

**JUNE 17, 2026  
CITY COUNCIL MEETING  
ADDITIONAL MATERIAL/REVISIONS**

**REQUESTED ADDITIONS TO THE PACKET:**

<b><u>ACTION</u></b>	<b><u>ITEM</u></b>	<b><u>REQUESTED BY</u></b>	<b><u>PAGE</u></b>
Add to item E. 7.	<b>Resolution No. 2026-50</b> <ul style="list-style-type: none"><li>• Vector Airports Systems Informational Item</li></ul>	Administration	1



## Why Airports Should Use Automated Fee Billing

Vector's PLANEPASS landing fee billing system is a widely used solution that benefits both airports and aircraft operators by providing a cost-effective, accurate, and efficient way to track aircraft activity and collect fees. As an accepted industry standard, automated billing promotes fairness and ensures that all users contribute equitably to the infrastructure they rely on.

### 1) Automated Billing is More Accurate and Efficient than Manual Methods

Traditional aircraft identification and FBO collection methods rely on manual processes that are time-consuming, prone to human error, and lack scalability. Data-based systems:

- Eliminate misidentification errors that result in lost revenue for airports.
- Automate invoicing and collections, reducing administrative burdens on airport staff.
- Improve cash flow by accelerating fee collection.
- Provide pilots and operators with clear, verifiable records of their landings, reducing disputes.

### 2) Multiple Data Sources are Used for Accuracy and Redundancy

Vector utilizes radar flight tracks, Mode S Multilateration, Flight Plans, ADS-B, and motion-activated cameras (when necessary and practical) to ensure the most comprehensive and accurate aircraft tracking available. This multi-source approach ensures that aircraft operators are billed based on actual activity. Vector is not a data provider, we simply ingest available data that already exists in the aviation industry.

### 3) History of ADS-B & Its Intended Use for Billing

ADS-B evolved from the need for better surveillance in areas with limited radar coverage. ADS-B was developed into an international standard and became mandatory in 2020 in the US. From its inception, the FAA understood that ADS-B data could be used for a wide variety of business purposes.

To-date there is no Federal, State of Alaska, or FAA regulation that interferes with the use of ADS-B data for actual billing purposes. Pilot advocacy groups tout the simple introduction of legislation as a signal that the industry is moving away from this technology. In reality, the main industry groups AAIE and ACI oppose any legislation that restricts airports from generating revenue and therefore meeting their grant assurance obligations.

### 4) Why the Sudden Opposition to ADS-B Billing?

Operational costs at airports have increased in recent years while airport funding has decreased. The real issue isn't privacy or legality, it's that pilots are frustrated by increased costs being passed along to airport users. Also, some users who previously benefited from the system's inefficiencies are being asked to fairly pay for the services they use. Just like electronic highway tolling systems, ADS-B billing brings efficiency and fairness to the industry. A well-funded airport system benefits everyone who depends on aviation infrastructure. Opposition from pilots and their advocacy groups has increased because the number of airports using automatic billing is increasing, not because the practice itself is new or illegal. Their frustration is misdirected at fee collection methods, when it should be focused on overall airport funding and cost-creep.

### 5) ADS-B Data Privacy Concerns Are Addressed

ADS-B data is already public information and is regularly used for tracking flights. However, should a pilot not want their information available to the public there are programs in place:

- The FAA offers two opt-out privacy programs (LADD and PIA) for operators with privacy concerns, meaning aircraft owners have a mechanism to control the privacy of their data if desired.
- Airports and their contracted billing providers (like Vector) are still able to access operator information even when protected from public view
- Airports and their contracted billing providers are bound by privacy laws and regulations just like any government contractor, ensuring compliance with data protection standards.

For any additional questions, please contact Vector Airport Systems at 888-588-0028 or [billing@vector-us.com](mailto:billing@vector-us.com).

June 15, 2026

**RE: Vector Response to the Pilot and Airport Privacy Act (PAPA) and other ADS-B legislation**

To Whom It May Concern:

Vector Airport Systems is aware of recent legislation related to the use of ADS-B data that has been introduced at both the federal and state levels. These proposals fall into two categories: (1) efforts to enhance airspace safety and (2) efforts to restrict airports from using ADS-B data to assess or collect airport fees.

Both Airports Council International (ACI) and American Association of Airport Executives (AAAE) have been tracking the federal Pilot and Aircraft Privacy Act (S. 2175/H.R. 4146). Their position materials on this legislation are included below:

[Background on the PAPA bill](#)  
[Opposition Document](#)  
[March 2026 ALERT Act Joint Letter](#)

Ongoing updates can be found at <https://alerts.aaae.org/latest>

Vector strongly supports initiatives that enhance airspace safety, and we reject any anecdotal claims that ADS-B tracking incentivizes pilots to disregard any existing safety rules and regulations surrounding ADS-B. Vector also refutes any arguments that utilizing ADS-B for aircraft tracking and fee collection was not an intended and understood benefit of this technology.

Vector uses ADS-B data as one of our primary sources to track aircraft and determine when a billable activity occurs. ADS-B provides the most cost-effective method for levying fees and using any other method or technology to collect airport fees would simply be less efficient and increase the cost of collection, leading to increased fees.

Should state or federal governments pass ADS-B restrictions despite intense pushback by airports and other stakeholders, Vector will simply pivot to using our reliable and proven camera-based technologies, as we have successfully for the last 20 years. While this technology is more expensive than ADS-B, that cost can easily be built into the fee structure and passed on to the aircraft classes for which ADS-B technology is restricted.

Sincerely,



William Repole  
President  
Vector Airport Systems

