

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 Rules

BILL: CS/CS/SB 422

INTRODUCER: Commerce and Tourism Committee; Transportation Committee; and Senator Wright

SUBJECT: Automatic Dependent Surveillance-broadcasts

DATE: February 16, 2026

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Johnson</u>	<u>Vickers</u>	<u>TR</u>	Fav/CS
2.	<u>Renner</u>	<u>McKay</u>	<u>CM</u>	Fav/CS
3.	<u>Johnson</u>	<u>Kruse</u>	<u>RC</u>	Favorable

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/CS/SB 422 prohibits an airport from using information derived from automatic dependent surveillance-broadcast (ADS-B) systems emitted from certain aircraft as a means of calculating, generating, and collecting fees from aircraft owners or operators if:

- The operation for which a fee would be assessed is a departure or a landing, including, but not limited to, touch-and-go landings.
- The fee would be assessed based on an aircraft entering into the airspace of the airport where the fee is assessed.

These prohibitions are limited to aircraft with a gross weight of 12,499 pounds or less operating under the 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 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

As of January 1, 2020, the Federal Aviation Administration (FAA) requires aircraft flying in most U.S. airspace to be equipped with ADS-B systems.³ While the FAA requires ADS-B for safety purposes, the data generated can also be used for safety monitoring, data tracking for planning and reporting, and automated fee collection by third parties.⁴ To address these privacy 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.⁵

Aircraft Landing 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 sufficient fees to cover the cost of services provided.⁶ However, publicly owned airports may not charge landing fees for aircraft operations conducted by certain accredited nonprofit institutions for flight training.⁷

¹ Section 330.27(2), F.S., The term does not include a parachute or other such device used primarily as safety equipment.

² Federal Aviation Administration, *Ins and Outs*, available at https://www.faa.gov/air_traffic/technology/equipadsb/capabilities/ins_outs (last visited Feb. 3, 2026).

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 Feb. 3, 2026).

⁵ Federal Aviation Administration, *ADS-B Privacy*, available at https://www.faa.gov/air_traffic/technology/equipadsb/privacy (last visited Feb. 3, 2026).

⁶ Sections 329.40(1) and 332.08(1)(e), F.S.

⁷ 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.

Recently, some Florida airports have considered implementing the automated collection of landing fees using ADS-B information.⁸ 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.⁹

III. Effect of Proposed Changes:

Section 1 creates s. 330.42, F.S., to prohibit an airport 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, if:

- The operation for which a fee would be assessed is a departure or a landing, including, but not limited to, a touch-and-go landing.
- The fee would be assessed based on an aircraft entering into a specified radius of the airspace of the airport assessing the fee.

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 weight¹⁰ of 12,499 pounds or less and operate under the FAA’s general operating and flight rules.¹¹

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.

The bill defines the term “touch-and-go landing” to mean an operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

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

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

⁸ General Aviation News Staff, *Florida Airports Prepare to Impose Landing Fees*, General Aviation News, September 7, 2024, available at <https://generalaviationnews.com/2024/09/07/florida-airports-prepare-to-impose-landing-fees/> (last visited Feb. 3, 2026).

⁹ 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*, available at <https://www.vector-us.com/clients> (last visited Feb. 3, 2026).

¹⁰ Gross Weight refers to the total weight of an aircraft at any given moment, including the aircraft itself, passengers, cargo, and fuel. See <https://www.globeair.com/g/gross-weight> (last visited Feb. 3, 2026).

¹¹ 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.

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 prohibits airports from using a specified technology to calculate, generate, and collect departing, landing, and flyover fees. This may reduce the efficiency of collecting such fees; as a result, the fiscal impact is indeterminate.

VI. Technical Deficiencies:

None.

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 Substantial Changes:**
(Summarizing differences between the Committee Substitute and the prior version of the bill.)

CS/CS by Commerce and Tourism on February 4, 2026:

The committee substitute clarifies that the prohibition on using aircraft ADS-B data to calculate fees applies when the aircraft operation is a departure or a landing, including but not limited to, a touch-and-go landing.

CS by Transportation on January 27, 2026:

The committee substitute:

- Defines the term “touch-and-go landing.”
- Prohibits airports from using ADS-B data as a means for calculating, generating, and collecting landing fees and flyover fees from aircraft owners.

- B. **Amendments:**

None.