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 Appropriations

BILL:	CS/CS/SB 1362
INTRODUCER:	Appropriations Committee on Transportation, Tourism, and Economic Development Committee; Transportation Committee; and Senator Harrell
SUBJECT:	Vertiports
DATE:	February 27, 2026 REVISED:

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Johnson	Vickers	TR	**Fav/CS**
2.	Griffin	Nortelus	ATD	**Fav/CS**
3.	Griffin	Sadberry	AP	**Pre-meeting**

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/CS/SB 1362 relates to vertiports and includes the following provisions:

- Amends the definition of the term "qualifying projects" for purposes of public-private partnerships to include vertiports and charging stations.
- Incorporates vertiport-related infrastructure into commercial service airport infrastructure preservation programs.
- Authorizes the Florida Department of Transportation (FDOT) to fund projects at public vertiports.

The bill does not appear to have a significant fiscal impact on the private or governmental sectors. See Section V., Fiscal Impact Section.

This bill takes effect July 1, 2026.

II. Present Situation:

Advanced Air Mobility

Federal law defines the term "Advanced Air Mobility" (AAM) as a transportation system that transports people and property by air between two points in the United States using aircraft with

advanced technologies, including electric aircraft or electric vertical take-off and landing aircraft, in controlled and uncontrolled airspace.[1]

AAM encompasses new technologies and business models designed to enable small, low-altitude aircraft operations at increasing scale and decreasing cost. It introduces new aircraft designs, including manned and unmanned aircraft with novel flight characteristics, control schemes, modes of operation and propulsion sources, that can fly quietly and efficiently.[2] AAM also includes air traffic management solutions to manage high volumes of aircraft safely, securely, and efficiently at low altitudes. Finally, AAM incorporates new and modified infrastructure that integrates flight networks into the hearts of communities.[3]

AAM in Florida

The Florida Department of Transportation (FDOT) is laying the groundwork to build an intercity AAM "Aerial Highway Network" connecting major metropolitan areas across Florida.[4] In addition to performing research and development at its SunTrax test facility, the FDOT is developing custom curriculums to establish unique requirements for licensing to safely operate within the AAM Network.[5]

SunTrax, the FDOT's research facility in Polk County, has been designated as the research and development testing hub of the Florida's AAM program.[6] Early development phases of vertiport demonstration will consist of a passenger terminal, at-grade vertiports, access roads with vehicle staging, eVTOL parking positions and charging station, and research and development hangar.[7]

In 2025, the Legislature created s. 332.15, F.S., relating to advanced air mobility to require the FDOT to:

- Address the need for vertiports, advanced air mobility, and other advances in aviation technology in its statewide aviation system plan[8] and its work program.[9]
- Designate, within the FDOT, a subject matter expert on AAM to serve as a resource for local jurisdictions navigating advances in aviation technology.
- Conduct a review of airport hazard zone regulations.
- Provide coordination and assistance for the development of a viable AAM system plan in this state.[10]

---

[1] United States Department of Transportation (USDOT), *The Advanced Air Mobility National Strategy, A Bold Policy Vision for 2026-2036,* December 17, 2025, p. 1. Available at: https://www.transportation.gov/sites/dot.gov/files/2025-12/AAM%20National%20Strategy%202025_508c_251201.pdf (last visited January 12, 2026).
[2] *Id.*
[3] SunTrax Air, https://suntraxfl.com/suntrax-air/ (last visited January 28, 2026).
[4] Florida Department of Transportation, *From the Ground to the Skies: Florida's Aerial Highway Network*, November 2025. Available at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/aviation/aam/fdot-2025-advanced-mobility_strategy.pdf?sfvrsn=19eb551c_1 (last visited January 28, 2026).
[5] *Id*.
[6] Central Florida Development Council, SunTrax Named Florida's Home for Advanced Air Mobility, Positioning Polk as Statewide Innovation Leader, November 18, 2025. https://www.cfdc.org/suntrax-named-floridas-home-for-advanced-air-mobility-positioning-polk-as-statewide-innovation-leader/ (last visited January 28, 2026).
[7] SunTrax Air, https://suntraxfl.com/suntrax-air/ (last visited January 28, 2026).
[8] The statewide aviation system plan is required under s. 332.006(1), F.S.
[9] FDOT's work program is developed, adopted, and amended pursuant to s. 339.135, F.S.
[10] This is in coordination with the Florida Department of Commerce.

