

1 ENGROSSED HOUSE  
2 BILL NO. 2266

By: Miller and Menz of the  
House

3 and

4 Rosino of the Senate

5  
6  
7 An Act relating to aerospace; amending 3 O.S. 2021,  
8 Section 101, which relates to definitions; defining  
9 terms; amending 3 O.S. 2021, Section 102.1, as  
10 amended by Section 12, Chapter 126, O.S.L. 2023 (3  
11 O.S. Supp. 2024, Section 102.1), which relates to  
12 permits for erection, alteration, or modification of  
13 certain structures; modifying list requiring certain  
14 permit; detailing federal obstruction standards;  
15 requiring certain airports be included in statewide  
16 airport system plan; modifying certain list of  
17 considerations; amending 3 O.S. 2021, Section 421, as  
18 last amended by Section 15, Chapter 135, O.S.L. 2024  
19 (3 O.S. Supp. 2024, Section 421), which relates to  
20 Department of Aerospace and Aeronautics established  
21 as clearinghouse for unmanned aircraft systems;  
22 requiring implementation of certain strategy;  
23 authorizing certain actions; authorizing certain  
24 partnerships; and providing an effective date.

25 BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

26 SECTION 1. AMENDATORY 3 O.S. 2021, Section 101, is

27 amended to read as follows:

28 Section 101. As used in this act, unless the context otherwise  
29 requires:

1       (1) 1. "Airport" means an area of land or water that is used or  
2 intended to be used for the landing and taking off of aircraft  
3 including its buildings and facilities, if any-;\_

4       (2) 2. "Airport hazard" means any structure, object of natural  
5 growth or use of land which obstructs the airspace required for the  
6 flight of aircraft in landing or taking off at an airport or is  
7 otherwise hazardous to such landing or taking off of aircraft-;\_

8       (3) 3. "Airport hazard area" means any area of land or water  
9 upon which an airport hazard might be established if not prevented  
10 as provided in this act-;\_

11       (4) 4. "Heliport" means an area of land, water, or structure  
12 used or intended to be used for the landing and takeoff of  
13 helicopters and includes its buildings and facilities;\_

14       5. "Political subdivision" means any municipality, city, town,  
15 village, or county-;\_

16       (5) 6. "Person" means any individual, firm, copartnership,  
17 corporation, company, association, joint stock association, or body  
18 politic, and includes any trustee, receiver, assignee, or other  
19 similar representative thereof-;\_

20       (6) 7. "Structure" means any object constructed or installed by  
21 man, including, but without limitation, buildings, towers,  
22 smokestacks, and overhead transmission lines-;\_

23       (7) 8. "Tree" means any object of natural growth-;\_

1       9. "Vertiport" means an area of land, water, or structure used  
2       or intended to be used for the landing and takeoff of VTOL aircraft;  
3       and

4       10. "VTOL aircraft" means an aircraft which has vertical  
5       takeoff and landing capability.

6       SECTION 2.       AMENDATORY       3 O.S. 2021, Section 102.1, as  
7       amended by Section 12, Chapter 126, O.S.L. 2023 (3 O.S. Supp. 2024,  
8       Section 102.1), is amended to read as follows:

9           Section 102.1. A. In order to prevent the erection of  
10          structures dangerous to air navigation, subject to the provisions of  
11          subsections B, C and D of this section, each person shall secure  
12          from the local airport zoning authority, or in the absence of a  
13          local airport zoning authority, the Oklahoma Department of Aerospace  
14          and Aeronautics, a permit for the erection, alteration, or  
15          modification of any structure the result of which would exceed the  
16          federal obstruction standards as contained in 14 CFR, Part 77.

