

2025 Regular Session

HOUSE BILL NO. 505

BY REPRESENTATIVE CREWS

Prefiled pursuant to Article III, Section 2(A)(4)(b)(i) of the Constitution of Louisiana.

AIRCRAFT/AIRPORTS: Provides relative to the repair and maintenance of privately-owned aircraft stored in leased or owned hangars in public airports or facilities

1 AN ACT

2 To enact R.S. 2:135.1(L)(3), relative to leased airport facilities; to authorize aviation
3 maintenance technicians certified by the Federal Aviation Administration be
4 permitted to enter public airport facilities to perform certain work on privately-
5 owned aircraft stored in leased or owned public airport facilities; to provide for the
6 inspection, assessment, consultation, and repair and maintenance of privately-owned
7 aircraft; to provide an effective date; and to provide for related matters.

8 Be it enacted by the Legislature of Louisiana:

9 Section 1. R.S. 2:135.1(L)(3) is hereby enacted to read as follows:

10 §135.1. Authority to equip, improve, establish fees and charges, and lease airport
11 facilities

12 * * *

13 L.

14 * * *

15 (3)(a) Notwithstanding the provisions contained in this Section or any other
16 provision of law to the contrary, any aviation maintenance technician who is certified
17 by the Federal Aviation Administration (FAA) shall be authorized and permitted to
18 enter into a public airport facility to provide assessment, inspection, or consultation,
19 which may include preventative maintenance or minor repair work only if such work
20 is expressly authorized in advance by the airport authority. Nothing in this

Paragraph shall restrict the right of the aircraft owner to bring in an FAA-certified technician for a privately-owned aircraft stored in a leased or owned hangar in a public airport or facility provided that the inspection, assessment, consultation, or work performed complies with the provisions outlined in 14 CFR Part 43.

(b) The FAA-certified technician shall meet the following requirements:

(i) Is authorized by the owner or lessee of the aircraft to perform the assessment, inspection, or consultation, including preventative maintenance or minor repair work, if necessary.

(ii) 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.

(iii) Upon request, presents a valid FAA certification and identification at the time of entry to the airport.

(iv) Upon request, provides proof of appropriate liability insurance covering the performance of their duties at the airport.

(c) The provisions of this Paragraph shall become effective on July 31, 2025.

(d) If the privately-owned aircraft is stored in a hangar that is leased or owned by a person other than the aircraft owner, the FAA-certified technician may only perform work pursuant to this Paragraph if the hangar owner or lessee provides prior written or documented permission.

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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.