
DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

HB 505 Engrossed

2025 Regular Session

Crews

Abstract: Authorizes aviation maintenance technicians certified by the Federal Aviation Administration to perform certain repair and maintenance work on privately-owned aircraft located in a leased or owned hangar in a public airport or facility.

Present law authorizes leases of public airport operational space to be entered into with persons engaged in the manufacture, storage, or maintenance of aircraft in excess of 88,000 lbs., or private persons engaged in air carrier operations, for initial terms of up to 30 years, and for optional extension terms of up to an additional 25 years without advertising or competitive bid. Specifies that the lease must provide conditions to ensure the area of the lease is suitably maintained, that services are provided on a fair, equal, and not unjustly discriminatory basis and that charges for services are fair, reasonable, and not unjustly discriminatory.

Proposed law retains present law and adds authorization for a FAA-certified technician to enter into a public airport or facility to provide inspection, assessment, or consultation on a privately-owned aircraft that is stored in a leased or owned public airport hangar provided that the inspection, assessment or consultation complies with the provisions outlined in 14 CFR Part 43. Further requires that the FAA-certified technician meets the following:

- (1) Is authorized by the owner or lessee of the aircraft to perform the necessary assessment, inspection, or consultation, which may include preventative maintenance or minor repair work if expressly authorized in advance by the airport authority.
- (2) Complies with all security measures and access control policies established by the airport authority including but not limited to being granted temporary access to restricted areas if necessary.
- (3) Upon request, presents a valid FAA certification and identification at the time of entry to the airport.
- (4) Upon request, provides appropriate liability insurance covering the performance of their duties at the airport.

Proposed law provides an effective date of July 31, 2025.

Proposed law requires that FAA-certified technicians obtain prior written or documented permission before performing work on privately-owned aircrafts that are stored at a hangar owned by another

person.

Effective July 31, 2025.

(Adds R.S. 2:135.1(L)(3))

Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the original bill:

1. Make technical changes.
2. Clarify that preventative maintenance or minor repair work can only occur if the airport authority authorizes it in advance.
3. Delete the requirement that FAA-certified technicians be escorted by airport personnel unless authorized for restricted hangars.
4. Require FAA-certified technicians receive prior written permission by a hangar owner or lessee before work if the privately-owned aircraft is owned by another person.