SHREVEPORT AIRPORT AUTHORITY
APRIL 22, 2026
Special Meeting No. 1-26

The Shreveport Airport Authority regular meeting was called to order by Chairman Oliver Jenkins at 10:02 AM in the Conference Room of the Shreveport Airport Authority located at Shreveport Regional Airport. Tangela Sylvie arrived at 10:04 AM.

PRESENT:
Oliver Jenkins
Raymond Alley
Tangela Sylvie
Carranza Pryor

ABSENT:
Linda Biernacki

STAFF:
Larry W. Blackwell, Jr.
Stacy Kuba
Tiffany Bagley
Mark Crawford
Lisa Clark
Stephen Price
Kim Coenen

Marcus Edwards– City Attorney's Office
Keith O'Connor (via video conference) – Corgan
Kyle Hand – Hand Construction
Hunter Conkle – Hand Construction

PUBLIC COMMENTS – None

CONSENT AGENDA – None

DISCUSSION AGENDA –

DISCUSSION ITEM NO. 1 - TO APPROVE CHANGE ORDER #4 TO THE CONTRACT WITH HAND CONSTRUCTION, LLC FOR THE FEDERAL INSPECTION STATION (FIS) AT SHREVEPORT REGIONAL In august 2025, the Shreveport Airport Authority entered into a contract with Hand Construction, LLC for the FIS at the Shreveport Regional Airport. Hand Construction, LLC submitted Change Order request #4 to reconfigure the HVAC ducts and associated electrical fixtures due to an error in calculating the ceiling heights. Due to the time delay and need to remobilize their sub-contractor, Hand Construction, LLC included extra time in their proposal. A deductive change order will be presented at the conclusion of the project with a reconciliation of any unused time. Airport management received the change order in the amount of $186,892.00. The proposal was reviewed by the architect of Record and found to be acceptable. The project is 63.4% FAA, 3.3% LADOTD, and 33.3% SAA funded.

FINANCES: Original contract amount:	$	6,540,000.00
Change order #1:	$	28,448.00

Change order #2:	$ 97,212.00
Change order #3:	$ 113,343.00
Change order #4:	$ 186,892.00
New contract amount:	$ 6,965,795.00

Chairman Oliver Jenkins proposed a question in an effort to discover how incorrect measurement of the ceiling height was reached. The question was "Was a 40 year-old set of plans used to measure the ceiling height, thereby arriving at the incorrect measurement. Mr. Keith O'Connor was available via video conference to respond, noting that in planning the only design plans that were available in a building as old as the airport are definitely 4-5 decades old and throughout the construction project it is generally expected to make adjustments. To clarify, Chairman Jenkins again asked, "you're saying that we are basing a nearly $7,000,000 project expected cost on 40–50-year-old plans because that is all that's available, and this is acceptable?" Mr. O'Connor responded by stating that the cost of initiating updated plans prior to beginning the project would cost more than the change orders that have been initiated to correct the construction using inaccurate measurements. Chairman Jenkins then questioned the time between the demolition of the ceiling resulting in the exposure of the true ceiling and the actual change order request. What was the delay in action and how long was it? Was the ceiling measured at that point? Hunter Conkle with Hand Construction approached the microphone to explain that as soon as Hand Construction became aware of the situation, they ceased work on the project. Although he does not have the exact timeline, He admits that it took approximately 2 months to decide that there was a problem and enact a plan to correct this. Chairman Jenkins reiterated that we have projects in the future which are considerably more expensive and change orders could be much more devastating to the overall project. More discussion followed, initiated by Board Member Raymond Alley, regarding the building codes and how they have changed over the years and can be affected by outdated plans, which is all that is accessible many times. Board Member Tangela Sylvie asked if this has brought forward and process or procedures to ensure that this does not happen again in the future? Keith O'Connor gave the example of construction on other projects and steps that have been taken to avoid problems such as the ones discussed earlier? Mr. Alley asked "is there technology available, as far as non-invasive procedures to get more actual correct data prior to beginning of demolition?" Mr. O'Connor again stated that there was really no way to be made aware of this situation until the ceiling was opened up.

Management recommended approving this agenda item as presented. Motion made by Mr. Alley, seconded by Mr. Pryor. Motion passed 4-0.

OLD BUSINESS - NONE

NEW BUSINESS – The group briefly discussed the May SAA Board Meeting, due to the fact that the grand opening of the expansion of Gate 8 is being held on the third Thursday of the month, May 21st at 9:00 AM. Mr. Alley commented that it might be more convenient for the board members to attend the gate expansion at 9:00 AM, then have the SAA Board Meeting immediately following the even, at 10:00 AM. This discussion was tabled and it was decided that the date and time of the next meeting will be decided in the next few weeks.

There being no further business, the meeting was adjourned at 10:27 AM.

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OLIVER JENKINS, CHAIRMAN LARRY W. BLACKWELL, JR., C.M., SECRETARY