50%	16.46%
Fixed income	22.00%	1.96%	22.00%	1.80%
Real Estate	5.00%	3.40%	5.00%	3.61%
Other alternative investments	14.50%	12.90%	14.50%	13.17%

Discount Rate

The discount rate used to measure the total pension liability was 7.25% for the Employees' Retirement System for 2023 and 2022. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that the plan's contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Employees' Retirement System pension trust funds' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Note 8: PENSION PLANS (CONTINUED)

Changes in Net Pension Liability

The change in net pension liability for the year ended December 31, 2023 is as follows:

Change in Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Service cost	$ 887,422	$ -	$ 887,422
Interest on the total pension liability	3,923,362	-	3,923,362
Difference between expected and actual experience	1,265,964	-	1,265,964
Changes of assumptions and other inputs	729,883	-	729,883
Changes of benefit term	-	-	-
Contributions – employer	-	2,126,103	(2,126,103)
Contributions - member	-	707,463	(707,463)
Net investment income	-	3,617,307	(3,617,307)
Benefit payments and net transfers	(3,706,150)	(3,706,150)	-
Administrative expense	-	(50,126)	50,126
Other changes	-	447,637	(447,637)
Net Change	3,100,481	3,142,234	(41,753)
Net Pension Liability, Beginning	54,351,106	28,941,619	25,409,487
Net Pension Liability, Ending	$ 57,451,587	$ 32,083,853	$ 25,367,734

The change in net pension liability for the year ended December 31, 2022 is as follows:

Change in Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Service cost	$ 847,873	$ -	$ 847,873
Interest on the total pension liability	3,771,818	-	3,771,818
Difference between expected and actual experience	211,590	-	211,590
Changes of assumptions and other inputs	(1,420,524)	-	(1,420,524)
Changes of benefit term	213,900	-	213,900
Contributions – employer	-	1,759,432	(1,759,432)
Contributions - member	-	599,412	(599,412)
Net investment income	-	(4,649,276)	4,649,276
Benefit payments and net transfers	(3,742,580)	(3,742,580)	-
Administrative expense	-	(42,201)	42,201
Other changes	-	(883,873)	883,873
Net Change	(117,922)	(6,959,086)	6,841,163
Net Pension Liability, Beginning	54,469,028	35,900,705	18,568,323
Net Pension Liability, Ending	$ 54,351,106	$ 28,841,619	$ 25,409,487

Note 8: PENSION PLANS (CONTINUED)

Sensitivity of the Net Pension Liability to Change in the Discount Rate

The following presents the net pension liability of the Airport as of December 31, 2023 and 2022 using the discount rate of 7.25%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate.

Net pension liability	1% Decrease 6.25%	Current Discount Rate 7.25%	1% Increase 8.25%
December 31, 2023	$ 31,944,137	$ 25,367,734	$ 20,582,274
December 31, 2022	$ 31,520,843	$ 25,409,487	$ 20,309,537

Payables to the Plan

The Airport recorded accrued liabilities of $122,485 and $175,609 to the Plan for the years ended December 31, 2023 and 2022, respectively, mainly due to the accrual for payroll at the end of each of the fiscal years. The amounts due are included in liabilities under the amounts reported as accounts, salaries and other payables.

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS

Plan description

The Airport provides certain continuing health care and life insurance benefits for its retired employees through the City of New Orleans. The City of New Orleans' OPEB Plan (the OPEB Plan) is a single employer defined benefit OPEB plan administered by the City. The authority to establish and/or amend the obligation of the employer, employees and retirees rests with the City. No assets are accumulated in a trust. The OPEB plan does not issue a stand-alone financial report.

Benefits Provided

Medical benefits are provided through a self-insured comprehensive health benefit program. Full details are contained in the official plan documents. Medical benefits are provided to employees upon actual retirement (that is, at the end of the DROP period, if applicable) according to the retirement eligibility provisions of the OPEB Plan by which the employee is covered. Most Airport employees are covered by The Employees' Retirement System of the City of New Orleans (NOMERS). The maximum DROP period is five years. Retirement (DROP entry) eligibility is as follows: the earliest of 30 years of service at any age; age 60 and 10 years of service; age 65 and 20 years of service; or, satisfaction of the "Rule of 80" (age plus service equals or exceeds 80).

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

Employees covered by benefit terms

At December 31, 2023, 188 active employees were covered by the benefit terms. There is a total of 52 inactive employees or beneficiaries currently receiving benefit payments under the OPEB plan.

The Airport's portion of the annual premium base is paid by the City and reimbursed by the Airport. The contributions by the City for the years ended December 31, 2023 and 2022 were estimated to be approximately $420,000 and $454,000, respectively.

Total OPEB Liability

The Airport's proportionate share (3.79% and 3.93%) of the total OPEB liability was $6,406,280 and $6,004,876, was measured as of December 31, 2023 and 2022, respectively and was determined by an actuarial valuation as of January 1, 2023 and 2022 for the years ended December 31, 2023 and 2022, respectively. The proportionate share of the total OPEB liability was based on a percentage of payroll of active employees of the Airport in proportion to total payroll of active employees for all participating entities.

Actuarial Assumptions and other inputs

The total OPEB liability in the December 31, 2023 and 2022 actuarial valuations were determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.5%, annually
Salary increases	4.0%, including inflation
Discount rate	3.26%, annually (As of December 31, 2023)
	3.72%, annually (As of December 31, 2022)
Healthcare cost trend rates	Flat 5.5% annually

The discount rate was based on the average of the Bond Buyers' 20 Year General Obligation municipal bond index as of December 31, 2023 and 2022, the end of the applicable measurement period.

Mortality rates were based on the RP-2000 Table without projection with 50%/50% unisex blend.

The actuarial assumptions used in the December 31, 2023 valuation were based on the results of ongoing evaluations of the assumptions from January 1, 2010 to December 31, 2023. The actuarial assumptions used in the December 31, 2022 valuation were based on the results of ongoing evaluations of the assumptions from January 1, 2009 to December 31, 2022.

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

Changes in the Total OPEB Liability during 2023 and 2022:

	2023	2022
Balance at December 31, 2022 and 2021	$ 6,004,876	$ 7,725,331
Changes for the year:		
Service cost	83,682	109,610
Interest	215,576	148,796
Differences between expected and actual experience	196,297	(248,219)
Changes in assumptions and other inputs	325,507	(1,276,615)
Benefit payments and net transfers	(419,658)	(454,027)
Net changes	401,404	(1,720,455)
Balance at December 31, 2023 and 2022	$ 6,406,280	$ 6,004,876

Sensitivity of the total OPEB liability to changes in the discount rate – The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate:

December 31, 2023	1.0% Decrease (2.26%)	Current Discount Rate (3.26%)	1.0% Increase (4.26%)
Total OPEB liability	$ 7,742,331	$ 6,406,280	$ 5,375,021

December 31, 2023	1.0% Decrease (2.72%)	Current Discount Rate (3.72%)	1.0% Increase (4.72%)
Total OPEB liability	$ 7,257,212	$ 6,004,876	$ 5,038,122

Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates – The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare trend rates:

December 31, 2023	1.0% Decrease (4.5%)	Current Trend (5.5%)	1.0% Increase (6.5%)
Total OPEB liability	$ 5,504,743	$ 6,406,280	$ 7,588,878

December 31, 2022	1.0% Decrease (4.5%)	Current Trend (5.5%)	1.0% Increase (6.5%)
Total OPEB liability	$ 5,159,827	$ 6,004,876	$ 7,109,625

