

S 2175

Pilot and Aircraft Privacy Act

Congress: 119 (2025–2027, Current)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jun 25, 2025

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Jun 25, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/senate-bill/2175>

Sponsor

Name: Sen. Budd, Ted [R-NC]

Party: Republican • **State:** NC • **Chamber:** Senate

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Sheehy, Tim [R-MT]	R · MT		Jun 25, 2025
Sen. Sullivan, Dan [R-AK]	R · AK		Jun 25, 2025
Sen. Rounds, Mike [R-SD]	R · SD		Mar 9, 2026

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 25, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Pilot and Aircraft Privacy Act

This bill limits how Automatic Dependent Surveillance-Broadcast (ADS-B) data may be used by the Federal Aviation Administration (FAA) and government agencies. The bill also establishes disclosure requirements for certain user fees imposed on general aviation aircraft at public-use airports and limits the purposes for which the fees may be used.

As background, ADS-B transmits information (e.g., location and weather information) between aircraft and air traffic control.

The bill prohibits a person or government agency from using ADS-B data to identify an aircraft in order to assess a fee or otherwise impose a charge on the aircraft owner or operator.

The bill also specifies that air traffic controllers may only use ADS-B data to assist in tracking aircraft and improving air traffic safety and efficiency, or for other purposes determined appropriate by the Department of Transportation after notice and public comment.

Further, the bill prohibits any federal, state, local, territorial, or tribal official from initiating an investigation (excluding a criminal investigation) of a person based exclusively on ADS-B data. Under current law, this prohibition only applies to the FAA.

In addition, owners and operators of public-use airports must publicly disclose financial information about certain expenses and cost estimates for airside safety projects (e.g., runway or taxiway safety improvements) prior to charging landing or takeoff fees for general aviation aircraft (e.g., aircraft used for personal, recreational, or flight training purposes). Further, any revenue from these fees may only be used for airside safety projects.

