FLORIDA HOUSE OF REPRESENTATIVES
BILL ANALYSIS

This bill analysis was prepared by nonpartisan committee staff and does not constitute an official statement of legislative intent.

BILL #: HB 387	**COMPANION BILL:** SB 422 (Wright)
TITLE: Automatic Dependent Surveillance Broadcasts	**LINKED BILLS:** None
SPONSOR(S): Bankson and Kendall	**RELATED BILLS:** None

Committee References

Economic Infrastructure 16 Y, 0 N ➤ Intergovernmental Affairs ➤ Commerce

SUMMARY

Effect of the Bill:
The bill prohibits the use of flight data derived from "automatic dependent surveillance broadcast" (ADS-B) systems to calculate, generate, or collect fees from owners and operators of certain aircraft under 12,500 pounds.

Fiscal or Economic Impact:
None.

JUMP TO SUMMARY ANALYSIS RELEVANT INFORMATION BILL HISTORY

ANALYSIS

EFFECT OF THE BILL:

The bill prohibits the use of information derived from "automatic dependent surveillance broadcast" (ADS-B) systems to calculate, generate, or collect fees from owners or operators of certain aircraft[1] within the state. Specifically, the bill:

- Provides a definition of "aircraft" for purposes of the prohibition to include aircraft under 12,500 pounds gross weight that operate under the Federal Aviation Administration's (FAA) rules for general aviation aircraft. (Section 1).
- Provides a definition of "automatic dependent surveillance broadcast" (ADS-B).[2] (Section 1).
- Prohibits any aircraft or any public or private entity from using information derived from ADS-B systems as a means for calculating, generating, and collecting fees from aircraft owners or operators who operate within the state. (Section 1).

The effective date of the bill is July 1, 2026. (Section 2).

RELEVANT INFORMATION

SUBJECT OVERVIEW:

Automatic Dependent Surveillance-Broadcast (ADS-B)
Automatic Dependent Surveillance–Broadcast (ADS–B) is an advanced, aircraft surveillance system that replaces radar technology with a satellite-based technology. An ADS-B system periodically transmits information with no

[1] For purposes of the bill, the term "aircraft" is defined as having the same meaning as in s. 330.27, F.S., except that the aircraft must have a gross weight of 12,499 pounds or less and operate under 14 C.F.R. part 91.
[2] The bill defines "Automatic dependent surveillance broadcast" to mean "an advanced aviation surveillance technology that combines an aircraft's positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between an aircraft and air traffic control. The term includes two different services, ADS-B In and ADS-B Out, that can provide information, such as an aircraft's global positioning system location, altitude, ground speed, and other data, to ground stations and other aircraft, as well as weather and traffic information to aircraft operators."

operator involvement, relies on Global Positioning System (GPS) or other satellite-based navigation systems, and provides three-dimensional aircraft positioning and identification.[3] ADS-B technology includes two different services: "ADS-B Out" broadcasts information about an aircraft's GPS location, altitude, ground speed, and other data to ground stations and other aircraft, and "ADS-B In" provides operators with weather and traffic position information.[4] Information broadcast from an airplane equipped with an ADS-B system can be received by anyone with appropriate receiving equipment.[5]

As of January 1, 2020, the Federal Aviation Administration (FAA) requires the operation of ADS-B Out systems for aircraft flying in most U.S. airspace, unless authorized by Air Traffic Control.[6] Because real-time ADS-B information, including geographic location tracking, can be received by third parties, the FAA's ADS-B Out requirement has generated privacy concerns among aircraft operators.[7] To mitigate these concerns, the FAA offers a privacy protection program that allows owners of certain aircraft to request an alternate, temporary call-sign that limits the extent to which an aircraft can be identified by non-U.S. government entities while maintaining safety and efficiency for Air Traffic Control services.[8]

General Aviation Aircraft

"General Aviation" (GA) is defined by the International Civil Aviation Organization[9] as "all civil aviation operations other than scheduled air services and nonscheduled air transport operations for remuneration or hire."[10] Thus, GA activity includes flight training, firefighting, banner towing, pipeline patrols, medevac operations, and recreational flying, among other activities.[11]