Note 9: OTHER POST EMPLOYMENT RETIREMENT BENEFITS (CONTINUED)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2023, the Airport recognized its proportion of OPEB expense as $373,171. At December 31, 2023, the Airport reported proportion of deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 517,605	$ 381,642
Changes in assumptions	1,180,933	1,130,932
Total	$ 1,698,538	$ 1,512,574

For the year ended December 31, 2022, the Airport recognized its proportion of OPEB expense as $245,353. At December 31, 2022, the Airport reported proportion of deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 480,083	$ 467,095
Changes in assumptions	1,099,881	1,374,796
Total	$ 1,579,964	$ 1,841,891

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

2024	$ 73,913
2025	73,911
2026	(144,093)
2027	(123,400)
2028	130,741
Thereafter	175,092
	$ 185,964

Note 10: SERVICE CONCESSION ARRANGEMENT

In April 2017, the City of New Orleans and the Airport entered into a 29-year lease with New Orleans Fuel Facilities LLC (NOFF) to lease the fuel system, provide for the continued operations, improvement, maintenance and management of the fuel system, and allow NOFF to make a significant capital investment in and improvement to the fuel system in connection with the Airport's development, construction and operation of the new passenger terminal at the Airport.

The Airport has determined that the cooperative endeavor agreement (CEA) between NOFF and the Airport meets the four criteria of a service concession arrangement (SCA) per GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements*. SCAs are defined as a contract between a government and an operator, another government or private entity, in which the operator, another government or a private entity, in which the operator provides services, the operator collects and is compensated by fees from third parties, the government still retains control over the services provided and the government retains ownership of the assets at the end of the contract.

As part of the lease between the Airport and NOFF, NOFF agreed to pay rent, totaling a minimum of $3.2 million over the term of the agreement. In addition, any improvements constructed on the leased premises become the property of the Airport upon installation. As of December 31, 2019, $39,118,194 had been incurred in cumulative construction costs for the Airport Tank Farm and Hydrant System, and this project was substantially completed and operational by November 30, 2019. During the fiscal year 2019, the Airport recorded a capital asset and deferred inflow of resources for costs incurred by NOFF in the amount of $38,490,470.

During the year ended December 31, 2023 and 2022, the Airport recorded depreciation expense in the amount of $916,713 and $916,713, respectively. Revenue is recognized over the course of the agreement. The Airport recorded a rent receivable as of December 31, 2023 and 2022 of $2,768,371 and $2,846,095, respectively, for the minimum payments expected to be received over the remaining years of the lease.

Note 11: CAPITAL CONTRIBUTIONS

Capital contributions recorded by the Airport represent amounts received from the federal government to finance the cost of construction of airport facilities. During the years ended December 31, 2023 and 2022, the Federal Aviation Administration (FAA) contributed $10,429,378 and $15,439,773, respectively, the Aviation Trust Fund (ATF) contributed $13,396 and $33,495, respectively, and the Transportation Security Administration (TSA) contributed $- and $188,561, respectively.

Note 12: LEASES

The Airport is the lessor of terminal space, land, hangars, and buildings on Airport property to air carriers and other tenants under various operating leases. Some of the leases, in addition to non-cancellable amounts at fixed rates, provide for additional payments based on usage or activity. For purposes of GASBS No. 87 implementation, the Airport's leases have been classified as:

1. Subject to GASBS No. 87 – Non-Regulated Leases
2. Not Subject to GASBS No. 87 – Short Term Leases and Regulated Leases

Leases Subject to GASBS No. 87

In accordance with GASBS No. 87, the Airport recognizes a lease receivable and a deferred inflow of resources for leases subject to GASBS No. 87. For these leases, the Airport is reporting Lease Receivable of $48.1 million and $54.6 million for the fiscal years ended December 31, 2023 and 2022, respectively. The Airport also reported lease revenue of $8.6 million and $9.7 million and interest revenue of $2.4 million and $2.8 million related to lease payments received for the fiscal years ended December 31, 2023 and 2022, respectively.

The leases managed by the Airport do not have an implicit rate of return, therefore the Airport has used their incremental borrowing rate of 5.56% to discount the lease revenue to the net present value.

The Leases Subject to GASBS No. 87 are summarized below.

Non-Regulated Leases – Terminal Concessions

The Airport leases concession space throughout the terminal for ATM's, advertising, passenger services, food and beverage, and retail goods. The remaining terms of these leases range from 1 to 10 years. The concession leases include a minimum annual guarantee (MAG) and a variable revenue component based on a percentage of gross sales.

Non-Regulated Leases – Rental Cars

The Airport leases a Consolidated Facility (CONRAC), ground, and service centers to the rental car companies. The term ends on the tenth anniversary of the DBO of the CONRAC. During the first year of the agreement the tenant is required to pay the initial annual rate of $0.48 per square foot for the ground upon which the CONRAC is located and at the initial annual rate of $0.30 per square foot for the ground upon which the service centers are located.

Non-Regulated Leases – Building

The Airport leases office or other building space to the Transportation Security Administration and to other parties. These leases include an annual rent amount plus an adjustment based on the consumer price index. The fixed revenue component is based on square footage and the length of the agreements vary.

Note 12: LEASES (CONTINUED)

Future payments included in the measurement of the lease receivable for the General Fund as of December 31, 2023 for each of the next five fiscal years and in five-year increments thereafter are as follows:

Years Ending December 31:	Principal	Interest	Total
2024	$ 7,893,394	$ 2,099,101	$ 9,992,495
2025	8,254,709	1,727,402	9,982,111
2026	8,526,042	1,340,841	9,866,883
2027	8,522,929	938,770	9,461,699
2028	4,411,246	648,441	5,059,687
2029-2033	10,483,836	738,167	11,222,003
	$ 48,092,156	$ 7,492,722	$ 55,584,878

Leases Not Subject to GASBS No. 87

Short-Term Leases
In accordance with GASBS No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for a lease that is less than 12 months. This classification also includes leases that have expired, and are in a month-to-month status.

Regulated Leases
In accordance with GASBS No. 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings. The U.S. Department of Transportation and the Federal Aviation Administration regulate aviation leases between airports and air carriers and other aeronautical users. The Airport has regulated leases with a number of airlines.

Note 12: LEASES (CONTINUED)

The use and lease agreement between the airlines and the Airport includes exclusive, preferential, and joint use of certain spaces at the Airport. The square footage breakdown of the airline leased space is listed below.

	Terminal Space	Terminal Space % of Total	Apron Space	Apron Space % of Total
Air Canada	395.0	0.2%	-	0.0%
Alaska Airlines	1,150.0	0.7%	-	0.0%
Allegiant Air	160.0	0.1%	-	0.0%
American Airlines	21,951.0	13.7%	162,346.0	16.9%
Atlantic Aviation	143.3	0.1%	-	0.0%
BAGS	238.0	0.1%	-	0.0%
Breeze Airways	7,673.0	4.8%	45,769.0	4.8%
British Airways	457.0	0.3%	-	0.0%
Delta Air Lines	36,246.0	22.6%	178,580.0	18.5%
Frontier Airlines	189.0	0.1%	-	0.0%
GAT Airline Ground Support	3,255.0		3,255.0	
JetBlue	4,685.0	2.9%	42,576.0	4.4%
New Orleans Airline Consortium (NOACO)	1,875.0	1.2%	-	0.0%
New Orleans Fuel Facilities (NOFF)	377.2	0.2%	-	0.0%
PrimeFlight fka Skytanking	-	0.0%	-	0.0%
Southwest Airlines	35,681.0	22.3%	290,919.0	30.2%
Spirit Airlines	15,708.0	9.8%	108,980.0	11.3%
United Airlines	29,920.0	18.7%	130,925.0	13.6%
Total	**160,103.6**	**98.0%**	**963,350.0**	**99.7%**

The Airport recognized $0.4 million of total regulated lease revenues during each of the years ended December 31, 2023 and 2022.

