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AIRPORT REPORT

MILESTONES OF CONSTRUCTING LOUISIANA'S AIRPORT

By **Mark Reis**, Interim Director of Aviation

It has been one year since the groundbreaking ceremony was held marking the official commencement of North Terminal construction. By the end of the first year of construction, residents and passengers alike could already see the beginnings of the terminal structure coming out of the ground with all pilings having been placed for the terminal, concourses, elevated road, and parking garage. The Construction Manager at Risk (CMAR), a joint venture between Hunt, Gibbs, Boh, and Metro companies, has been working to stay on-schedule and on-budget since the project's beginning and has done an extraordinary job through challenges with Louisiana's difficult landscape.

The new terminal is being built on a greenfield site separate from current operations and has no impact on our airlines or passengers. The capital program includes the construction of a new world-class terminal, enabling projects like a new on-airport roadway system and FAA navigational aid relocation, and third party projects that include a flyover interchange access from I-10 and an aircraft fuel hydrant system. To ensure the new facility can accommodate the Airport's exponential growth, the Airport updated its activity forecast which indicates anticipated future passenger traffic. Based on this updated information, Mayor Landrieu and the New Orleans Aviation Board (NOAB) decided it is necessary to begin a five gate expansion. The North Terminal Project always included plans for a future expansion, but the updated data showed that the plans needed to be activated earlier than projected.

The Airport has experienced a record-breaking number of non-stop destinations, airlines, and passengers over the last several years. From 2013, when the terminal was originally designed, to today, six new airlines and multiple new non-stop destinations have been added at Armstrong International. MSY is slated to experience even more growth with the start of new international flights to London four-times weekly with British Airways beginning in March and Frankfurt, Germany, twice-weekly with Condor starting in May. These airlines will utilize wide-body aircraft that hold nearly 40 percent more passengers than the average aircraft flying into MSY.

Expect to see additional, noticeable developments on the North Terminal Project starting between April and May when the CMAR plans to begin paving the aircraft apron. Installation of the exterior glass walls of the terminal building and setting precast slabs for the parking garage will be begin between May and June. In November, contractors will begin on the interior walls and finishes.

The food and beverage packages for the North Terminal were recently selected. The NOAB approved the selection of proposals from Delaware North and Chase Catering and Concessions LLC joint venture and the HMSHost, Coaxum Enterprises, and Kaleidoscope partnership at the Board's last meeting. The selections will now be presented to the New Orleans City Council for approval before being officially recognized as the food and beverage selections for the North Terminal. The two packages selected will bring a mix of local and national brands that passengers are sure to appreciate. Great local chefs will bring their unique flavors to the new facility bringing the New Orleans essence to passengers traveling through the Airport.

As the first and last representation of New Orleans for most visitors, it is very important for our airport to reflect New Orleans and Louisiana in a way that makes its residents proud. We are confident that the new North Terminal will do just that. ✈️



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