

By the Committee on Transportation; and Senator Harrell

596-02450-26

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A bill to be entitled  
An act relating to advanced air mobility; providing a  
short title; amending s. 255.065, F.S.; revising the  
definition of the term "qualifying project"; creating  
s. 330.412, F.S.; defining the term "vertiport";  
providing that certain vertiport operators are  
considered an agency or subdivision of this state for  
certain purposes and are entitled to sovereign  
immunity to a specified extent; providing for future  
legislative review and repeal; amending s. 332.007,  
F.S.; revising the definition of the term "airport  
infrastructure"; authorizing the department to fund up  
to specified percentages of vertiport project costs;  
amending s. 332.15, F.S.; providing requirements for  
the department; creating s. 332.151, F.S.; defining  
the term "vertiport"; requiring the department to  
expeditiously approve certain vertiports; preempting  
the regulation of vertiport design, aeronautical  
operations, and aviation safety to the state;  
providing exceptions; preempting the regulation of  
electric aircraft charging stations and associated  
infrastructure to the state; prohibiting a local  
governmental entity from enacting or enforcing certain  
ordinances and regulations; requiring local  
governmental entities to issue certain building  
permits based solely upon compliance with specified  
standards; providing that a permit application for an  
electric aircraft charging station shall be deemed  
approved under certain circumstances; providing an

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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

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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 airport programs and projects; state plan.—

(2)

(c) Each commercial service airport as defined in s. 332.0075 shall establish and maintain a comprehensive airport infrastructure program to ensure the ongoing preservation of airport infrastructure and facilities in safe and serviceable

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condition. For purposes of this paragraph, the term "airport infrastructure" means the facilities, systems, and structural components of an airport necessary for the safe and efficient movement of people and goods. The term includes vertiport pads, safety zones, charging systems, grid upgrades, and resilience energy systems. Beginning November 1, 2025, and annually thereafter, each commercial service airport shall provide a certification to the department, in a manner prescribed by the department, that it has established and maintains a comprehensive airport infrastructure program. The comprehensive airport infrastructure program report, and related documents and records, must be open to inspection by the department and maintained by the airport for at least 5 years. The comprehensive airport infrastructure program must, at a minimum, include all of the following:

1. Identification of airport infrastructure subject to inspection and the schedule for the completion of such inspections, taking into consideration the age, type, intended use, and criticality of the infrastructure to uninterrupted 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,

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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  
such project costs.

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

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

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

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

332.151 Vertiport siting; preemption.—

(1) As used in this section, the term "vertiport" means an

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146 area of land, a body of water, or a structure used or intended  
147 to be used for the landing, takeoff, and surface maneuvering of  
148 vertical takeoff and landing aircraft, including electric,  
149 hybrid, and hydrogen-powered aircraft. The term includes  
150 associated buildings, facilities, and infrastructure necessary  
151 for the safe and efficient operation of such aircraft,  
152 including, but not limited to, electric charging and fueling  
153 systems, battery thermal management infrastructure, safety  
154 areas, and passenger terminals.

155 (2) The Department of Transportation shall expeditiously  
156 approve vertiports adopting the model vertiport siting code  
157 created pursuant to s. 332.15(5).

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

166 (4)(a) The regulation of electric aircraft charging  
167 stations and associated infrastructure is preempted to the  
168 state.

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

172 (c) Local governmental entities shall issue any required  
173 building permits for electric aircraft charging stations based  
174 solely upon compliance with the standards established by the

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175 Department of Transportation under s. 332.15(5).

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

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