Note 12: LEASES (CONTINUED)

The future expected minimum payments related to regulated leases are as follows:

	Principal	Interest	Total
Years Ending December 31:			
2024	$ 271,115	$ -	$ 271,115
2025	137,327	-	137,327
2026	137,327	-	137,327
2027	100,344	-	100,344
2028	73,928	-	73,928
2029-2033	252,586	-	252,586
	$ 972,586	$ -	$ 972,586

Note 13: COMMITMENTS AND CONTINGENCIES

Commitments

In the normal course of business, the Airport enters into various commitments and contingent liabilities, such as construction contracts and service agreements, which are not reflected in the accompanying financial statements.

Insurance

The Airport is insured for hospitalization and unemployment losses and claims under the City of New Orleans' self-insurance program. The Airport pays premiums to the City of New Orleans' unemployment self-insurance program, and the Airport and its employees pay premiums to the City of New Orleans' hospitalization self-insurance program. Amounts paid to the City by the Airport totaled $1,723,728 and $1,622,949 for the years ended December 31, 2023 and 2022.

Claims and Judgments

There are several pending lawsuits in which the Airport is involved. Based upon review and evaluation of such lawsuits and the advice of legal counsel, management does not believe that the ultimate outcome of such litigation will be material to the Airport's financial position.

Note 13: COMMITMENTS AND CONTINGENCIES (CONTINUED)

Federal Financial Assistance

The Airport participates in a number of federal financial assistance programs. These programs are subject to financial and compliance audits by governmental agencies.

Note 14: SUBSEQUENT EVENTS

In February 2024, the Airport authorized the not to exceed One Hundred Twenty-five Million Dollars ($125,000,000) New Orleans Aviation Board Draw-down Bond Anticipation Note (“Series 2024 BANS”) in one or more series, to be later taken out by the not to exceed One Hundred Forty Million Dollars ($140,000,000) of New Orleans Aviation Board General Airport Revenue and Refunding Bonds (“Bonds”) to be issued in one or more series within the next three years in order to finance reimbursements to the Airport’s General Fund, preliminary expenditures, and capital improvement projects.

For the years ended December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
TOTAL PENSION LIABILITY										
Service cost	$ 887,422	$ 847,873	$ 797,899	$ 852,247	$ 891,187	$ 681,302	$ 596,916	$ 630,676	$ 549,877	$ 487,019
Interest	3,923,362	3,771,819	3,733,581	3,857,085	3,616,732	3,443,875	2,886,080	2,936,801	2,728,538	2,750,562
Change of benefit term	-	213,900	-	476,822	-	(32,760)	-	-	-	-
Differences between expected and actual experience	1,265,964	211,590	1,072,461	917,236	(1,324,570)	1,791,903	869,092	3,048,586	1,366,430	(779,018)
Change of assumptions and other inputs	729,883	(1,420,524)	(3,579,232)	64,379	5,192,940	7,321,948	(3,904,785)	1,260,761	-	-
Benefit payments and net transfers	(3,706,150)	(3,742,580)	(3,669,375)	(4,041,720)	(3,637,041)	(3,745,917)	(3,045,115)	(3,387,558)	(3,128,761)	(2,752,208)
Net Change in Total Pension Liability	3,100,481	(117,922)	(1,644,666)	2,126,049	4,739,248	9,460,351	(2,597,812)	4,489,266	1,516,084	(293,645)
Total Pension Liability - Beginning	54,351,106	54,469,028	56,113,694	53,987,645	49,248,397	39,788,046	42,385,858	37,896,592	36,380,508	36,674,153
Total Pension Liability - Ending (a)	$ 57,451,587	$ 54,351,106	$ 54,469,028	$ 56,113,694	$ 53,987,645	$ 49,248,397	$ 39,788,046	$ 42,385,858	$ 37,896,592	$ 36,380,508
FIDUCIARY NET POSITION										
Contributions - employer	$ 2,126,103	$ 1,759,432	$ 1,524,061	$ 2,452,177	$ 2,529,718	$ 2,323,850	$ 1,716,570	$ 1,900,122	$ 1,511,811	$ 1,367,657
Contributions - member	707,463	599,412	598,977	665,528	681,925	616,889	485,026	518,057	437,104	417,133
Net investment income	3,617,307	(4,649,276)	4,994,205	4,061,150	4,407,988	(1,166,189)	3,279,405	1,991,080	(945,905)	870,874
Benefit payments and net transfers	(3,706,150)	(3,742,580)	(3,669,375)	(4,041,720)	(3,637,041)	(3,745,917)	(3,045,115)	(3,387,558)	(3,128,761)	(2,752,208)
Administrative expense	(50,126)	(42,201)	(39,427)	(23,810)	(28,071)	(18,250)	(21,327)	(11,885)	(5,952)	(18,323)
Transfers into the System	58,979	52,398	67,939	19,692	19,757	37,941	-	-	-	-
Other	388,658	(936,271)	(2,209,105)	221,401	(54,425)	4,555,561	(2,266,977)	759,786	-	-
Net Change in Fiduciary Net Position	3,142,234	(6,959,086)	1,267,275	3,354,418	3,919,851	2,603,885	147,582	1,769,602	(2,131,703)	(114,867)
Fiduciary Net Position - Beginning	28,941,619	35,900,705	34,633,430	31,279,012	27,359,161	24,755,276	24,607,694	22,838,092	24,969,795	25,084,662
Fiduciary Net Position - Ending (b)	$ 32,083,853	$ 28,941,619	$ 35,900,705	$ 34,633,430	$ 31,279,012	$ 27,359,161	$ 24,755,276	$ 24,607,694	$ 22,838,092	$ 24,969,795
NET PENSION LIABILITY - ENDING (a)-(b)	$ 25,367,734	$ 25,409,487	$ 18,568,323	$ 21,480,264	$ 22,708,633	$ 21,889,236	$ 15,032,770	$ 17,778,164	$ 15,058,500	$ 11,410,713
Fiduciary net position as a percentage of the total pension liability	55.85%	53.25%	65.91%	61.72%	57.94%	55.55%	62.22%	58.06%	60.26%	68.64%
Covered payroll	$ 10,292,452	$ 10,185,859	$ 10,019,135	$ 10,208,620	$ 11,164,015	$ 9,614,821	$ 7,632,578	$ 8,037,960	$ 7,118,288	$ 6,579,317
Net pension liability as a percentage of covered payroll	246.47%	249.46%	185.33%	210.41%	203.41%	227.66%	196.96%	221.18%	211.55%	173.43%

NOTES TO SCHEDULE:

Changes in Benefits: For 2020, the benefit multiplier changed to 2.50% for all years of service, 80 point provision added to retirement eligibility, age 60 with 10 years of service early retirement eligibility added, pensionable earnings capped at $150,000, periodically adjusted for inflation by the Trustees, and a retirement Incentive Plan was adopted for participating members with a retirement date in 2020. For 2018, for all employees hired on or after January 1, 2018, the benefit multiplier changed to 1.9% for all years of service and pensionable earnings capped at $100,0000 adjusted for inflation, and early retirement allowed at age 62 with 20 years of service.

