



Representative Jamie Callender
Sponsor Testimony: House Bill 185
House Aviation and Aerospace Committee
April 9, 2024

Chairman Holmes, Vice-Chair Willis, Ranking Member Baker, and members of the House Aviation and Aerospace Committee, thank you for the opportunity to testify on HB 185.

HB 185 is a reintroduction of HB 490 (134th GA, Holmes) and has a simple aim, to ensure that Ohio's airports remain open and accessible to the thousands of recreational and commercial pilots who fly into them every day. Ohio currently plays host to 6 commercial airports, 176 public use aviation facilities. Hundreds of flights take off and land at these airports each day. HB 185 aims to ensure continued access to these airports by creating a uniform set of standards for the construction of tall structures while protecting the airspace around an airport. HB 185 also aims to bring Ohio's law up to current federal and Federal Aviation Administration (FAA) regulations.

While navigable airspace falls under the sole authority of the federal government, the FAA and federal law defers to state and local governments to manage the land use, zoning, and police regulations that support the FAA's regulations. This delegation of authority has led the Ohio Department of Transportation (ODOT) adopting rules to uniformly regulate the height and location of any potential obstruction of navigable airspace, including both man made and natural structures. HB 185 aims to extend ODOT and local airport zoning boards authority to regulate obstructions to navigable airspace.

A core part of HB 185 is the requirement that any entity filing an application for construction or alternation of a structure with the FAA must also file the same application with ODOT. During this process, ODOT will conduct an independent study of the permit application concurrent with that of the FAA and make a determination within 90 days of the FAA's determination. By streamlining this process and making use of the same application, HB 185 aims to reduce the burden on those seeking an application while ensuring that ODOT is able to perform it due diligence with regards to navigable airspace surrounding Ohio's airports.

As an avid pilot, I have had the opportunity to fly into many of the airports across Ohio and the nation. With the increasing number of cell towers and other tall structures being constructed in often undeveloped areas, it is critical that Ohioans are still able to safely take to the skies.

Chairman Holmes, members of the House Aviation and Aerospace Committee, thank you for the opportunity to testify in HB 185. I look forward to answering any questions you may have.