

AAM Webinar Summary

Community Engagement



**Federal Aviation
Administration**

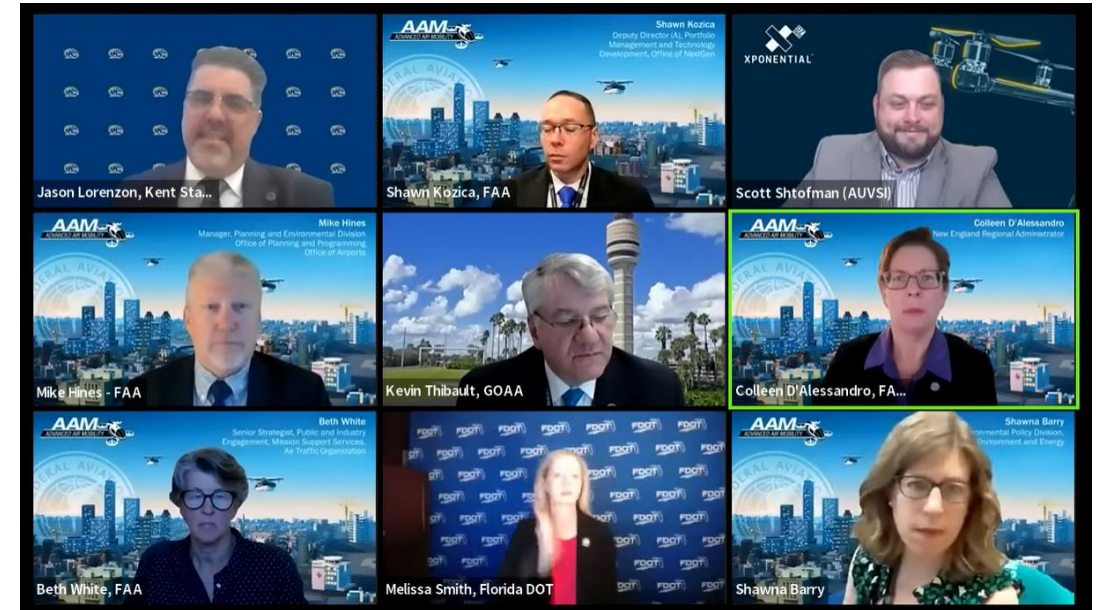
April 2024

Audience and Purpose

- ✓ Advanced Air Mobility (AAM) is moving closer to reality and that can leave a void in understanding roles and responsibilities around engagement.
- ✓ With this meeting the FAA wanted to initiate a conversation with state/local government leadership who are considering AAM operations.
- ✓ The goal was to help local government leadership and the public better understand the roles and responsibilities for planning and engagement for AAM in their community.

Speakers and Presenters

- **Colleen D'Alessandro**, FAA New England Regional Administrator
- **Shawn Kozica**, FAA Office of NextGen
- **Beth White**, FAA Air Traffic Organization
- **Shawna Barry**, FAA Environment and Energy
- **Mike Hines**, FAA Office of Airports
- **Kevin Thibault**, Greater Orlando Aviation Authority
- **Philip Brady**, Skyports
- **Melissa Smith**, Florida Department of Transportation
- **Jason Lorenzon**, Kent State University
- **Scott Shtofman**, AUVSI



<https://www.youtube.com/watch?v=1sfVuJlPQoY>

Presentation Highlights



FAA Office of NextGen

- Based on where AAM operators are discussing operations, it appears that initial use cases for AAM operations (using eVTOL aircraft) will focus on large metropolitan areas/hub airports.
- The FAA is not deciding on locations of AAM operations – those choices and decisions are with the operators and the appropriate local entities.
- eVTOL aircraft will be tested and certified through the FAA's normal aircraft certification process.
- AAM operations will mostly operate from vertiports, which could be public, private, on an existing airport, or stand-alone.
- If an airport/landowner, AAM operator, and/or local government is considering AAM operations at a specific location, the FAA team may engage to discuss preliminary operational plans and airspace integration.

***Reach out to your Regional Administrator
to begin the conversation***

Shawn Kozica

Acting Deputy Director for
Portfolio Management &
Technology Development

“The decision to adopt AAM operations, and the purposes that AAM will serve, are within the purview of the local communities. FAA will continue to collaborate closely in support of them.”