Changes in Assumptions and Other Inputs:

Allocation Percentage to the Airport (component unit)	6.9474310%	6.8553700%	7.038942%	7.518513%	7.465669%	7.480550%	6.317905%	6.959001%	6.734940%	6.734940%
Discount Rate	7.25%									
Mortality Tables	PubG-2010, Disabled-PubNS-2010									
Mortality Projection Scale	MP-2018									
Salary Increases	10%-3.2%									

Louis Armstrong New Orleans International Airport
Schedule of Employer Contributions to Defined Benefit Plan
Last 10 Years

December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	$ 1,873,685	$ 1,676,158	$ 1,524,061	$ 2,452,177	$ 2,529,718	$ 2,095,713	$ 1,716,570	$ 1,900,122	$ 1,511,811	$ 1,784,790
Contributions in related to the contractually required contributions	1,934,535	1,857,843	1,636,885	2,522,932	2,569,097	2,249,395	1,761,937	1,666,973	1,603,282	1,533,954
Contribution deficiency (excess)	$ (60,850)	$ (181,685)	$ (112,824)	$ (70,755)	$ (39,379)	$ (153,682)	$ (45,367)	$ 233,149	$ (91,471)	$ 250,836
Covered payroll	$ 10,292,452	$ 10,156,066	$ 10,019,135	$ 10,208,620	$ 11,164,015	$ 9,614,821	$ 7,632,578	$ 8,037,960	$ 7,118,288	$ 6,579,317
Contributions as a percentage of covered payroll	18.80%	18.29%	16.34%	24.71%	23.01%	23.40%	23.08%	20.74%	22.52%	23.31%

NOTES TO SCHEDULE

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Allocation Percentage to the Airport (component unit)	6.947431%	6.855370%	7.038942%	7.518513%	7.465669%	7.480550%	6.317905%	6.959001%	6.734940%	6.734940%

Methods and assumptions used to determine contribution rates:

Valuation date:	January 1, 2022
Actuarial cost method	Entry Age Actuarial Cost Method
Amortization method	Level percent of pay with layered bases
Remaining amortization period.	25 years
Asset valuation method	Actual market value performance over a seven year period ending on the valuation date. The market value performance is averaged over the seven year period by reflecting the actual external cash flow and adjusting each prior year's market value to the current valuation date using the actuarial interest assumption in effect for each year.
Investment rate of return	7.25%, net of pension plan investment expense, including inflation
Inflation	2.50%
Salary increases	Age-based annual rates raning from 10% to 3.2%

Louis Armstrong New Orleans International Airport
Schedule of Changes in Total OPEB Liability and Related Ratios
Last 10 Years*

December 31,	2023	2022	2021	2020	2019	2018
Total OPEB liability						
Service cost	$ 83,682	$ 109,610	$ 142,695	$ 131,766	$ 80,941	$ 91,236
Interest	215,576	148,796	164,500	179,669	222,214	212,949
Current Year Amortization			-	-	43,774	-
Differences between expected and actual experience	196,297	(248,219)	(180,580)	669,003	203,246	(209,788)
Changes of assumptions or other inputs	325,507	(1,276,615)	136,395	559,055	996,934	(466,422)
Benefit payments	(419,658)	(454,027)	(431,839)	(405,160)	(414,293)	(382,674)
Net change in total OPEB liability	401,404	(1,720,455)	(168,829)	1,134,333	1,132,816	$ (754,699)
Total OPEB liability - beginning	6,004,876	7,725,331	7,894,160	6,759,827	5,627,011	6,381,710
Total OPEB liability - ending	$ 6,406,280	$ 6,004,876	$ 7,725,331	$ 7,894,160	$ 6,759,827	$ 5,627,011
Covered payroll	$ 11,631,514	$ 11,184,148	$ 10,596,026	$ 10,084,787	$ 9,982,277	$ 9,614,757
Total OPEB liability as a percentage of covered payroll	55.08%	53.69%	72.91%	78.28%	67.72%	58.52%

* Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Notes to Schedule:
- Information is presented using measurement date which is the same as the fiscal year end.
- No assets are accumulated in a trust to pay related benefits.

- Changes of Assumptions or other inputs:

Discount Rate:	3.26%	3.72%	2.06%	2.12%	2.74%	4.10%
Mortality:	RP-2000	RP-2000	RP-2000	RP-2000	RP-2000	RP-2000
Trend:	5.5%	4.5% to 5.5%	4.5% to 5.5%	4.5% to 5.5%	5.5%	5.5%

Louis Armstrong New Orleans International Airport
Supplemental Schedule of Investments

Year ended December 31, 2023

Description	Year Aquired	Maturity date	Book value	Fair value
Unrestricted investments:				
Special Receipts:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2008	N/A	$ 760,302	$ 760,302
JPM U.S. Treasury Plus				
Investments				
The Bank of New York Mellon	2009	N/A	1,000,012	1,000,012
			1,760,314	1,760,314
City of New Orleans:				
LAMP - Sales Tax/General Purpose	2003	N/A	4,750,188	4,750,188
LAMP - Revolving			1,040	1,040
LAMP - Use & Lease General Purpose	2011	N/A	9	9
			4,751,237	4,751,237
New Orleans Aviation Board:				
Whitney Custody Account			13,183,076	13,183,076
Total unrestricted investments			19,694,627	19,694,627
Restricted investments:				
City of New Orleans:				
LAMP - Rollover Coverage	2009	N/A	16,925,759	16,925,759
CIF-Parking Facility Loan:				
JPM U.S. Treasury Prime				
Investments:				
The Bank of New York Mellon	2010	N/A	1,221,565	1,221,565
Debt Service Fund:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2008	N/A	58,304,789	58,304,789
Debt Service Reserve Fund:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	96,842,922	96,842,922
Capitalized Interest:				
Dreyfus Treasury Prime				
Cash Management:				
The Bank of New York Mellon	2015	N/A	13,220	13,220

Description	Year Acquired	Maturity date	Book value	Fair value
Operations and Maintenance:				
Reserve fund:				
JPM U.S. Treasury Plus				
Cash Management				
The Bank of New York Mellon	2009	N/A	12,459,531	12,459,531
Receipts Fund:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	5,598,368	5,598,368
CFC Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2010	N/A	25,759,145	25,759,145
Time Reimbursement:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	1,259,185	1,259,185
Project Account:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	N/A	3,704,825	3,704,825
PFC Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2009	2008	65,748,364	65,748,364
GARB Restricted:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2015	N/A	234,025	234,025
Vendor Payment:				
Dreyfus Treasury Prime				
Cash Management				
The Bank of New York Mellon	2015	N/A	46,556	46,556
Total restricted investments			288,118,254	288,118,254
Total all investments			$ 307,812,881	$ 307,812,881

Year ended December 31,				*2023*
	Airfield	**Terminal buildings**	**Ground transportation**	**Total**
Operating revenues	$ 8,851,783	$ 100,173,725	$ 3,154,253	$ 112,179,761
Direct expenses	4,794,592	25,039,704	4,752,465	34,586,761
Operating revenues, less direct expenses	4,057,191	75,134,021	(1,598,212)	77,593,000
Depreciation of cost center assets	15,604,217	45,524,214	979,974	62,108,405
Operating revenues, less direct expenses and depreciation	$ (11,547,026)	$ 29,609,807	$ (2,578,186)	15,484,595
Other operating expenses:				
Depreciation of non-cost center assets				1,170,467
Administrative				40,291,956
Total other operating expenses				41,462,423
Operating (loss)				$ (25,977,828)

