

119TH CONGRESS
1ST SESSION

H. R. 4146

To limit the use of data from automatic dependent surveillance-broadcast systems, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 25, 2025

Mr. ONDER introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To limit the use of data from automatic dependent surveillance-broadcast systems, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Pilot and Aircraft Pri-
5 vacy Act of 2025” or the “PAPA Act of 2025”.

6 **SEC. 2. USE OF DATA FROM AUTOMATIC DEPENDENT SUR-**
7 **VEILLANCE-BROADCAST.**

8 (a) LIMITATION ON USE OF DATA.—Data from auto-
9 matic dependent surveillance-broadcast may not be used
10 by any person, governmental agency, or other entity to

1 identify aircraft for the purpose of obtaining revenue from
2 the owner or operator of such aircraft without the consent
3 of such owner or operator.

4 (b) USE OF DATA BY AIR TRAFFIC CONTROLLERS.—
5 Automatic dependent surveillance-broadcast data—

6 (1) may be used to assist air traffic controllers
7 in tracking aircraft and improving air traffic safety
8 and efficiency; and

9 (2) may not be used for any proposed purpose
10 other than the purpose under paragraph (1) unless
11 the Secretary of Transportation, after notice and an
12 opportunity for public comment, determines that
13 such data may be used for such proposed purposes
14 consistent with this section.

15 **SEC. 3. LIMIT ON USE OF ADS-B DATA.**

16 Section 46101(c) of title 49, United States Code, is
17 amended by striking “the Administrator of the Federal
18 Aviation Administration may not” and inserting “neither
19 the Administrator of the Federal Aviation Administration
20 nor any other Federal, State, local, territorial, or Tribal
21 official may”.

1 **SEC. 4. IMPOSITION OF FEES ON GENERAL AVIATION AIR-**
2 **CRAFT.**

3 (a) IN GENERAL.—Chapter 401 of title 49, United
4 States Code, is amended by adding at the end the fol-
5 lowing:

6 **“§ 40133. Imposition of fees on general aviation air-**
7 **craft**

8 “(a) PUBLIC AVAILABILITY.—Prior to imposing a
9 landing or takeoff fee on general aviation aircraft, the
10 owner or operator of a public-use airport (as defined in
11 section 47102) shall make available to the public—

12 “(1) all efforts such owner or operator has un-
13 dertaken to reduce non-airside related expenses;

14 “(2) all efforts such owner or operator has un-
15 dertaken to obtain revenues from sources other than
16 general aviation aircraft;

17 “(3) the total cost estimate of the airside safety
18 projects that such owner or operator plans to under-
19 take, the amount or percentage of the fees imposed
20 on general aviation aircraft that will be used to pay
21 for such projects, and an estimated timeline to col-
22 lect such amount; and

23 “(4) an assessment of the impact of any fees on
24 the health and vitality of general aviation and on the
25 pilots, students, nonprofit organizations and busi-

1 nesses that support or rely on general aviation in the
2 area of the airport.

3 “(b) USE OF FEES.—Any revenues derived from fees
4 imposed on general aviation aircraft described in sub-
5 section (a) may only be used for airside safety projects.

6 “(c) REGULATIONS.—The Administrator of the Fed-
7 eral Aviation Administration may promulgate such regula-
8 tions or impose such reporting requirements as may be
9 necessary to implement this section.

10 “(d) GENERAL AVIATION AIRCRAFT DEFINED.—In
11 this section, the term ‘general aviation aircraft’ means an
12 aircraft that is being used for personal, recreational, flight
13 training, or for purposes other than scheduled airline oper-
14 ations or military flights.”.

15 (b) CLERICAL AMENDMENT.—The analysis for chap-
16 ter 401 of title 49, United States Code, is amended by
17 adding at the end the following:

“40133. Imposition of fees on general aviation aircraft.”.

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