

**TO:** AIRPORT COMMISSION

**FROM:** Matthew Kazmierczak  
Division Manager

**SUBJECT:** Legislative Update

**DATE:** May 1, 2026

---

## **FEDERAL**

On April 30, 2026, President Trump signed into law a bill funding the Department of Homeland Security (DHS), ending a 75-day partial government shutdown that had left the Transportation Security Administration (TSA) operating without routine appropriations since February 14. The bill passed the House by voice vote after weeks of political impasse and was signed the same day, restoring pay and full operational funding for TSA, the Coast Guard, Federal Emergency Management Agency (FEMA), and the Cybersecurity and Infrastructure Security Agency (CISA). The bill did not include funding for Immigration and Customs Enforcement (ICE) or Customs and Border Protection (CBP).

### **. Key Items for Airports – TSA Funding Restored:**

- TSA is now fully funded through the end of Federal Fiscal Year (FFY) 2026 (October 1, 2026), ending months of uncertainty that had led at one point to long lines at airports across the country and the resignation of more than 1,000 TSA officers since the shutdown began.
- ICE and CBP remain funded through prior appropriations from the 2025 One Big Beautiful Bill and are not expected to face immediate operational disruptions.
- Republicans will pursue a separate reconciliation package to fund immigration enforcement for the remainder of the Trump Administration.

### **FFY 2027 Budget and Appropriations Process**

With FFY 2026 appropriations now largely resolved, Congress has begun formal hearings on the FFY 2027 budget. Both the House and Senate Appropriations Committees held multiple subcommittee hearings throughout April 2026, covering agencies including the Department of Transportation, the Federal Aviation Administration (FAA), and DHS. The House Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD) is expected to mark up its FFY 2027 funding bill in the coming weeks, with the Senate likely to follow.

## **ALERT Act (House) and ROTOR Act (Senate)**

Following the January 29, 2025 midair collision between American Airlines Flight 5342 and a U.S. Army Black Hawk helicopter near Ronald Reagan Washington National Airport (DCA) that killed 67 people, Congress has been actively working on aviation safety legislation. Two separate bills have advanced, one in each chamber, and lawmakers are now working to reconcile them.

### **ROTOR Act (S. 2503) – Senate**

The Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act passed the Senate unanimously on December 17, 2025. It was brought to the House floor in February 2026 under suspension of the rules, requiring a two-thirds supermajority, but fell short with a 264-133 vote.

- Requires all aircraft in airspace where Automatic Dependent Surveillance-Broadcast (ADS-B) Out is currently mandated to also be equipped with ADS-B In
- Closes loopholes that allow military aircraft to operate in civilian airspace without broadcasting their position
- Requires the FAA to evaluate the safety of congested airspaces around airports across the country to identify collision risks similar to those at Washington National Airport (DCA)

### **ALERT Act (H.R. 7613) – House**

On April 14, 2026, the House passed the Airspace Location and Enhanced Risk Transparency (ALERT) Act.

- Requires aircraft currently equipped with ADS-B Out to also equip with ADS-B In (collision-avoidance receiving technology) by December 31, 2031
- Requires the Department of Defense to use ADS-B Out as the default practice for helicopters operating in the national airspace
- Strengthens air traffic control training, enhances FAA safety culture, and improves oversight of helicopter routes near commercial airports
- Includes provisions from the Pilot and Aircraft Privacy Act (PAPA), establishing a national prohibition on Airports using ADS-B data to charge landing fees
- The ALERT Act now moves to a House-Senate conference committee, where it will be reconciled with the Senate-passed ROTOR Act.

## **STATE**

### **SB 661 – Aviation Fuel Tax Revenue Use**

SB 661 (Hurtado) remains a top priority for California airports, addressing the longstanding diversion of aviation fuel tax revenues and bringing the state into

compliance with federal FAA revenue use requirements. The bill would redirect these revenues to the State Aeronautics Account, protecting eligibility for federal funding and establishing a more reliable funding stream for airport infrastructure. Funding estimates continue to be refined, and stakeholders remain actively engaged as the bill is expected to be taken up in June 2026.

### **AB 431 – Advanced Air Mobility**

AB 431 (Wilson) would establish a statewide framework for Advanced Air Mobility (AAM), directing Caltrans to plan for emerging technologies such as electric aircraft, vertiports, and associated charging infrastructure. The bill positions airports as central hubs for AAM deployment while maintaining local operational authority and limiting conflicting local regulations. This is a two-year bill and remains pending as the state continues development of its broader AAM planning framework.

### **AB 839 – Sustainable Aviation Fuel (SAF)**

AB 839 (Rubio) seeks to streamline judicial review for sustainable aviation fuel projects, with the goal of accelerating in-state production by reducing litigation-related delays. The bill supports broader decarbonization efforts within the aviation sector and aligns with industry priorities to expand SAF supply. Although held previously due to legislative dynamics, the bill is expected to be reconsidered in 2026 as part of ongoing efforts to advance SAF infrastructure in California.

### **Other State Action - Florida Bans Use of ADS-B Technology to Charge Landing Fees**

On April 23, 2026, Florida Governor Ron DeSantis signed S.B. 422 into law, making Florida the second state in the nation — after Montana — to prohibit the use of ADS-B data to charge airport landing fees to general aviation pilots. The law takes effect July 1, 2026.

- The law applies to aircraft weighing 12,499 pounds or less operating under FAA Part 91 (general aviation rules)
- Prohibits airports from using ADS-B data to calculate, generate, or collect fees for landings (including touch-and-go operations) or for entering a defined radius of airport airspace
- Does not ban airport landing fees outright — airports may still collect fees using other billing methods
- Florida was an early adopter of ADS-B-based fee collection, with airports including Kissimmee Gateway Airport having collected over \$442,000 in ADS-B-tracked landing fees since February 2025.