Louis Armstrong New Orleans International Airport
Supplemental Schedule of Historical Debt Service Coverage Ratio
as Required Under the General Revenue Bond Trust Indenture
Dated February 1, 2009

Year ended December 31,		*2023*
Revenues:		
Airline rentals and landing fees	$	51,201,562
Other operating revenues		58,525,090
Nonoperating revenues		7,183,466
Transferred PFCs		21,763,000
Federal funding		7,377,000
Rollover coverage		16,925,759
Total revenues		162,975,877
Less expenses:		
Operation and maintenance expenses		74,880,995
Net revenues	$	88,094,882
Debt service fund requirement:		
Principal payments	$	18,130,000
Interest expense		47,109,178
Total debt service fund requirement	$	65,239,178
Historical debt service coverage ratio		1.35

(1) Basis of Accounting

The accompanying supplemental schedule has been prepared in accordance with the General Revenue Bond Trust Indenture dated February 1, 2009. The supplemental schedule excludes certain revenues and expenses as defined in the trust indenture.

(2) Rollover Coverage

The Airport annually approves Rollover Coverage, in which the funds are transferred monthly, in ratable portions of the total, to the NOAB Rollover Coverage Account held by the City of New Orleans, and then transferred to the airport operating account, held by the City of New Orleans.

Louis Armstrong New Orleans International Airport
Schedule of Compensation, Benefits, and Other Payments to the Director of Aviation

Year ended December 31,	*2023*
Kevin Dolliole, Director of Aviation	
Purpose	Amount
Salary	$ 342,789
Benefits-retirement contribution	10,119
Benefits- medical	9,025
Benefits-Medicare, Social Security, Workman's Compensation	14,954
Benefits-insurance contribution	88
Travel*	31,890
Conference registration fees*	3,155
Reimbursements*	14

* All Director of Aviation travel, including per diem, lodging, and registration fees associated therewith, are approved at New Orleans Aviation Board public meetings. All reimbursements were for parking charges to attend off-airport meetings. The Director of Aviation charges to the Airport credit card are approved at New Orleans Aviation Board public meetings and the expense report is publically posted on the Airport website at http://flymsy.com/transparentMSY with detail for each expense.

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Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the New Orleans Aviation Board and the
City Council of the City of New Orleans, Louisiana:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Louis Armstrong New Orleans International Airport (the "Airport"), as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements and have issued our report thereon dated July 1, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport's internal control over financial reporting ("internal control") as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Airport's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airport's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the Louisiana Legislative Auditor as a public document.

Carr, Riggs & Ingram, L.L.C.

Metairie, Louisiana
July 1, 2024

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
SCHEDULE OF FINDINGS AND RESPONSES
FOR THE YEAR ENDED DECEMBER 31, 2023

We have audited the basic financial statements of Louis Armstrong New Orleans International Airport as of and for the year ended December 31, 2023. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our audit of the financial statements as of December 31, 2023 resulted in an unmodified opinion.

Section I: Summary of Auditor's Report

a. Report on Internal Control and Compliance Material to the Financial Statements

Internal Control:	
Material Weaknesses	No
Significant Deficiencies	None noted
Compliance:	
NonCompliance Material to Financial Statements	No

b. Federal Awards

There were no federal awards noted.

SECTION II – DEFICIENCIES IDENTIFIED DURING THE AUDIT

None noted.

SECTION III – COMPLIANCE AND OTHER MATTERS

None noted.

APPENDIX G

FORM OF CONTINUING DISCLOSURE CERTIFICATE

$47,575,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE REFUNDING BONDS
SERIES 2024A (NON-AMT)

$455,435,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE REFUNDING BONDS
SERIES 2024B (AMT)

$19,875,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-1 (NON-AMT)

$69,395,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-2 (AMT)

$5,120,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-3 (TAXABLE)

This Continuing Disclosure Certificate (the "**Disclosure Certificate**") is executed and delivered by the New Orleans Aviation Board (the "**Issuer**"), in connection with the issuance of the above-captioned bonds (the "**Bonds**"). The Bonds are being issued pursuant to the General Revenue Bond Trust Indenture dated as of February 1, 2009 (the "**General Indenture**"), among the Issuer, The Bank of New York Mellon Trust Company, N.A., as trustee (the "**Trustee**") and the City of New Orleans, Louisiana (the "**City**"), as supplemented and amended through a Ninth Supplemental Trust Indenture dated as of November ___, 2024 (the "**Ninth Supplemental Indenture**" and, together with the General Indenture, the "**Indenture**"), each among the Issuer, the Trustee and the City, and are described in that certain Official Statement dated November ___, 2024 which contains certain information concerning the Issuer, the security for the Bonds and certain financial and other information relating thereto. The Issuer covenants and agrees as follows:

SECTION 1. ***Purpose of the Disclosure Certificate.***

(a) This Disclosure Certificate is being executed and delivered by the Issuer for the benefit of the Bondholders and the Beneficial Owners and in order to assist the Participating Underwriters in complying with subsection (b)(5) of the Rule.

(b) In consideration of the purchase and acceptance of any and all of the Bonds by those who shall hold the same or shall own beneficial ownership interests therein from time to time, this Disclosure Certificate shall be deemed to be and shall constitute a contract between the Issuer and the Bondholders and Beneficial Owners from time to time of the Bonds, and the covenants and agreements herein set forth to be performed on behalf of the Issuer shall be for the benefit of the Bondholders and Beneficial Owners of any and all of the Bonds.

SECTION 2. ***Definitions.*** In addition to the definitions set forth in the Indenture, which apply to any capitalized term used in this Disclosure Certificate unless otherwise defined in this Section, the following capitalized terms shall have the following meanings.

"**Annual Report**" shall mean any Annual Report provided by the Issuer pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

"**Audited Financial Report**" shall mean the Issuer's Comprehensive Annual Financial Report (CAFR).

"**Beneficial Owner**" shall mean any person who has or shares the power, directly or indirectly, to make investment decisions concerning ownership of any Bonds (including persons holding Bonds through nominees, depositories or other intermediaries).

*Preliminary, subject to change.

"**Bondholders**" when used with reference to a Bond or Bonds, shall mean the registered owner of any Outstanding Bond or Bonds.

"**Dissemination Agent**" shall mean the Deputy Director and Chief Financial Officer of the Issuer, or Dissemination Agent designated by the Issuer.

"**EMMA**" shall mean the Electronic Municipal Market Access system of the MSRB. As of the date of this Disclosure Certificate, the EMMA Internet Web site address is http://www.emma.msrb.org.

"**GAAP**" shall mean generally accepted accounting principles, as such principles are prescribed, in part, by the Financial Accounting Standards Board and modified by the Government Accounting Standards Board and in effect from time to time.

"**Issuer**" shall mean the New Orleans Aviation Board.

"**Listed Events**" shall mean any of the events listed in Section 5(a) of this Disclosure Certificate.