Greater Orlando Aviation Authority

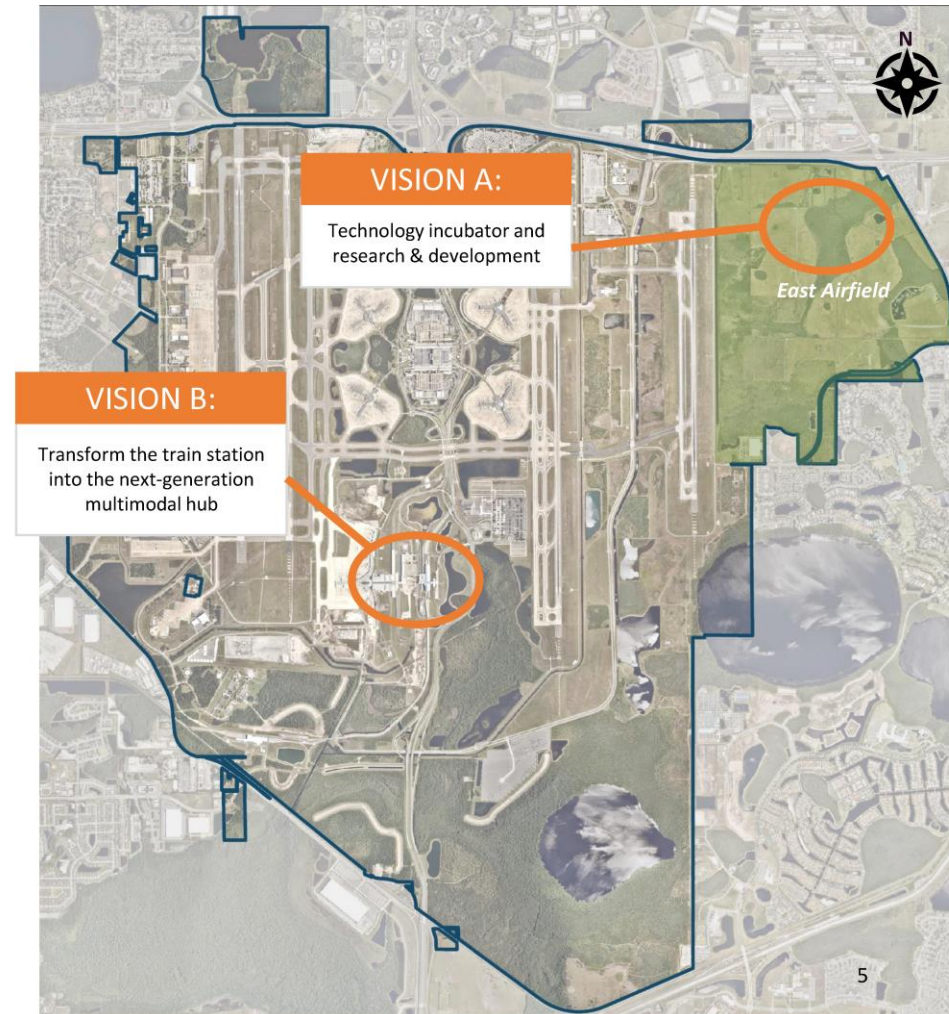
Potential AAM Development Opportunities (MCO)

VISION A:

The Authority has identified the east airfield, an undeveloped parcel on the northeast side of the airport property, as the preferred location for the development of initial AAM facilities.

VISION B:

Ultimately, AAM operations will be integrated into the multimodal environment at MCO, with connections to the Passenger Terminal and Train Station.



