

SENATE FLOOR VERSION

February 24, 2025

SENATE BILL NO. 920

By: Rosino of the Senate

and

Miller of the House

An Act relating to aerospace infrastructure; amending 3 O.S. 2021, Sections 101 and 102.1, as amended by Section 12, Chapter 126, O.S.L. 2023 (3 O.S. Supp. 2024, Section 102.1), which relate to the Airport Zoning Act; defining terms; requiring certain permit for construction within certain radius of a heliport or vertiport; amending 3 O.S. 2021, Section 421, as last amended by Section 15, Chapter 135, O.S.L. 2024 (3 O.S. Supp. 2024, Section 421), which relates to the Oklahoma Department of Aerospace and Aeronautics as the clearinghouse for unmanned aircraft systems; granting Oklahoma Department of Aerospace and Aeronautics certain authority; updating statutory language; and providing an effective date.

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

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

amended to read as follows:

Section 101. As used in this act, unless the context otherwise

requires:

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

1 (2) 2. "Airport hazard" means any structure, object of natural
2 growth or use of land which obstructs the airspace required for the
3 flight of aircraft in landing or taking off at an airport or is
4 otherwise hazardous to such landing or taking off of aircraft-i

5 (3) 3. "Airport hazard area" means any area of land or water
6 upon which an airport hazard might be established if not prevented
7 as provided in this act-;

8 (4) 4. "Heliport" means an area of land, water, or a structure
9 used or intended to be used for the landing and takeoff of
10 helicopters;

11 5. "Political subdivision" means any municipality, city, town,
12 village, or county-;

13 (5) 6. "Person" means any individual, firm, copartnership,
14 corporation, company, association, joint stock association, or body
15 politic, and includes any trustee, receiver, assignee, or other
16 similar representative thereof-;

17 (6) 7. "Structure" means any object constructed or installed by
18 man, including, but without limitation, buildings, towers,
19 smokestacks, and overhead transmission lines-;

20 (7) 8. "Tree" means any object of natural growth-;

21 9. "Vertiport" means an area of land, water, or a structure
22 used or intended to be used for the landing and takeoff of VTOL
23 aircraft; and

1 10. "VTOL aircraft" means an aircraft which has vertical
2 takeoff and landing capability.

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

6 Section 102.1. A. In order to prevent the erection of
7 structures dangerous to air navigation, subject to the provisions of
8 subsections B, C and D of this section, each person shall secure
9 from the local airport zoning authority, or in the absence of a
10 local airport zoning authority, the Oklahoma Department of Aerospace
11 and Aeronautics, a permit for the erection, alteration, or
12 modification of any structure the result of which would exceed the
13 federal obstruction standards as contained in 14 CFR, Part 77.
14 Permits from the local airport zoning authority will be required
15 only within an airport hazard area where federal standards are
16 exceeded and if the proposed construction is within:

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

21 2. A 6-nautical mile radius of the geographical center of a
22 publicly owned or operated airport, a military airport, or an
23 airport open for public use which has no published instrument

1 approach procedure and has runways in excess of three thousand two
2 hundred (3,200) feet in length; ~~or~~

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

8 4. A 1-nautical mile radius of the geographical center of a
9 publicly owned or operated heliport or vertiport.

10 B. Affected airports will be considered as having those
11 facilities which are programmed in the Federal Aviation
12 Administration's Regional Aviation System Plan or the Oklahoma
13 Department of Aerospace and Aeronautics' Oklahoma Airport System
14 Plan and will be so protected.

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

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

24 1. The nature of the terrain and height of existing structures;

1 2. Public and private interests and investments;

2 3. The character of flying operations and planned developments

3 of airports, heliports, and vertiports;

4 4. Federal airways as designated by the Federal Aviation

5 Administration that lie within the radii described in paragraphs 1

6 through 3 of subsection A of this section;

7 5. Whether the construction of the proposed structure would

8 cause an increase in the minimum descent altitude or the decision

9 height at the affected airport;

10 6. Technological advances;

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

12 8. Land use density.

13 E. In order to promote the health, safety, and welfare of the

14 public and to protect persons and property by promoting safety in

15 aeronautics, the Oklahoma Department of Aerospace and Aeronautics

16 may review any structure erected, altered, or modified since January

17 1, 1996, in which no permit was secured from the local airport

18 zoning authority because of the absence of a local airport

19 authority. The Oklahoma Department of Aerospace and Aeronautics

20 shall determine whether such structures meet the requirements set

21 forth in this section. If the structures do not meet the

22 requirements as set forth in this section, the Oklahoma Department

23 of Aerospace and Aeronautics may request the owners of such

24 structure to make any necessary modifications to protect the health,

1 safety, and welfare of the public, including, but not limited to,
2 altering, marking, mapping, or identifying such structure. The
3 Oklahoma Department of Aerospace and Aeronautics may assist the
4 owner of such structure in any manner deemed feasible by the
5 Oklahoma Department of Aerospace and Aeronautics.

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

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

1 unmanned aircraft systems throughout the state to ensure the
2 acceptance of this technology and the successful integration of UAS
3 into the National Airspace System. Contingent upon the availability
4 of funds, the Oklahoma Department of Aerospace and Aeronautics may
5 use established program processes or may contract with other
6 qualified entities to carry out the duties and responsibilities of
7 the Unmanned Aircraft Systems Development Act of 2021.

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

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

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

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

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

3 5. Investigate the development of, and if necessary, create a
4 statewide system plan that will provide the framework for the
5 construction, development, siting, and potential partnerships
6 required for vertiports and other infrastructure needed to integrate
7 AAM and UAS into the existing air transportation system of the
8 state;

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

12 7. Create statewide or regional command, control, and radar
13 systems or centers to carry out the provisions of paragraph 6 of
14 this subsection and the Department's efforts to bring UAS and AAM
15 testing and development to the state. These systems or centers can
16 be stand-alone or in partnership with other federal, state, local,
17 tribal, or non-profit entities.

18 C. The Department is authorized to enter into partnerships with
19 any city or town of this state and any county or political
20 subdivision or district in this state, or any public trust thereof,
21 or any federal government entity for the purpose of investing in and
22 operating infrastructure and any other items necessary to safely and
23 effectively integrate AAM and UAS into the existing air

1 transportation system of this state as well as the testing and
2 development of these aeronautical technologies.

3 SECTION 4. This act shall become effective November 1, 2025.

4 COMMITTEE REPORT BY: COMMITTEE ON AERONAUTICS AND TRANSPORTATION
February 24, 2025 - DO PASS

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