"**MSRB**" shall mean the Municipal Securities Rulemaking Board, which has been designated by the Securities and Exchange Commission as the single centralized repository for the collection and availability of continuing disclosure documents for purpose of the Rule. The continuing disclosure documents must be provided to the MSRB in searchable portable document format (PDF) to the following:

Municipal Securities Rulemaking Board
Electronic Municipal Market Access Center
www.emma.msrb.org

"**1934 Act**" shall mean the Securities Exchange Act of 1934, as amended.

"**Official Statement**" shall mean the Official Statement with respect to the Bonds dated November ___, 2024.

"**Participating Underwriter**" shall mean any of the original Underwriters of the Bonds required to comply with the Rule in connection with the primary offering of the Bonds.

"**Rule**" shall mean Rule 15c2-12 promulgated by the SEC pursuant to the 1934 Act, as the same may be amended from time to time, together with all interpretive guidance or other official interpretations or explanations thereof that are promulgated by the SEC.

"**SEC**" shall mean the Securities and Exchange Commission.

"**Securities Counsel**" shall mean legal counsel expert in federal securities law.

SECTION 3. Provision of Annual Reports.

(a) Each year, the Issuer shall provide, or shall cause the Dissemination Agent to provide, not later than August 31 of each year, commencing August 31, 2025, to the MSRB an Annual Report for the preceding fiscal year which is consistent with the requirements of Section 4 of this Disclosure Certificate. Not later than five (5) business days prior to said date, the Issuer shall provide the Annual Report to the Dissemination Agent (if other than the Issuer). In each case, the Annual Report may be submitted as a single document or as separate documents comprising a package and may include by specific reference other information as provided in Section 4 of this Disclosure Certificate.

(b) If the Issuer is unable to provide to the MSRB an Annual Report by the date required in subsection (a), the Issuer shall send a notice, in a timely manner, to the MSRB, in substantially the form attached as Exhibit A, and shall provide the Annual Report to the Dissemination Agent as soon as available.

(c) If the Issuer's fiscal year changes, the Issuer shall send written notice of such change to the MSRB, in substantially the form attached as Exhibit B.

(d) The Dissemination Agent shall, if the Dissemination Agent is other than the Issuer, file a report with the Issuer certifying that the Annual Report has been provided pursuant to this Disclosure Certificate, stating the date it was provided to the MSRB.

(e) In connection with providing the Annual Report, the Dissemination Agent (if other than the Issuer) is not obligated or responsible under this Disclosure Certificate to determine the sufficiency of the content of the Annual Report for purposes of the Rule or any other state or federal securities law, rule, regulation or administrative order.

SECTION 4. ***Content of Annual Reports.*** The Annual Report shall contain or incorporate by reference the following:

(a) The Audited Financial Statements of the Issuer for its fiscal year immediately preceding the due date of the Annual Report. The audited financial statements of the Issuer shall not include any supplemental financial statements of the Issuer. Any supplemental financial statements of the Issuer shall be filed by the Issuer pursuant to Section 10 hereof, upon receipt by the Issuer of such supplemental financial statements, if any.

(b) Basis of accounting used by the Issuer in reporting its financial statements. The Issuer follows GAAP principles and mandated Louisiana statutory accounting requirements as in effect from time to time. In the event of any material change in such requirements the impact of such changes will be described in the Annual Report of the year such change occurs.

(c) Updates of the following information using the following captions:

Historical Enplanements
Historical Enplanements by Carrier
Commercial Aircraft Landed Weight at Airport
Total Aircraft Landed Weight by Fiscal Year
Historic Airport Revenues and Expenses
Outstanding Debt
Future Debt (within narrative of Capital Improvement Program)

Any or all of the items listed above may be incorporated by reference from other documents, including official statements of debt issues of the Issuer which have been submitted to the MSRB. If the document incorporated by reference is a deemed final official statement, it shall be available from the MSRB. The Issuer shall clearly identify each such other document so incorporated by reference.

The Issuer's financial statements shall be audited and prepared in accordance with GAAP with such changes as may be required from time to time in accordance with the laws of the State of Louisiana.

The Issuer reserves the right to cross-reference any or all such annual financial information and operating data to other documents to be provided to the MSRB.

The Issuer reserves the right to modify, from time to time, the specific types of information provided or the format of the presentations of such information, to the extent necessary or appropriate in the judgment of the Issuer; provided however, that the Issuer agrees that any modifications will be made consistent with Section 9.

SECTION 5. Reporting of Significant Events.

(a) The Issuer covenants to provide, or cause to be provided, to the MSRB notice of the occurrence of any of the following events with respect to the Bonds, in a timely manner not in excess of ten (10) business days after the occurrence of the event. Each notice shall be so captioned and shall prominently state the date, title and CUSIP numbers of the Bonds:

(1) principal and interest payment delinquencies;

(2) non-payment related defaults if material;

(3) unscheduled draws on debt service reserves reflecting financial difficulties;

(4) unscheduled draws on credit enhancements reflecting financial difficulties;

(5) substitution of credit or liquidity providers, or their failure to perform;

(6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds;

(7) modifications to rights of Bondholders if material;

(8) Bond calls, if material, and tender offers;

(9) defeasances;

(10) release, substitution or sale of property securing repayment of the Bonds, if material;

(11) rating changes;

(12) bankruptcy, insolvency, receivership, or similar event of the Issuer[1];

[1] This event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the University in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Aviation Board, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Aviation Board.

(13) the consummation of a merger, consolidation, or acquisition involving the Issuer or the sale of all or substantially all of the assets of the Issuer, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; and/or

(14) appointment of a successor or additional trustee or the change of name of a trustee, if material.

(15) Incurrence of a financial obligation[2] of the Issuer if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation[2] of the Issuer, any of which affect Bondholders; or

(16) Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation[(1)] of the Issuer, any of which reflect financial difficulties.

(b) In connection with providing a notice of the occurrence of a Listed Event, the Dissemination Agent (if other than the Issuer), solely in its capacity as such, is not obligated or responsible under this Disclosure Certificate to determine the sufficiency of the content of the notice for purposes of the Rule or any other state or federal securities law, rule, regulation or administrative order.

(c) The Issuer acknowledges that the "rating changes" referred to above in Section 5(a)(11) of this Disclosure Certificate may include, without limitation, any change in any rating on the Bonds or other indebtedness issued under the General Indenture.

(d) The Issuer acknowledges that it is not required to provide a notice of a Listed Event with respect to credit enhancement when the credit enhancement is added after the primary offering of the Bonds, the Issuer does not apply for or participate in obtaining such credit enhancement, and such credit enhancement is not described in the Official Statement.

(e) As of the date of this Disclosure Certificate, the Listed Events described in subsections (a)(5) and (a)(10) is not applicable to the Bonds.

SECTION 6. ***Mandatory Electronic Filing with EMMA.*** All filings with the MSRB under this Disclosure Certificate shall be made by electronically transmitting such filings through the EMMA Data port at http://www.emma.msrb.org as provided by the amendments to the Rule adopted by the SEC in Securities Exchange Release No. 59062 on December 5, 2008.

SECTION 7. ***Termination of Reporting Obligation***.

(a) The Issuer's obligations under this Disclosure Certificate shall terminate upon the legal defeasance of the Bonds or the prior redemption or payment in full of all of the Bonds.

