

Advanced Air Mobility (AAM) State Reports

Completed Study Committees

State	Link	Date Published
Arizona	Urban Air Mobility Study Committee	Dec. 2022
Arkansas	Future Mobility Report	Dec. 2022
California (LA)	Los Angeles Department of Transportation Urban Air Mobility Policy Framework Considerations	Sept. 2021
California (SF)	Land Use Analysis on Vertiports Based on a Case Study of the San Francisco Bay Area	May 2023
Florida	FDOT AAM Working Group Report and Recommendations FDOT AAM Airport Compatibility Considerations	May 2023
Minnesota	2022 Air Mobility Strategic Plan	Apr. 2022
Ohio	AAM Framework	Aug. 2022
Texas	Urban Air Mobility Advisory Committee Report	Sept. 2022
Utah	Utah Advanced Air Mobility Infrastructure and Regulatory Study	2022
Virginia	Virginias Advanced Air Mobility Future	Jan. 2023
Washington	Washington Electric Aircraft Feasibility Study	Nov. 2020



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In-Progress Study Committees

State	Link	Date Published
Alabama	Establishing the Joint Study Commission on Advanced Air Mobility	Recommendations due by the third day of the 2025 legislative session
Colorado	Colorado Division of Aeronautics and National Renewable Energy Laboratory Kick Off Alternatively Powered Aircraft Study	Fall 2024
Georgia	N/A	Dec. 2023
Illinois	Advancing Air Mobility in Illinois	Jan. 2024
Louisiana	Louisiana Drone Advisory Committee	Early 2024
Michigan	Analysis and Deployment of an Unmanned Traffic Management System in Michigan	2023

Other State Resources

State	Link	Date Published
North Carolina	NCDOT AAM Guiding Considerations	May 2023
Pennsylvania	AAC UAM Subcommittee – Infrastructure Electrification Letter	Sept. 2021



Common Themes

The requirements for AAM to succeed have been well discussed as eight states already published committee reports with another six currently in progress. With most of the industry participating in multiple state advisory committees, the recommendations published can serve as a resource for state agencies and lawmakers. As a result, industry affirms that state should not propose and dedicate resource to establishing additional advisory committees.

Below is an overview of the reports' overlapping recommendations, each State's primary considerations, and the immediate policy needs identified.

RECOMMENDATIONS

1. State Investment

- This recommendation focuses on different AAM investment strategies States may use to both prepare for operationalization and attract companies.
- Strategies include establishing an innovation investment fund for emerging technology and companies, identification of relevant federal grant opportunities, and the development of public/private partnerships.

2. Workforce Development

- The development of the AAM industry manifests both workforce needs opportunities. This recommendation focuses on programming that can ensure there is a skilled workforce able to fill these gaps and take advantage of the emerging opportunities.
- Suggestions include establishing Centers for AAM at State Universities, job training opportunities, business development and job growth incentives, and collaboration between state agencies, industry, and educational institutions.

3. Establish State AAM Coordinator

- To ensure each State is embracing and prepared for the AAM industry, a dedicated position is necessary to coordinate all the moving parts. Each working group identified the creation of a dedicated AAM coordinator in either a State agency or the Governor's office as a critical component to sustained growth.
- This position would act as the State's coordinator for the AAM industry, communicating with government and industry stakeholders.

4. Community Outreach

- Community outreach recommendations included town halls in locations of interest, discussions with local leaders, and opportunities for constituents to raise concerns with interested companies.

5. Proactive Infrastructure Investment

- While AAM is not yet operational there are current infrastructure opportunities States should address now.
- The identified proactive infrastructure work includes the expansion of current EV charging infrastructure to include airports and heliports for future eVTOL operations and the transformation of identified unused heliports into vertiports.



Common Themes

IMPORTANT CONSIDERATIONS

There are two factors emphasized in every working group that should receive consideration as vertiport infrastructure develops. The considerations are of equity and multimodal connectivity.

AAM offers the opportunity to serve more rural and underserved communities, filling a current need gap. Equity, as it relates to AAM, is focused on ensuring both that these communities are serviced, and that all communities feel the externalities equally. The working group recommendations suggest considering equity when it comes to vertiport placement, being mindful as to limit the burdens, such as environmental effects or displacement of businesses and residences, that the placements may have. Additionally, the studies recommend looking to assure any burdens or benefits are felt evenly across all communities, instead of stratified by location or class.

Multimodal Connectivity focuses on ensuring that vertiports are tied into the current transportation system in a way that serves residents. This focuses on connecting AAM with current modes of transportation, such as an eVTOL path that connects a major airport to a city center or other transportation hub (i.e., train station, subway, bus depot).

IMMEDIATE POLICY NEEDS

Understanding that there is work that will need to begin now for states to be able to utilize AAM properly when operational, the working groups also offered two main policy needs for the industry that can be taken up immediately by state agencies and the legislature.

The first identified need is the establishment of a permitting and licensing process for vertiports. This will allow infrastructure developers to begin the development process with confidence in its longevity and identify compatible areas for vertiport locations.

The second identified need is to revise current state and local laws to ensure compatibility with AAM. This includes revising local zoning and land-use ordinances and airport and heliport rules and regulations so they are applicable to vertiports and ensuring relevant funding opportunities are applicable to AAM.

