



**MARK R. BAKER**  
President and CEO

September 12, 2024

Michael Whitaker, Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Administrator Whitaker,

I am writing to express concerns about the use of ADS-B data by third parties for tracking, enforcement, and fee collection and respectfully request the Federal Aviation Administration (FAA) work with AOPA to ensure these practices are prohibited.

As you know, AOPA worked with FAA extensively in the lead-up to the 2020 ADS-B mandate. We agreed to support the mandate, in large part, because of assurances received that ADS-B was to be used solely to modernize and improve air traffic safety. Even after significant expense to AOPA members for equipage, averaging at least \$5,000-\$6,000 per aircraft and totaling nearly \$1 billion. Unlike the airlines, General Aviation pilots cannot pass costs along to customers. Nonetheless, we continue to support the utilization of ADS-B for the sole purpose of modernizing and improving air traffic safety.

Unfortunately, third parties continue to use ADS-B data for purposes other than what the equipage mandate was intended. For example, an increasing number of airports, including many that are grant-obligated, are or plan to use ADS-B data to identify aircraft so that airports can charge pilots landing fees. Moreover, we have received reports that federal agencies and others are using ADS-B data to track aircraft. This brings up a host of issues including invasion of privacy.

Again, ADS-B data is now being used to expedite the application of landing fees by federally grant-obligated airports. The fact that ADS-B data is being utilized as a revenue-generating mechanism is simply wrong and has the potential to create safety issues due to a reduction in pilot training and operational pilot currency. In addition, while over 60% of GA aircraft have been equipped with ADS-B, this practice could discourage those who have not yet done so.

It is also notable that the 2024 FAA Reauthorization Act (PL118-63) included language expressly prohibiting FAA from using ADS-B data to initiate airmen investigations. This language was specifically targeted to prevent the use of ADS-B data for other than its intended purpose and the overall message from Congress is clear.

We will continue to pursue this issue and look forward to the FAA assisting in our efforts.

Sincerely,