

1 A bill to be entitled
2 An act relating to advanced air mobility; providing a
3 short title; amending s. 255.065, F.S.; revising the
4 definition of the term "qualifying project"; creating
5 s. 330.412, F.S.; defining the term "vertiport";
6 providing sovereign immunity for certain vertiport
7 operators; providing for future legislative review and
8 repeal; amending s. 332.007, F.S.; revising the
9 definition of the term "airport infrastructure";
10 authorizing the Department of Transportation to fund
11 up to specified percentages of vertiport project
12 costs; amending s. 332.15, F.S.; providing
13 requirements for the department; creating s. 332.151,
14 F.S.; defining the term "vertiport"; requiring the
15 department to expeditiously approve certain
16 vertiports; preempting the regulation of vertiport
17 design, aeronautical operations, and aviation safety
18 to this state; providing exceptions; preempting the
19 regulation of electric aircraft charging stations and
20 associated infrastructure to this state; prohibiting a
21 local governmental entity from enacting or enforcing
22 certain ordinances and regulations; providing
23 requirements for local governmental entities;
24 providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. This act may be cited as the "Advanced Air Mobility Competitiveness and Infrastructure Act."

Section 2. Paragraph (i) of subsection (1) of section 255.065, Florida Statutes, is amended to read:

255.065 Public-private partnerships.—

(1) DEFINITIONS.—As used in this section, the term:

(i) "Qualifying project" means:

1. A facility or project that serves a public purpose, including, but not limited to, any ferry or mass transit facility, vehicle parking facility, airport or seaport facility, rail facility or project, fuel supply facility, oil or gas pipeline, medical or nursing care facility, recreational facility, sporting or cultural facility, or educational facility or other building or facility that is used or will be used by a public educational institution, or any other public facility or infrastructure that is used or will be used by the public at large or in support of an accepted public purpose or activity;

2. An improvement, including equipment, of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector;

3. A water, wastewater, or surface water management facility or other related infrastructure; ~~or~~

4. Notwithstanding any provision of this section, for projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects pursuant to this section; or

5. Vertiports and charging systems.

Section 3. Section 330.412, Florida Statutes, is created to read:

330.412 Limitation of liability for certain public vertiport operators.—

(1) For purposes of this section, the term "vertiport" has the same meaning as in s. 332.151(1).

(2) For vertiports that are colocated with a public airport, the vertiport operator shall be considered an agency or subdivision of this state for purposes of s. 768.28 and is entitled to sovereign immunity to the same extent as a public airport operator.

(3) This section expires July 1, 2036, unless reviewed and saved from repeal through reenactment by the Legislature.

Section 4. Paragraph (c) of subsection (2) of section 332.007, Florida Statutes, is amended, and paragraph (e) is added to subsection (6) of that section, to read:

332.007 Administration and financing of aviation and

76 | airport programs and projects; state plan.—

77 | (2)

78 | (c) Each commercial service airport as defined in s.
79 | 332.0075 shall establish and maintain a comprehensive airport
80 | infrastructure program to ensure the ongoing preservation of
81 | airport infrastructure and facilities in safe and serviceable
82 | condition. For purposes of this paragraph, the term "airport
83 | infrastructure" means the facilities, systems, and structural
84 | components of an airport necessary for the safe and efficient
85 | movement of people and goods. The term includes vertiport pads,
86 | safety zones, charging systems, grid upgrades, and resilience
87 | energy systems. Beginning November 1, 2025, and annually
88 | thereafter, each commercial service airport shall provide a
89 | certification to the department, in a manner prescribed by the
90 | department, that it has established and maintains a
91 | comprehensive airport infrastructure program. The comprehensive
92 | airport infrastructure program report, and related documents and
93 | records, must be open to inspection by the department and
94 | maintained by the airport for at least 5 years. The
95 | comprehensive airport infrastructure program must, at a minimum,
96 | include all of the following:

97 | 1. Identification of airport infrastructure subject to
98 | inspection and the schedule for the completion of such
99 | inspections, taking into consideration the age, type, intended
100 | use, and criticality of the infrastructure to undisrupted

commercial or cargo operations.

2. A preventative maintenance program for routine maintenance of airport infrastructure, for both commercial and cargo operations.

3. A plan to complete any necessary repairs to, or rehabilitation or reconstruction of, airport infrastructure, including prioritization and anticipated timeframe for completion of the work.

4. A progress report of inspections and their outcomes, preventative maintenance, and previously identified repair to, or rehabilitation or reconstruction of, airport infrastructure. The progress report must include any changes in timeline for completion, changes in cost estimates, and reasons any inspection, preventative maintenance, or repair or rehabilitation did not take place.

(6) Subject to the availability of appropriated funds, the department may participate in the capital cost of eligible public-use airport and aviation development projects in accordance with the following rates, unless otherwise provided in the General Appropriations Act or the substantive bill implementing the General Appropriations Act:

(e) When federal funds are not available, the department may fund up to 100 percent of the project costs of a public or private vertiport. If federal funds are available, the department may fund up to 80 percent of the nonfederal share of

126 such project costs.

127 **Section 5. Subsection (5) is added to section 332.15,**
128 **Florida Statutes, to read:**

129 332.15 Advanced air mobility.—The Department of
130 Transportation shall:

131 (5) Create a model vertiport siting code, establish
132 vertiport demonstration corridors, and adopt rules and
133 regulations for coordination among the department, the Federal
134 Aviation Administration, and local governmental entities with
135 respect to vertiports.

136 **Section 6. Section 332.151, Florida Statutes, is created**
137 **to read:**

138 332.151 Vertiport siting; preemption.—

139 (1) The term "vertiport" means an area of land, a body of
140 water, or a structure used or intended to be used for the
141 landing, takeoff, and surface maneuvering of vertical takeoff
142 and landing aircraft, including electric, hybrid, and hydrogen-
143 powered aircraft. The term includes associated buildings,
144 facilities, and infrastructure necessary for the safe and
145 efficient operation of such aircraft, including, but not limited
146 to, electric charging and fueling systems, battery thermal
147 management infrastructure, safety areas, and passenger
148 terminals.

149 (2) The Department of Transportation shall expeditiously
150 approve vertiports adopting the model vertiport siting code

151 created pursuant to s. 332.15(5).

152 (3) The regulation of vertiport design, aeronautical
153 operations, and aviation safety is preempted to this state to
154 ensure consistency with federal regulations. This subsection
155 does not apply to local land use and zoning authority, or to
156 reasonable noise compatibility ordinances, provided such local
157 regulations do not effectively prohibit the operation of
158 advanced air mobility aircraft authorized by the Federal
159 Aviation Administration.

160 (4)(a) The regulation of electric aircraft charging
161 stations and associated infrastructure is preempted to this
162 state.

163 (b) A local governmental entity may not enact or enforce
164 an ordinance or regulation related to the design, construction,
165 or installation of electric aircraft charging stations.

166 (c) Local governmental entities shall issue any required
167 building permits for electric aircraft charging stations based
168 solely upon compliance with the standards established by the
169 Department of Transportation under s. 332.15(5).

170 (d) If a local governmental entity does not approve or
171 deny a permit application for an electric aircraft charging
172 station within 15 business days after receipt of a complete
173 application, the application shall be deemed approved.

174 **Section 7.** This act shall take effect July 1, 2026.