(b) This Disclosure Certificate, or any provision hereof, shall be null and void in the event that the Issuer (i) receives an opinion of Securities Counsel, addressed to the Issuer, to the effect that those portions of the

[2] For purposes of the events identified in subparagraphs (b)(5)(i)(C)(15) and (16) of the Rule, the term "financial obligation" is defined to mean a (A) debt obligation (B) derivative instrument entered into in connection with or pledged as security or a source of payment for, an existing or planned debt obligation; or (C) a guarantee of (A) or (B). The term "financial obligation" shall not include municipal securities as to which a final official statement has been otherwise provided to the MSRB consistent with the Rule. In complying with Listed Events (15) and (16), the Aviation Board intends to apply the guidance provided by the Rule or other applicable federal securities law, SEC Release No. 34-83885 (August 20, 2018) and any future guidance provided by the SEC or its staff.

Rule, which require such provisions of this Disclosure Certificate, do not or no longer apply to the Bonds, whether because such portions of the Rule are invalid, have been repealed, amended or modified, or are otherwise deemed to be inapplicable to the Bonds, as shall be specified in such opinion, and (ii) files notice to such effect with the MSRB.

SECTION 8. ***Dissemination Agent.*** The Issuer, from time to time, may appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Certificate, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. The initial Dissemination Agent shall be the Deputy Director and Chief Financial Officer. Except as otherwise provided in this Disclosure Certificate, the Dissemination Agent (if other than the Issuer) shall not be responsible in any manner for the content of any notice or report prepared by the Issuer pursuant to this Disclosure Certificate.

SECTION 9. ***Amendment; Waiver.***

(a) Notwithstanding any other provision of this Disclosure Certificate, this Disclosure Certificate may be amended, and any provision of this Disclosure Certificate may be waived, provided that the following conditions are satisfied:

(1) if the amendment or waiver relates to the provisions of Section 3(a), (b), (c), 4 or 5(a), it may only be made in connection with a change in circumstances that arises from a change in legal requirements, a change in law or a change in the identity, nature or status of the Issuer or the type of business conducted by the Issuer;

(2) this Disclosure Certificate, as so amended or taking into account such waiver, would, in the opinion of Securities Counsel, have complied with the requirements of the Rule at the time of the original issuance of the Bonds, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and

(3) the amendment or waiver does not, in the opinion of nationally recognized bond counsel, materially impair the interests of the Bondholders or Beneficial Owners.

(b) In the event of any amendment to, or waiver of a provision of, this Disclosure Certificate, the Issuer shall describe such amendment or waiver in the next Annual Report and shall include an explanation of the reason for such amendment or waiver. In particular, if the amendment results in a change to the annual financial information required to be included in the Annual Report pursuant to Section 4 of this Disclosure Certificate, the first Annual Report that contains the amended operating data or financial information shall explain, in narrative form, the reasons for the amendment and the impact of such change in the type of operating data or financial information being provided. Further, if the annual financial information required to be provided in the Annual Report can no longer be generated because the operations to which it related have been materially changed or discontinued, a statement to that effect shall be included in the first Annual Report that does not include such information.

(c) If the amendment results in a change to the accounting principles to be followed in preparing financial statements as set forth in Section 4 of this Disclosure Certificate, the Annual Report for the year in which the change is made shall include a comparison between the financial statements or information prepared on the basis of the new accounting principles and those prepared on the basis of the former accounting principles. The comparison shall include a qualitative discussion of such differences and the impact of the changes on the presentation of the financial information. To the extent reasonably feasible, the comparison shall also be quantitative. A notice of the change in accounting principles shall be filed by the Issuer, or the Dissemination Agent (if other than the Issuer) at the written direction of the Issuer with the MSRB.

SECTION 10. ***Additional Information.*** Nothing in this Disclosure Certificate shall be deemed to prevent the Issuer from disseminating any other information, using the means of dissemination set forth in this Disclosure Certificate or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Certificate. If the Issuer chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Certificate, the Issuer shall have no obligation under this Disclosure

Certificate to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

SECTION 11. ***Failure to Comply.*** In the event of a failure of the Issuer or the Dissemination Agent (if other than the Issuer) to comply with any provision of this Disclosure Certificate, any Bondholder or Beneficial Owner may bring an action to obtain specific performance of the obligations of the Issuer or the Dissemination Agent (if other than the Issuer) under this Disclosure Certificate, but no person or entity shall be entitled to recover monetary damages hereunder under any circumstances, and any failure to comply with the obligations under this Disclosure Certificate shall not constitute a default with respect to the Bonds or under the Indenture authorizing the issuance of the Bonds.

SECTION 12. ***Duties of Dissemination Agent.*** The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Certificate.

SECTION 13. ***Beneficiaries.*** This Disclosure Certificate shall inure solely to the benefit of the Issuer, the Dissemination Agent, the Participating Underwriters, the Bondholders and the Beneficial Owners, and shall create no rights in any other person or entity.

SECTION 14. ***Transmission of Information and Notices.*** Unless otherwise required by law or this Disclosure Certificate, and, in the sole determination of the Issuer or the Dissemination Agent, as applicable, subject to technical and economic feasibility, the Issuer or the Dissemination Agent, as applicable, shall employ such methods of information and notice transmission as shall be requested or recommended by the herein designated recipients of such information and notices.

SECTION 15. ***Additional Disclosure Obligations.*** The Issuer acknowledges and understands that other state and federal laws, including, without limitation, the Securities Act of 1933, as amended, and Rule 10b-5 promulgated by the SEC pursuant to the 1934 Act, may apply to the Issuer, and that under some circumstances, compliance with this Disclosure Certificate, without additional disclosures or other action, may not fully discharge all duties and obligations of the Issuer under such laws.

SECTION 16. ***Governing Law.*** This Disclosure Certificate shall be construed and interpreted in accordance with the laws of the State of Louisiana, and any suits and actions arising out of this Disclosure Certificate shall be instituted in a court of competent jurisdiction in the State of Louisiana. Notwithstanding the foregoing, to the extent this Disclosure Certificate addresses matters of federal securities laws, including the Rule, this Disclosure Certificate shall be construed and interpreted in accordance with such federal securities laws and official interpretations thereof.

IN FAITH WHEREOF, the undersigned has executed this Continuing Disclosure Certificate on this, the ____ day of November, 2024.

NEW ORLEANS AVIATION BOARD

By: ______________________________
Hon. Michael G. Bagneris, Chairman

EXHIBIT A

NOTICE TO REPOSITORIES OF

FAILURE TO FILE ANNUAL REPORT

$47,575,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE REFUNDING BONDS
SERIES 2024A (NON-AMT)

$455,435,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE REFUNDING BONDS
SERIES 2024B (AMT)

$19,875,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-1 (NON-AMT)

$69,395,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-2 (AMT)

$5,120,000*
NEW ORLEANS AVIATION BOARD
GENERAL AIRPORT REVENUE BONDS
SERIES 2024C-3 (TAXABLE)

NOTICE IS HEREBY GIVEN that the New Orleans Aviation Board (the "**Issuer**"), has not provided an Annual Report as required by Section 3 of the Continuing Disclosure Certificate with respect to the above captioned bonds. The Issuer anticipates that its Annual Report will be filed by ______________.