Vertiports

Generally, a vertiport is an area of land, water, or structure used, or intended to be used, to support the landing, takeoff, taxiing, parking, and storage of powered-lift aircraft or other aircraft that vertiport design and performance standards established by the FAA can accommodate.[11]

For the purposes of the Supply Chain Innovation Grant Program,[12] the term "vertiport" is defined to mean a system or infrastructure with supporting services and equipment used for landing, ground handling, and takeoff of manned or unmanned vertical takeoff and landing aircraft.[13]

Public Private Partnerships

Section 255.065, F.S., authorizes public-private partnerships between a responsible public entity[14] and a private entity[15] for a qualifying project. That statute provides requirements for project approval and agreements related to the partnership. For purposes of these partnerships, the term "qualifying project" is defined to mean:

- A facility or project that serves a public purpose, including any ferry or mass transit facility, vehicle parking facility, airport or seaport facility, rail facility or project, fuel supply facility, oil or gas pipeline, medical or nursing care facility, recreational facility, sporting or cultural facility, or educational facility or other building or facility that is used or will be used by a public educational institution, or any other public facility or infrastructure that is used or will be used by the public at large or in support of an accepted public purpose or activity;
- An improvement of a building that will be principally used by a public entity or the public at large or that supports a service delivery system in the public sector;
- A water, wastewater, or surface water management facility or other related infrastructure; or
- For projects that involve a facility owned or operated by the governing board of a county, district, or municipal hospital or health care system, or projects that involve a facility owned or operated by a municipal electric utility, only those projects that the governing board designates as qualifying projects.[16]

Florida Airport Development and Assistance Act

The Florida Airport Development and Assistance Act[17] provides the FDOT's statutory duties regarding aviation development and assistance. These duties include providing financial and

[11] Federal Aviation Administration, *Advanced Air Mobility Infrastructure*, https://www.faa.gov/airports/new_entrants/aam_infrastructure (last visited Jan. 27, 2026).
[12] The Supply Chain Innovation Grant Program is administered by the Florida Department of Commerce.
[13] Section 288.102(3)(d), F.S.
[14] Section 255.065(1)(j), F.S., defines the term "responsible public entity" to mean a county, municipality, school district, special district, or any other political subdivision of the state; a public body corporate and politic; or a regional entity that serves a public purpose and is authorized to develop or operate a qualifying project.
[15] Section 255.065(1)(g), F.S., defines the term "private entity" to mean any natural person, corporation, general partnership, limited liability company, limited partnership, joint venture, business trust, public benefit corporation, nonprofit entity, or other private business entity.
[16] Section 255.065(1)(i), F.S.
[17] Sections 332.003-332.007, F.S.

technical assistance to airports[18] and encouraging the maximum allocation of federal funds to local airport projects.[19]

Each commercial service airport[20] must establish and maintain a comprehensive airport infrastructure program to ensure the ongoing preservation of airport infrastructure and facilities in safe and serviceable condition.[21] For purposes of this program, the term "airport infrastructure" means the facilities, systems, and structural components of an airport necessary for the safe and efficient movement of people and goods.[22]

Beginning November 1, 2025, and annually thereafter, each commercial service airport must certify to FDOT that it has established and maintains a comprehensive airport infrastructure program, related to infrastructure investment and preventative maintenance.[23]

Subject to the availability of appropriated funds, the FDOT is authorized to participate in the capital cost of certain public-use airport and aviation development projects. The local match requirement varies based on the project type and availability of federal funds.[24]

III. Effect of Proposed Changes:

Section 1 amends s. 255.065(1)(i), F.S., to add vertiports and charging systems to the definition of the term of "qualifying project" for purposes of public-private partnerships.

Section 2 amends s. 332.007(2)(v), F.S., to include vertiport pads, safety zones, charging systems, grid upgrades, and resilience energy systems to the definition of the term "airport infrastructure" for purposes of commercial service airport comprehensive infrastructure programs.

The bill also authorizes the FDOT, when federal funds are not available, to fund to 100 percent of the project cost for a public vertiport. If federal funds are available, the FDOT may fund up to 80 percent of the nonfederal share of such project costs.

Section 3 provides that this bill takes effect July 1, 2026.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

[18] Section 332.006(4), F.S.
[19] Section 332.006(8), F.S.
[20] Section 322.0075(1)(a), F.S., defines the term "commercial service airport" to mean an airport providing commercial service, including large, medium, small, and nonhub airports as classified by the Federal Aviation Administration.
[21] Section 332.007(2)(c), F.S.
[22] Section 332.007(2)(c), F.S.
[23] Section 332.007(2)(c), F.S.
[24] Section 332.007(7), F.S.

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:

None.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 255.065 and 332.007.

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 Appropriations Committee on Transportation, Tourism, and Economic Development on February 18, 2026:

The committee substitute removes the following provisions from the bill:

- A short title.
- Sovereign immunity protections for certain vertiports.
- Authorization for the FDOT to provide funding to private vertiports.
- A requirement that FDOT create a vertiport siting code.
- A definition for the term "vertiport."
- A preemption to the state related to the regulation of vertiports.

CS by Transportation on February 3, 2026:

The committee substitute:

- Removes from the bill provisions creating a sales tax exemption for electric vertical takeoff and landing aircraft and related items.
- Replaces the liability protections for vertiport operators contained in the bill with a provision providing that vertiports collocated with a public airport are entitled to sovereign immunity to the same extent as the public airport operator.
- Provides that the sovereign immunity provision expires July 1, 2036, unless reenacted by the Legislature.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.