Kevin Thibault
Chief Executive Officer
Orlando Int'l Airport

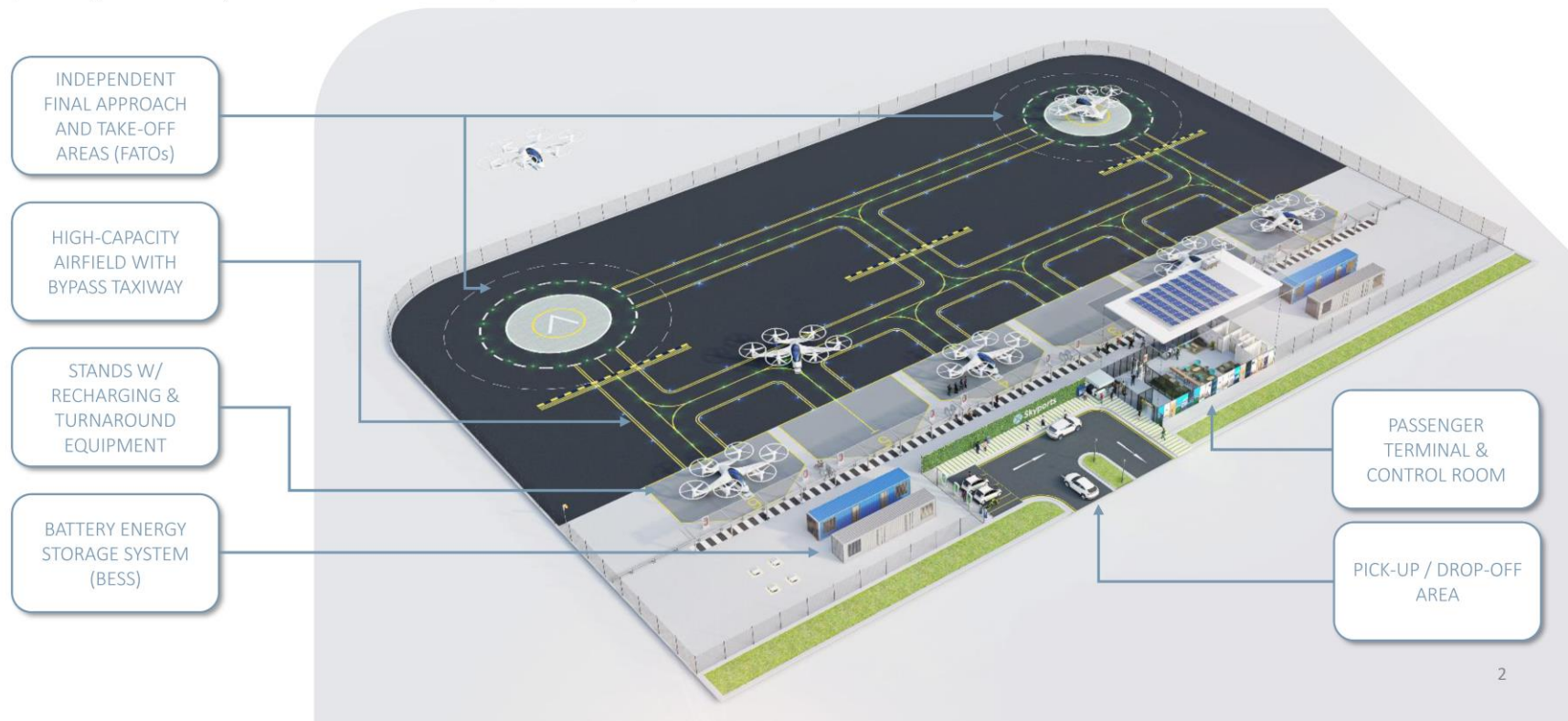
“We started last year with a lot of robust community outreach at every level... local homeowners associations, city and state elected officials, the state Department of Transportation, and nationally as well.”

Skyports



PASSENGER VERTIPOINT FEATURES

The main features of a vehicle-agnostic passenger vertiport are landing areas, aircraft stands, recharging and turnaround equipment, passenger terminal, control room and safety and security facilities.



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Philip Brady
Partnerships and
Acquisitions Manager
Skyports

“AAM is different than traditional aviation... a vertiport needs to mesh into the fabric of the community. It’s largely up to the vertiport developer to ensure the operations are not negatively impacting the residents.”



Florida Department of Transportation

Benefits of AAM in our Communities



Air Taxi | Moving People

- Passenger travel in urban and regional areas



Air Cargo | Moving Goods

- “Middle mile goods” such as moving existing cargo between airports, cargo facilities, and distribution centers



Public Safety

- Supplementing existing air fleets for search and rescue, disaster relief, air ambulance, firefighting, etc.



Future Innovations for eVTOLs

- Anticipate advancements in autonomous operations, guidance, capacity, and power systems

Melissa Smith

Chief of Modal
Development

Florida DOT

“Local governments will have the responsibility for zoning protection, land use compatibility planning, and community engagement.”

Kent State University



PAVING THE WAY FOR AAM OPERATIONS



AIRSPACE SURVEILLANCE

ADS-B Network

- Statewide coverage

Local Ground Radar

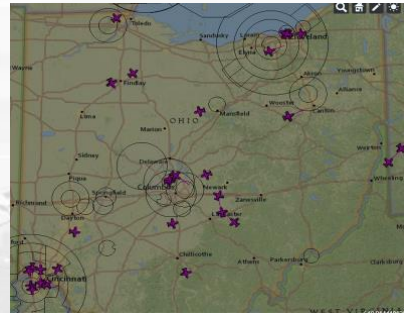
- Localized ground radar networks being stood up in various location

FAA Radar Feeds

- Working to integrate existing FAA radar feeds for general AAM utilization at higher altitudes

Track / Fusion Service

- Cloud hosted service for fusing all airspace surveillance sensor feeds into a clean airspace picture
- Available for subscription services throughout the state



AIRSPACE MANAGEMENT

ODOT Ops Center

- Centralized management center managed and operated by ODOT for statewide operations

DSS / UTM Network

- Enables operators to share operational intent for deconfliction

DAA Services

- Statewide deconfliction service to ensure UAS do not conflict with manned aircraft

HEALTH AND INTEGRITY

System Wide Safety System

- Ensures that entire ecosystem performance is monitored
- Monitors and provides alerts to off-nominal conditions

Jason Lorenzon
Assistant Professor of
Aeronautics
Kent State

“The low-level altitude surveillance system for the state must harmonize with Federal laws and regulations. This is one huge area with public outreach that needs to be considered.”



