

2026 Regular Session

HOUSE BILL NO. 730

BY REPRESENTATIVE CREWS

AIRCRAFT/AVIATION: Provides relative to the use of automatic dependent surveillance-broadcast systems

1 AN ACT

2 To amend and reenact R.S. 2:135.1(A)(2) and (P) and to enact R.S. 2:135.1(Q), relative to  
3 the use of automatic dependent surveillance–broadcast (ADS-B) systems; to  
4 authorize airport authorities to adopt regulations, set charges and fees, enforce  
5 payment, fix penalties, and prohibit discrimination; to prohibit any entity from using  
6 certain data as a basis for calculating, generating, or collecting fees from aircraft  
7 owners or operators; to provide for definitions; to provide for penalties for  
8 violations; to provide for related matters.

9 Be it enacted by the Legislature of Louisiana:

10 Section 1. R.S. 2:135.1(A)(2) and (P) are hereby amended and reenacted and R.S.  
11 2:135.1(Q) is hereby enacted to read as follows:

12 §135.1. Authority to equip, improve, establish fees and charges, and lease airport  
13 facilities

14 A. Airport districts, airport authorities, and other political subdivisions,  
15 including the New Orleans Aviation Board, which establish or operate airports or  
16 landing fields or which acquire or set apart immovable property for such purpose  
17 may:

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**DIGEST**

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

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HB 730 Engrossed

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Crews

**Abstract:** Prohibits a person or entity from using information from automatic dependent surveillance–broadcast systems to calculate, generate, or collect fees or taxes from aircraft owners or operators within the state; limits applicability to aircraft with a maximum certificated takeoff weight of twelve thousand five hundred pounds.

Present law authorizes airport districts, airport authorities, and other political subdivisions, including the N.O. Aviation Bd., to adopt regulations, set charges, fees, and tolls, enforce payment, and fix penalties for violations at airports or landing fields, provided that such authority may not be used to discriminate against any legitimate aviation interest.

Proposed law retains present law and adds an exemption under proposed law.

Proposed law provides that no person or entity may use information broadcast or collected by automatic dependent surveillance–broadcast (ADS-B) systems as a basis for calculating, generating, or collecting fees or taxes from aircraft owners or operators for aircraft operating within the geographic boundaries of the state.

Proposed law defines "aircraft" for purposes of proposed law as having the same meaning as provided in R.S. 2:1, but limiting it to aircraft with a maximum certificated takeoff weight of twelve thousand five hundred pounds.

Proposed law defines "automatic dependent surveillance–broadcast" as an advanced aviation surveillance technology that combines an aircraft's position with ground infrastructure to create an accurate surveillance interface between an aircraft and air traffic control, and consists of two 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.

Proposed law requires a penalty for any violation of proposed law of not more than \$500 for each occurrence.

Present law exempts the provisions of present law from affecting the provisions of the England Economic and Industrial Development District (R.S. 33:130.351 through 130.359).

Proposed law retains present law.

(Amends R.S. 2:135.1(A)(2) and (P); Adds R.S. 2:135.1(Q))

Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the original bill:

1. Add a definition of "aircraft" applicable to proposed law, aligning it with the definition R.S. 2:1 but limiting it to aircraft with a maximum certified takeoff rate of twelve thousand five hundred pounds.
2. Make technical changes.