

Proposed Minimum Standards Updates – As of March 15, 2018

Update #	Current	Update
1.	Revision Log Sheet	<p>Adds: #7 to the Revision Log Sheet</p> <p>Reason: Tracking all changes to the document is required.</p>
2.	<p>Page 11 - Definitions:</p> <p>Commercial Self-Service Fueling: Fueling of an aircraft by the pilot using commercial fuel pumps installed for that purpose. The fueling facility may or may not be attended by the vendor, which may be a fixed operator or an airport sponsor/operator that is exercising its right to sell fuel.</p>	<p>Update: <i>Removes Definition for Commercial Self-Fueling from the document.</i></p> <p>Reason: Not allowable under FAA guidelines and therefore not applicable to the document.</p>
3.	<p>Any entity who fails to comply with any provision of these minimum standards may, after due notice and a ten (10) day opportunity to cure, be barred from using or operating on or from the airport. Notwithstanding the foregoing, in the event of conduct involving threats to public health or safety or failure to provide insurance coverage, any entity may be ordered to cease all use, operations or activities at the airport. The determination of the threat to public health or safety as to insurance coverage shall be solely in the discretion of the Shreveport Airport Authority (SAA). If an entity fails to cure as required in this section or there are repeated failures to comply with these minimum standards, the entity failing to do so may be barred from using or operating on or from the</p>	<p>Update:</p> <p><u>Escalation Clause</u></p> <p>Any entity who fails to comply with any provision of these minimum standards after Initial written notification to cure the issue may be provided up to 10-days to resolve the issue.</p> <p>Second occurrence of a similar infraction allows the Airport to issue a fine up to \$500.00.</p> <p>A third infraction of any kind can result in the lease being considered in default.</p> <p>Reason: Provides a more fair, reasonable and escalation to default as opposed to current language that defaults at 10-days, period.</p>

	<p>airport and such violation may be an act of default under the entity's contract or lease with the Shreveport Airport Authority (SAA). In addition to other remedies permitted by law, the Shreveport Airport Authority (SAA) may enforce these minimum standards by injunctive relief. Any entity failing to comply with any provision of these minimum standards consents to injunctive relief to enforce compliance, without bond, and without the necessity of providing irreparable harm. Any entity acting with, assisting, or permitting any person to violate these minimum standards shall, itself, be deemed to have violated or failed to comply with these minimum standards.</p>	
4.	<p>Page 23, Section 4.14 – Hangar Space Except as otherwise provided in this section, no entity may offer for hire, lease, or sublease any hangar or open-air shelter for aircraft, related service equipment, or surface vehicle unless it is a qualified commercial operator offering such services with approval of Shreveport Airport Authority (SAA).</p>	<p>Page 23, Section 4.14 – Hangar</p> <p>Adds:</p> <p>The use of SAA Hangars and hangars located on SAA property shall adhere to the Federal Aviation Administration (FAA) Hangar Use Policy effective July 1, 2017 for both commercial and non-commercial activities. All hangars located on the airport property will serve an aeronautical purpose. However, if no need exists, hangars may be used for a non-aeronautical purpose on a month to month basis, subject to termination with a when an aeronautical need is presented</p> <p>Reason: Required by FAA</p>
5.	<p>Page 73- Section 8.10.23 Sublease</p> <p>(a.) The entity may sublet hangar space for aircraft storage without the approval of the Shreveport</p>	<p>Page 73- Section 8.10.2.23 Sublease</p> <p>Update:</p> <p>(a.) The entity may sublet hangar space</p>

	<p>Airport Authority (SAA); however, any such subletting shall be subject to all minimum standards herein set forth.</p> <p>(b) The sublessee must agree to assume the full obligations of the lease as set out herein and must agree to fully cooperate with the Shreveport Airport Authority (SAA) in seeing that these standards are complied with. The sublessee shall immediately comply with any reasonable request or direction of the Shreveport Airport Authority (SAA) as it relates to the enforcement of these standards.</p>	<p>for aircraft storage with the approval of the Shreveport Airport Authority (SAA); however, any such subletting shall be subject to all minimum standards herein set forth.</p> <p>(b) The sublessee must agree to assume the full obligations of the lease as set out herein and must agree to fully cooperate with the Shreveport Airport Authority (SAA) in seeing that these standards are complied with. The sublessee shall immediately comply with any reasonable request or direction of the Shreveport Airport Authority (SAA) as it relates to the enforcement of these standards.</p> <p>Reason: Airport should approve activity on the airport.</p>
<p>6.</p>	<p>Page 74- Section 8.11.1 Statement of Concept</p> <p>An independent operator is an entity engaged in the business of performing 1) aircraft airframe, 2) power plant, 3) and/or avionics, instrument, or propeller repair and/or service without a place of business on the airport</p>	<p>Page 74- Section 8.11.1 Statement of Concept</p> <p>Add:</p> <p>An independent operator is an entity engaged in the business of performing 1) aircraft airframe, 2) power plant, 3) <i>and/or</i> avionics, instrument, or propeller repair <i>and/or</i> service <i>and/or</i> instructor pilot without a place of business on the airport</p> <p>Reason: Instructor Pilot was left off and this is a significant issue that exposes the city.</p>

7.	<p>Page 86 Sections 11.0-11.10 Commercial Self Fueling</p> <p>Sections 11.0 through 11.10 include detail rules on Commercial Self Fueling.</p>	<p>Page 86 Sections 11.0-11.10 Commercial Self Fueling</p> <p>Update:</p> <p><i>Delete sections 11.0 through 11.10 in its entirety. FAA does not allow Commercial Self Fueling where an FBO is located. This ensures there is no competition with the FBO for fuel.</i></p> <p>Reason: Not permitted by FAA due to unfair competition with FBO operations.</p>
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