Date: __________________

NEW ORLEANS AVIATION BOARD

By: ____________________________________
Name: ____________________________________
Title: ____________________________________

EXHIBIT B

NOTICE OF CHANGE IN ISSUER'S FISCAL YEAR

Name of Obligated Person:	New Orleans Aviation Board
Name of Bond Issue:	$47,575,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds Series 2024A (Non-AMT)
	$455,435,000* New Orleans Aviation Board General Airport Revenue Refunding Bonds Series 2024B (AMT)
	$19,875,000* New Orleans Aviation Board General Airport Revenue Bonds Series 2024C-1 (Non-AMT)
	$69,395,000* New Orleans Aviation Board General Airport Revenue Bonds Series 2024C-2 (AMT)
	$5,120,000* New Orleans Aviation Board General Airport Revenue Bonds Series 2024C-3 (Taxable)
Date of Bonds:	November __, 2024

NOTICE IS HEREBY GIVEN that the fiscal year of the New Orleans Aviation Board (the "Issuer") changed. Previously, the Issuer's fiscal year ended on _____________________. It now ends on ____________________.

NEW ORLEANS AVIATION BOARD

By: ____________________________________
Name: ____________________________________
Title: ____________________________________

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APPENDIX H
BOOK-ENTRY ONLY SYSTEM

DTC will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Bond will be delivered for each maturity of the Bonds in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world's largest depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments from over 100 countries that DTC's participants ("*Direct Participants*") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("*DTCC*"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("*Indirect Participants*"). DTC has a Standard & Poor's rating on DTC of "AA+". The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC's records. The ownership interest of each actual purchaser of each Bond ("*Beneficial Owner*") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interest in the Bonds are to be accomplished by entries made on the books of Direct or Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive bonds representing their ownership interests in Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by the Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co. or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Redemption notices shall be sent to DTC. If less than all the Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC's procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Paying Agent as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the Paying Agent, on each payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name", and will be the responsibility of such Participant and not of DTC, nor its nominee, the Paying Agent or the Aviation Board, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC is the responsibility of the Paying Agent; disbursement of such payments to Direct Participants shall be the responsibility of DTC; and disbursement of such payments to the Beneficial Owners shall be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as securities depository with respect to the Bonds at any time by giving reasonable notice to the Paying Agent. Under such circumstances, in the event that a successor depository is not named, Bonds are required to be printed and delivered.

The Aviation Board may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Bonds will be printed and delivered.

The information in this section concerning DTC and DTC's book-entry only system has been obtained from DTC and is not guaranteed as to accuracy or completeness by and is not to be construed as a representation by the Paying Agent or the Aviation Board.

Use of Certain Terms in Other Sections of this Official Statement

In reading this Official Statement, it should be understood that while the Bonds are in the book-entry only system, references in other sections of this Official Statement to Registered Owners should be read to include the person for which the Direct Participant acquires an interest in the Bonds, but (i) all rights of ownership must be exercised though DTC and the book-entry only system, and (ii) except as described above, notices that are to be given to Registered Owners under the Indenture will be given only to DTC.

THE AVIATION BOARD, THE TRUSTEE AND THE UNDERWRITERS CANNOT AND DO NOT GIVE ANY ASSURANCES THAT THE DIRECT PARTICIPANTS OR THE INDIRECT PARTICIPANTS WILL DISTRIBUTE TO THE BENEFICIAL OWNERS OF THE BONDS (I) PAYMENTS OF PRINCIPAL OF OR INTEREST AND PREMIUM, IF ANY, ON THE BONDS, (II) CERTIFICATES REPRESENTING AN OWNERSHIP INTEREST OR OTHER CONFIRMATION OF BENEFICIAL OWNERSHIP INTERESTS IN BONDS, OR (III) REDEMPTION OR OTHER NOTICES SENT TO DTC OR CEDE & CO., ITS NOMINEE, AS THE REGISTERED OWNERS OF THE BONDS, OR THAT THEY WILL DO SO ON A TIMELY BASIS OR THAT DTC OR DIRECT OR INDIRECT PARTICIPANTS WILL SERVE AND ACT IN THE MANNER DESCRIBED IN THIS OFFICIAL STATEMENT. THE CURRENT "RULES" APPLICABLE TO DTC ARE ON FILE WITH THE BONDS AND EXCHANGE COMMISSION AND THE CURRENT "PROCEDURES" OF DTC TO BE FOLLOWED IN DEALING WITH DIRECT PARTICIPANTS OR INDIRECT PARTICIPANTS ARE ON FILE WITH DTC.

NEITHER THE AVIATION BOARD, THE TRUSTEE NOR THE UNDERWRITERS WILL HAVE ANY RESPONSIBILITY OR OBLIGATIONS TO SUCH DIRECT PARTICIPANTS OR INDIRECT PARTICIPANTS OR THE BENEFICIAL OWNERS WITH RESPECT TO (1) THE BONDS; (2) THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT; (3) THE PAYMENT BY ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY AMOUNT DUE TO ANY BENEFICIAL OWNER IN RESPECT OF THE PRINCIPAL AMOUNT OF OR INTEREST OR PREMIUM, IF ANY, ON THE BONDS; (4) THE DELIVERY BY ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY NOTICE TO ANY BENEFICIAL OWNER WHICH IS REQUIRED OR PERMITTED UNDER THE TERMS OF THE INDENTURE TO BE GIVEN TO BONDHOLDERS; (5) THE SELECTION OF THE BENEFICIAL OWNERS TO RECEIVE PAYMENT IN THE EVENT OF ANY PARTIAL REDEMPTION OF THE BONDS; OR (6) ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS BONDHOLDER.

Provisions Applicable if Book Entry Only System is Terminated

In the event the Bonds are removed from the Book-Entry Only System, the principal of and the interest on the Bonds shall be payable to the person in whose names the Bonds are registered on the Bond Register on the applicable Record Date. Payments of interest on the Bonds shall be made to the Registered Owners of the Bonds (as determined at the close of business on the Record Date next preceding the applicable Interest Payment Date) by check drawn upon the Trustee and mailed by first class as they appear on the Bond Registrar or to such other address as may be furnished in writing by any Registered Owner to the Trustee prior to the applicable Record Date. The principal amount of any Bond and premium, if any, together with interest payable on any bond payment date (other than interest payable on a regularly scheduled Interest Payment Date) will be made by check only upon presentation and surrender of the Bond on or after its maturity date or the date fixed for purchase, redemption or other payment at the office of the Trustee designated by the Trustee for that purpose. Notwithstanding the foregoing, payment of principal of, premium, if any, and interest on any Bond shall be made by wire transfer to any account within the United States of America designated by a Bondholder owning $1,000,000 or more in aggregate principal amount of Bonds (if requested in writing of the Trustee by such Bondholder not less than five (5) days prior to the applicable Interest Payment Date and if such Bondholder otherwise complies with the reasonable requirements of the Trustee). A request for wire transfer may specify that it is effective unless and until rescinded in writing by the Bondholder at least five (5) days prior to the Record Date for the first bond payment date to which such rescission is designated to apply. If interest on the Bonds is in default, the Trustee shall, prior to payment of interest, establish a special record date ("Special Record Date") for such payment, which Special Record Date shall be not more than fifteen (15) nor less than ten (10) days prior to the date of the proposed payment. Payment of such defaulted interest shall then be made by check or wire transfer, as described above, mailed or remitted to the person in whose names the Bonds are registered on the Special Record Date at the addresses or accounts of such persons shown on the Bond Register.

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NEW ORLEANS AVIATION BOARD • GENERAL AIRPORT REVENUE REFUNDING BONDS, SERIES 2024A (NON-AMT) AND SERIES 2024B (AMT) AND GENERAL AIRPORT REVENUE BONDS, SERIES 2024C-1 (NON-AMT), SERIES 2024C-2 (AMT) AND SERIES 2024C-3 (TAXABLE)

Louis Armstrong New Orleans
International Airport

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