

1 **SENATE FLOOR VERSION**

2 February 24, 2025

3 SENATE BILL NO. 920

By: Rosino of the Senate

4 and

5 Miller of the House

6  
7  
8 An Act relating to aerospace infrastructure; amending  
9 3 O.S. 2021, Sections 101 and 102.1, as amended by  
10 Section 12, Chapter 126, O.S.L. 2023 (3 O.S. Supp.  
11 2024, Section 102.1), which relate to the Airport  
12 Zoning Act; defining terms; requiring certain permit  
13 for construction within certain radius of a heliport  
14 or vertiport; amending 3 O.S. 2021, Section 421, as  
15 last amended by Section 15, Chapter 135, O.S.L. 2024  
16 (3 O.S. Supp. 2024, Section 421), which relates to  
17 the Oklahoma Department of Aerospace and Aeronautics  
18 as the clearinghouse for unmanned aircraft systems;  
19 granting Oklahoma Department of Aerospace and  
20 Aeronautics certain authority; updating statutory  
21 language; and providing an effective date.

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

23 SECTION 1. AMENDATORY 3 O.S. 2021, Section 101, is  
24 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~~;~~;

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. "Helicopter" 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

24



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  
24



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  
5 February 24, 2025 - DO PASS

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25