17          Permits from the local airport zoning authority will be required  
18          only within an airport hazard area where federal standards are  
19          exceeded and if the proposed construction is within:

20           1. A 10-nautical mile radius of the geographical center of a  
21          publicly owned or operated airport, a military airport, or an  
22          airport open for public use which has a published instrument  
23          approach procedure;

1       2. A 6-nautical mile radius of the geographical center of a  
2 publicly owned or operated airport, a military airport, or an  
3 airport open for public use which has no published instrument  
4 approach procedure and has runways in excess of three thousand two  
5 hundred (3,200) feet in length; or

6       3. A 2.5-nautical mile radius of the geographical center of a  
7 publicly owned or operated airport, a military airport, or an  
8 airport open for public use which has no published instrument  
9 approach and has runways three thousand two hundred (3,200) feet or  
10 less in length; or

11      4. A 1-nautical mile radius of the geographic center of a  
12 publicly owned or operated heliport or vertiport. Federal  
13 obstruction standards include a primary surface which is a  
14 horizontal plane at the established heliport or vertiport elevation  
15 and that coincides in size and shape with the designated takeoff and  
16 landing area, the approach surface which begins at each end of the  
17 heliport primary surface with the same width as the primary surface,  
18 and extends outward and upward for a horizontal distance of four  
19 thousand (4,000) feet where its width is five hundred (500) feet and  
20 where the slope of the approach surface is eight (8) to one (1), and  
21 the transitional surfaces which extend outward and upward from the  
22 lateral boundaries of the primary surface and from the approach  
23 surfaces at a slope of two (2) to one (1) for a distance of two

1       hundred fifty (250) feet measured horizontally from the centerline  
2       of the primary and approach surfaces.

3           B. Affected airports will be considered as having those  
4 facilities which are programmed in the Federal Aviation  
5 Administration's Regional Aviation System Plan or the Oklahoma  
6 Department of Aerospace and Aeronautics' statewide airport system  
7 plan and will be so protected.

8           C. Permit requirements of subsection A of this section shall  
9 not apply to projects which received construction permits from the  
10 Federal Communications Commission for structures exceeding federal  
11 obstruction standards prior to May 20, 1975; nor shall it apply to  
12 previously approved structures now existing, or any necessary  
13 replacement or repairs to such existing structures, so long as the  
14 height and location is unchanged.

15          D. In determining whether to issue or deny a permit, the local  
16 airport zoning authority shall consider:

17           1. The nature of the terrain and height of existing structures;  
18           2. Public and private interests and investments;  
19           3. The character of flying operations and planned developments  
20 of airports, vertiports, and heliports;

21           4. Federal airways as designated by the Federal Aviation  
22 Administration that lie within the radii described in paragraphs 1  
23 through 3 of subsection A of this section;

1       5. Whether the construction of the proposed structure would  
2 cause an increase in the minimum descent altitude or the decision  
3 height at the affected airport;

4       6. Technological advances;

5       7. The safety of persons on the ground and in the air; and

6       8. Land use density.

7       E. In order to promote the health, safety and welfare of the  
8 public and to protect persons and property by promoting safety in  
9 aeronautics, the Oklahoma Department of Aerospace and Aeronautics  
10 may review any structure erected, altered, or modified since January  
11 1, 1996, in which no permit was secured from the local airport  
12 zoning authority because of the absence of a local airport  
13 authority. The Oklahoma Department of Aerospace and Aeronautics  
14 shall determine whether such structures meet the requirements set  
15 forth in this section. If the structures do not meet the  
16 requirements as set forth in this section, the Oklahoma Department  
17 of Aerospace and Aeronautics may request the owners of such  
18 structure to make any necessary modifications to protect the health,  
19 safety and welfare of the public, including, but not limited to,  
20 altering, marking, mapping, or identifying such structure. The  
21 Oklahoma Department of Aerospace and Aeronautics may assist the  
22 owner of such structure in any manner deemed feasible by the  
23 Oklahoma Department of Aerospace and Aeronautics.