AUVSI

AAM Prepared Guidebook

- **Industry Consensus** - Began calls with AAM OEM's and Infrastructure Developers to identify needs & insight into what States/Cities were asking for
- **Identification of State/City Needs** - Identified local needs from state working groups & industry insight
- **Development of First Steps** - Created first steps states/localities could take for integration
- **Public Launch** - Launch Publicly – begin education campaign, interface with local communities, state stakeholders, working groups, and community sessions
- **Education/Integration** - Education state/localities on AAM and steps for preparedness – work with states to integrate AAM through tools like model legislation



Scott Shtofman

Director of Government
Affairs

AUVSI

"It's important to dispel misconceptions about what AAM is and how it will integrate with other aircraft. That's why we reached out to all 50 states through our organization's chapters."

Panel Discussion Highlights



Panel Q&A Highlights

"How are decisions being made to bring these to communities?"

- **Kevin Thibault** – Through coordination, collaboration and a lot of outreach.
 - **Melissa Smith** – It will take all levels to determine if it is right for your community and start those conversations today.
 - **Scott Shtofman** – FAA is a great partner to determine safety. Industry and communities need to determine need for AAM to move people and/or cargo.
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"Where do you see decisions to bring AAM to communities?"

- **Jason Lorenzon** – What will consumer demand be the in the future? This will inform workforce development.



Panel Q&A Highlights

"Provide insight on how vertiports will be integrated into the NAS."

- **Mike Hines** – FAA's mission is to provide the safest, most efficient aerospace system in the world. Similar to other landing facilities, safety will be a priority when integrating vertiports into the NAS.
- **Mike Hines** – Vertiports can be integrated into the NAS at any of the thousands of existing public use airports across the country or at a stand-alone facility. The FAA has regulatory oversight over many of these airports; however there are also many which FAA has no regulatory oversight. For these facilities we encourage local and state agencies to adopt FAA's design standards to ensure acceptable levels of safety.
- **Mike Hines** – Land use compatibility is a local issue; they know their communities best.
- **Scott Shtofman** – AUVSI works with local and state governments, discussing concerns about planning and zoning.



Panel Q&A Highlights

"How will integration of vertiports into the NAS work?"

- **Shawn Kozica** – Conduct early engagement to help communities make informed decisions on where to build a vertiport, considering different impacts of existing airports versus a new location.
- **Shawn Kozica** – Location of vertiport needs to consider many things, including existing airports, overlying airspace, terrain, compatibility with existing procedures and what is the mission of the vertiport, such as to connect to scheduled air carrier flights, cargo delivery, etc.

Panel Q&A Highlights

"How should stakeholders conduct community engagement?"

- **Kevin Thibault** – Orlando started at the local level with communities, elected officials and AAM operators.
 - **Kevin Thibault** – Conduct layered approach to start local and go beyond as projects start.
 - **Beth White** – Get people in the process early, bringing people along when the larger decisions are being considered, these are potentially generational conversations around transportation in your community.
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"An additional factor in community engagement is workforce development-how do we conduct this development?"

- **Jason Lorenzon** – Need to determine what AAM holds for workforce and community development in the next 5 to 10 years.
- **Jason Lorenzon** – Kent State conducts drone day to encourage interest in this industry.
- **Scott Shtofman** – How is traditional aviation different from AAM, and how can we build up department of education to support this.



Panel Q&A Highlights

"What is a federal action and why is it important?"

- **Shawna Barry** – The National Environmental Policy Act (NEPA) requires federal agencies to consider the environmental consequences of proposed actions in their decision making and disclose any significant impacts to the public.
- **Shawna Barry** – For AAM, FAA actions that may trigger NEPA may include things like approving a modification to an airport layout plan to add a vertiport, or projects that require development or changes to air traffic procedures.
- **Shawna Barry** – Distinguishing between what is and is not a federal action will be important in determining whether the FAA will be responsible for complying with NEPA, including any community engagement requirements.
- **Mike Hines** – Planning is key, it will determine if FAA oversight is required.



For more information...

<https://www.youtube.com/watch?v=1sfVuJlPQoY>

