

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Transportation

BILL: SB 422

INTRODUCER: Senator Wright

SUBJECT: Automatic Dependent Surveillance-broadcasts

DATE: January 26, 2026

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Johnson	Vickers	TR	Pre-meeting
2.			CM	
3.			RC	

I. Summary:

SB 422 prohibits an aircraft or other public or private entity from using information broadcast or collected from Automatic Dependent Surveillance-Broadcast (ADS-B) system emitted from certain aircraft as a means of charging, generating, and collecting fees from aircraft owners or operators who operate aircraft within Florida’s geographic boundaries. This prohibition is limited to aircraft with a gross weight of 12,499 pounds or less operating under to Federal Aviation Administration’s (FAA) general operating and flight rules.

This bill does not appear to have a fiscal impact on state or local governments.

This bill takes effect July 1, 2026.

II. Present Situation:

Florida law defines the term the term “aircraft” to mean a powered or unpowered machine or device capable of atmospheric flight, including, but not limited to, an airplane, an autogyro, a glider, a gyrodyne, a helicopter, a lift and cruise, a multicopter, paramotors, a powered lift, a seaplane, a tiltrotor, an ultralight, and a vectored thrust.¹

Automatic Dependent Surveillance-Broadcast (ADS-B)

Automated Dependent Surveillance-Broadcast (ADS-B) is an advanced surveillance technology combining an aircraft’s positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between aircraft and air traffic control. ADS-B is a performance-based surveillance technology that is more precise than radar and consists of two different services: ADS-B Out and ADS-B In. ADS-B Out broadcasts information to ground

¹ Section 322.27(2), F.S., The term does not include a parachute or other such device used primarily as safety equipment.

stations and other aircraft, once per second, about the aircraft's GPS location, altitude, ground speed, and other data. ADS-B In delivers weather and traffic position information directly to the cockpit.²

Beginning January 1, 2020, the Federal Aviation Administration (FAA) required aircraft flying in most U.S. airspace to be equipped ADS-B systems.³ While the FAA requires ADS-B for safety purposes, there are other uses for the data generated, including, but not limited to, safety monitoring, data tracking for planning and reporting purposes, and automated fee collection.⁴

Aircraft Fees in Florida

Publicly owned and operated airports are authorized to assess fees for the use of airport facilities by aircraft, and municipal airports are authorized to charge aircraft owners and operators using such airports sufficient fees to cover the cost of services provided.⁵ However, publicly owned airports may not charge landing fees for aircraft operations conducted by certain accredited nonprofit institutions for flight training.⁶

Recently, some Florida airports have considered implementing the automated collection landing fees using ADS-B information.⁷ 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.⁸

III. Effect of Proposed Changes:

Section 1 creates s. 330.42, F.S., to prohibit an aircraft or a public or private entity from using information broadcast or collected by ADS-B systems, regardless of whether the data originates from ADS-B In or ADS-B Out, as a means for calculating, generating, and collecting fees from aircraft owners or operators who operate aircraft within Florida's geographic boundaries.

The bill defines the term "aircraft" to have the same meaning as in s. 330.27, F.S., except that the aircraft must have a gross weight⁹ of 12,499 pounds or less and operate under the FAA's general operating and flight rules.¹⁰

² *Id.*

³ 14 C.F.R. § 91.225

⁴ Altaport, *Unlocking the Power of ADS-B: Transforming Operations at Your Airport with ADS-B Operations Tracking and Reporting*, available at: <https://www.altaport.com/blog/unlocking-the-power-of-ads-b-transforming-operations-at-your-airport-with-adsb-operations-tracking-and-reporting> (last visited January 12, 2026).

⁵ Sections 329.40(1) and 332.08(1)(e), F.S.

⁶ Section 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.

⁷ General Aviation News Staff, *Florida Airports Prepare to Impose Landing Fees*, General Aviation News, September 7, 2024, <https://generalaviationnews.com/2024/09/07/florida-airports-prepare-to-impose-landing-fees/> (last visited January 12, 2026).

⁸ 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 January 12, 2026).

⁹ Gross Weight refers to the total weight of an aircraft at any given moment, including the aircraft itself, passengers, cargo, and fuel. <https://www.globeair.com/g/gross-weight> (last visited January 12, 2026).

¹⁰ 14 C.F.R. part 91. As a reference, the FAA defines the term "small aircraft" to mean an aircraft with a maximum certified takeoff weight of 12,500 pounds or less. See 14 C.F.R. part 1.

The bill defines the term “Automated Dependent Surveillance-Broadcast” or “ADS-B” 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 and air traffic control. The term includes two different services, ADS-B In and ADS-B Out, which 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.

Section 2 provides that the bill takes effect July 1, 2026.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None identified.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

The bill removes the ability for airports and other entities from using a specified technology as a means of calculating, generating, and collecting fees. The fiscal impact of this prohibition is indeterminate.

VI. Technical Deficiencies:

On line 28 of the bill, the word “aircraft” may need to be “airport.”

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill creates section 330.42 of the Florida Statutes.

IX. Additional Information:**A. Committee Substitute – Statement of Changes:**

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.