Aircraft Fees in Florida

Florida law allows publicly owned and operated airports to assess fees for the use of airport[12] facilities by aircraft, and municipal airports are authorized to charge owners and operators of airplanes using such airports sufficient fees and charges to cover the cost of services provided.[13] However, publicly owned airports are prohibited from charging landing fees for aircraft operations conducted for flight training by certain accredited nonprofit institutions.[14] Florida law provides that the governing body of a publicly owned and operated airport has a lien upon all aircraft using its facilities when payment of fees and charges are not made immediately upon demand.[15]

Several airports in Florida have recently considered implementing automated landing fees using ADS-B information.[16] Operators of general aviation aircraft have opposed the proposals, and at least some airports have

---

[3] Federal Aviation Administration, *Ins and Outs*, https://www.faa.gov/air_traffic/technology/equipadsb/capabilities/ins_outs (last visited Jan. 12, 2026).
[4] *Id.*
[5] *Id.*
[6] Federal Aviation Administration, *Advisory Circular No. 90-114C: Automatic Dependent Surveillance-Broadcast Operations*, issued Jan. 14, 2025, available at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-114C.pdf (last visited Jan. 12, 2026).
[7] Federal Aviation Administration, *ADS-B Privacy*, https://www.faa.gov/air_traffic/technology/equipadsb/privacy (last visited Jan. 12, 2026).
[8] *Id.*
[9] The International Civil Aviation Organization (ICAO) is a United Nations agency of 193 member states that cooperate together to support and enable a global air transport network. *See* ICAO, *About ICAO*, https://www.icao.int/about-icao (last visited Jan. 12, 2026); ICAO, *Strategic Objectives*, https://www.icao.int/strategic-objectives (last visited Jan. 12, 2026).
[10] *See, e.g.*, Aircraft Owners and Pilots Association, *General Aviation Explained: The Backbone of America's Aviation System*, at p. 3, available at https://download.aopa.org/Media/General-Aviation-Explained-r5.pdf (last visited Jan. 12, 2026).
[11] *Id.*
[12] The term "airport" is defined in s. 330.27(3), F.S.
[13] *See* s. 329.40(1), F.S., and s. 332.08(1)(e), F.S.
[14] *See* s. 330.355, F.S. The accredited nonprofit institution must offer a 4-year collegiate aviation program in order for its flight training operations to be exempt from an airport's landing fees.
[15] *See* s. 329.40(1), F.S.
[16] General Aviation News Staff, *Florida Airports Prepare to Impose Landing Fees*, General Aviation News, Sep. 7, 2024, https://generalaviationnews.com/2024/09/07/florida-airports-prepare-to-impose-landing-fees/ (last visited Jan. 12, 2026).

delayed the implementation of such automated fees.[17] However, one vendor of automatic landing fee services that uses ADS-B data to bill and collect landing fees lists at least three Florida airports as clients.[18]

BILL HISTORY

COMMITTEE REFERENCE	ACTION	DATE	STAFF DIRECTOR/ POLICY CHIEF	ANALYSIS PREPARED BY
Economic Infrastructure Subcommittee	16 Y, 0 N	1/14/2026	Keating	Rubottom
Intergovernmental Affairs Subcommittee				
Commerce Committee				

[17] Stacey Heaton, *Florida Airport Pauses Vote on New Landing Fee*, Aircraft Owners and Pilots Association, Jan. 28, 2025, https://www.aopa.org/news-and-media/all-news/2025/january/28/florida-airport-pauses-vote-on-new-landing-fee (last visited Jan. 12, 2026).

[18] Vector Airport Systems lists the following Florida airports as clients of its "PLANEPASS" service: Kissimmee Gateway Airport, Tallahassee International Airport, and St. George Island Airport. Vector Airport Systems, *About Our Clients*, https://www.vector-us.com/clients (last visited Jan. 12, 2026).