

The 2026 document ("Kansas City – Lee's Summit Regional Airport Rules and Standards") is a comprehensive, modernized overhaul and significant expansion of the 2016 "Lee's Summit Municipal Airport Rules and Regulations." The 2026 version is not just an update—it is a complete rewrite that professionalizes airport management, codifies minimum standards for commercial operators, and gives the City stronger tools for leasing, enforcement, and self-sufficiency while staying FAA-compliant.

Below is a summation of the major changes from the 2016 version.

New Subdivisions:

- **Subdivision I – Policies and Guidelines** (new): Includes detailed definitions, legal authority, administration/enforcement/appeals, proprietary rights, leasing policy, development standards, flying clubs, and other policies (e.g., events, through-the-fence, free speech, advertising, ground transport).
- **Subdivision II – Rules and Regulations:** Includes updated versions of conduct, aircraft ops, fueling/environmental protection, vehicles/pedestrians, and security.
- **Subdivision III – Minimum Standards:** Includes an entirely new, dedicated section with general requirements, application process, performance standards, and detailed minimums for many specific operators.

Key Policy and Procedures Changes:

- **Proprietary/Exclusive Rights:** 2026 designates the City as retaining Fixed Base Operator (FBO) rights as a proprietary function (no third-party FBOs). All current FBO agreements are reclassified as SASO (Specialized Aeronautical Service Operator) agreements. 2016 treated FBOs more openly as licensed commercial operators.
- **Commercial vs. Non-Commercial:** Draws much clearer lines between commercial aeronautical activities, non-commercial, self-fueling, etc., with stricter rules on revenue-producing uses, through-the-fence operations, and minimum standards to ensure fair competition and FAA compliance.
- **Leasing and Development:** Entire new sections in 2026 on leasing policy, competitive RFPs, standards for leasing, development/construction / signage / utilities, and control over operations. 2016 had only brief notes on construction/alterations.
- **Minimum Standards:** 2026 has an entire subdivision (III) with specific, detailed requirements for flight training, maintenance, avionics, charter, rental, storage, sales, etc. The 2016 referenced "Minimum Standards" but was much less detailed.

Content Additions and Expansions

- **Fueling & Environmental:** Much more detailed (dedicated Section C) covering aircraft fueling ops, training, storage, spills, self-fueling permits, fuel flowage fees, flammable liquids, hazardous waste, and SPCC plans. 2016 had basic fueling safety rules.
- **Administration:** New formal administration, penalties, appeals, and City Manager authority.
- **Definitions:** The 2026 extensively Section A with dozens of new/updated terms (e.g., SASO, Commercial Fueling, Self-Fueling, Airport Operations Area, Grant Assurances, etc.).
- **Other New/Expanded Areas:** Flying clubs, special aeronautical events, free speech/advertising policy, ground transportation services, performance standards, waivers/variances, insurance requirements (Appendix 1), and explicit ties to FAA Grant Assurances (no unjust discrimination, public benefit).

General Modernization

- Heavier emphasis on orderly development, commercial fairness, safety/security, environmental protection, FAA compliance, and protecting the City's proprietary interests. It is more business-oriented and legally protective.
- Airport name updated to "Kansas City – Lee's Summit Regional Airport (KLXT)."
- Stronger references to current federal/state regs (TSA, NPDES, etc.) and mechanisms for amendments, audits, inspections, and emergencies.