1 SECTION 3. AMENDATORY 3 O.S. 2021, Section 421, as last  
2 amended by Section 15, Chapter 135, O.S.L. 2024 (3 O.S. Supp. 2024,  
3 Section 421), is amended to read as follows:

4 Section 421. A. The Oklahoma Department of Aerospace and  
5 Aeronautics is hereby established as the clearinghouse for unmanned  
6 aircraft systems (UAS) and advanced air mobility (AAM) in this state  
7 and shall be designated as the agency of this state for the  
8 promotion, enhancement and development of UAS and AAM as well as any  
9 associated infrastructure necessary to ensure the safe integration  
10 and use of this new technology within the state. The purpose of  
11 this clearinghouse is to create a partnership between those entities  
12 that currently operate UAS, those that desire to use this technology  
13 in the future and other entities that can support the research and  
14 development of UAS to ensure that this state can more effectively  
15 respond to the needs of this critical sector of the aviation and  
16 aerospace industry. In the operation of this clearinghouse, the  
17 Department shall cooperate, assist and coordinate with the federal  
18 government, agencies of this state, tribal entities, municipalities  
19 and other persons in the development of unmanned aircraft systems  
20 throughout the state to ensure the acceptance of this technology and  
21 the successful integration of UAS into the National Airspace System.  
22 Contingent upon the availability of funds, the Oklahoma Department  
23 of Aerospace and Aeronautics may use established program processes  
24 or may contract with other qualified entities to carry out the

1 duties and responsibilities of the Unmanned Aircraft Systems  
2 Development Act of 2021.

3       B. The primary goal of the clearinghouse within the Department  
4 is to establish a central point within state government to develop  
5 and implement the strategy for how this state can become a leader in  
6 the UAS and AAM industry. It will focus the collective resources,  
7 knowledge, information and assets within state government to ensure  
8 coordinated efforts amongst all parties. The clearinghouse will  
9 have the authority to:

10       1. Conduct research on what other states and localities are  
11 doing insofar as their UAS rules and regulations so that it can  
12 provide recommendations to ensure this state is in the best position  
13 within the industry;

14       2. Organize and coordinate the application for any UAS and AAM  
15 test site, integration opportunity, pilot program or grant funding  
16 on behalf of this state;

17       3. Maintain a registry of UAS being operated by state agencies,  
18 except those UAS that are part of a university-affiliated research  
19 program;

20       4. Maintain a registry of educational institutions that offer  
21 training programs for users of UAS; and

22       5. Investigate the development of, and if necessary, create a  
23 statewide system plan that will provide the framework for the  
24 construction, development, siting, and potential partnerships

1 required for vertiports and other infrastructure needed to integrate  
2 AAM and UAS into the existing air transportation system of the  
3 state;

4 6. Develop a statewide network of UAS/AAM detection systems as  
5 necessary to support the safe integration of these new technologies  
6 into the state's existing air transportation system; and

7 7. Create statewide or regional command/control and radar  
8 systems or centers to support paragraph 6 of this subsection and the  
9 Department's efforts to bring UAS/AAM testing and development to the  
10 state. These systems or centers can be standalone or in partnership  
11 with other federal, state, local, tribal, or nonprofit entities.

12 C. The Department is authorized to enter into partnerships with  
13 any city or town of this state and, any county or political  
14 subdivision or district in this state, or any public trust thereof,  
15 or any federal government entity for the purpose of investing in and  
16 operating infrastructure and any other items necessary to safely and  
17 effectively integrate AAM and UAS into the existing air  
18 transportation system of this state as well as the testing and  
19 development of these aeronautical technologies.

20 SECTION 4. This act shall become effective November 1, 2025.  
21  
22  
23  
24

1           Passed the House of Representatives the 17th day of March, 2025.  
2  
3  
4

---

Presiding Officer of the House  
of Representatives

5  
6           Passed the Senate the \_\_\_\_ day of \_\_\_\_\_, 2025.  
7  
8

---

Presiding Officer of the Senate

9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24