

**AAM  
PREPARED™**



# **ADVANCED AIR MOBILITY LEGISLATION DATABASE**

# Presentation of Entries

This database includes all proposed and enacted state legislation relating to advanced air mobility (AAM).

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Title:

State:

Status: [Most Recent Action taken according to the source state]

Summary: [Digest of the bill]

Comments: [Commentary on the positives or negatives of the bill and potential outcomes]

Rating:

[  for measures that are favorable and supported by industry]

[  for measures that are unfavorable and not supported by industry]



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# (1) 2022

Title: A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan,"

State: Michigan

Bill/Act: **2022 SB 796**

Status: Died in Second Chamber

Summary: This measure prohibits localities from regulating the ownership or operation of advanced air mobility aircraft or advanced air mobility.

Comments: Localities have an important role to play in the future of AAM, especially when it comes to land use or zoning, but it's important to balance that with the authorities that lie with the FAA. In providing for preemption, this measure ensures both the safest operations possible and a competitive business environment.

Rating: 



# (1) 2022

Title: A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan,"

State: Michigan

Bill/Act: **2022 SB 795**

Status: Died in Second Chamber


Summary: This measure creates an advanced air mobility study committee. It requires the committee to:

1. Review current laws that could impact AAM and discuss necessary revisions.
2. Identify potential laws that will create jurisdictional consistency for AAM operations.
3. Foster public acceptance and awareness for AAM through an outreach campaign.
4. Collaborate with local governments to identify the best ways to integrate AAM into transportation planning.

The measure further provides state preemption of the regulation of the ownership or operation of advanced air mobility aircraft or advanced air mobility.

Comments: Study committees are an important step forward, allowing the State to set concrete deliverable goals, evaluate regulations, coordinate with multiple jurisdictional authorities, and outline clear pathways for implementation. Further, including an outreach campaign as a criterion takes positive steps forward to build community relationships and engagement.

This measure also provides for state preemption of ownership and operations, ensuring the safest operations possible and a competitive business environment.

Rating: 



# (1) 2022

Title: Establishing the West Virginia Uncrewed Aircraft Systems Advisory Council within the Department of Economic Development

State: West Virginia

Bill/Act: **HB 4667**


Status: Enacted

Summary: This measure creates the West Virginia Uncrewed Aircraft Systems Advisory Council. The Council must:

1. Identify trends and technologies driving innovation in UAS.
2. Develop comprehensive strategies, including, but not limited to, the promotion of research and development, education, economic growth, and jobs in the UAS industry, public acceptance of the industry, business planning, air vehicle technology and manufacturing, and airspace management and national airspace system integration.
3. Develop recommended legislation.

The measure further provides state preemption of the regulation of the ownership or operation of advanced air mobility aircraft or advanced air mobility.

Comments: Study committees are an important step forward, allowing the State to set concrete deliverable goals, evaluate regulations, coordinate with multiple jurisdictional authorities, and outline clear pathways for implementation. Further, in providing for preemption, this measure ensures both the safest operations possible and a competitive business environment.

Rating: 



# (1) 2022

Title: Promoting Public-Use Vertiports Act

State: West Virginia

Bill/Act: **HB 4827**

Status: Enacted

Summary: This measure requires vertiports to adhere to any published FAA standards and for a vertiport layout plan to be submitted to the FAA before operations can commence. It further prohibits a political subdivision from granting or permitting an exclusive right to one or more vertiport owners or operators. It additionally requires the subdivisions to promote reasonable access to AAM operators at public-use vertiports.

Comments: The language in this measure is vague in a way that can have unintended consequences that would ultimately hinder, instead of support, the development of the AAM industry. It makes localities capabilities confusing, making it less likely they will engage, and further takes away a potential tool in localities belt.

Additionally, the measure is regulating a situation that is not feasible for an industry that is not yet operational. It's important to focus on measures the enhance development and integration of AAM at this early stage.

Rating: 



## (2) 2023 – Study Committees

Title: Establishing the Joint Study Commission on Advanced Air Mobility

State: Alabama


Bill/Act: **2023 SJR 3**

Status: Enacted

Summary: This measure creates the joint study commission on Advanced Air Mobility. The commissions study must include:

1. The state's existing aviation infrastructure and the steps needed to provide for its participation and expansion in new local, regional, and urban transportation systems.
2. Identification of the Alabama companies that serve the aeronautical industry, with the purpose of fostering their contributions to AAM.
3. The recruitment to the state of innovative companies engaged in some area of AAM technology or logistics.

Comments: Study committees are an important step forward, allowing the State to set concrete deliverable goals, evaluate regulations, coordinate with multiple jurisdictional authorities, and outline clear pathways for implementation. Further, the focus on recruitment of AAM companies into the State highlights Alabama's enthusiasm for the industry and focus on becoming a leader in AAM.

Rating: 





## (2) 2023 – Study Committees

Title: Advanced Air Mobility and Aviation Electrification Committee

State: California


Bill/Act: **2023 SB 800**

Status: Enacted

Summary: This measure establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel. The panel must assess:

1. The feasibility and readiness of existing infrastructure in the State to support a vertiport network.
2. The development of a three-year prioritized workplan that maps out medium-term state activities necessary.
3. Pathways for promoting the equity of access to AAM infrastructure to prohibit the monopolization of AAM infrastructure ownership and operations.

Comments: The establishment of an advisory panel will ensure the right framework is in place to foster the industry, attract additional companies, and add capacity and resources to state activities that will support deployment and integration.

Rating: 



## (2) 2023 – Study Committees

Title: An Act Relating to Aircraft

State: Oregon


Bill/Act: **2023 HB 3257**

Status: Died in Committee

Summary: This measure establishes the Task Force on Electric Aircraft. The task force must:

1. Identify issues related to the facilitation of electric aircraft use.
2. Explore strategies to promote the development of infrastructure, including for commercial intrastate air travel.
3. Recommend six airports, as part of a pilot program, that could be equipped with charging stations and other necessary infrastructure.
4. Recommend statutory and regulatory changes as appropriate to integrate electric aircraft and related infrastructure into the transportation system.

Comments: The task force is a necessary step to ensure the State will be ready and able to integrate electric aircraft into the current transportation structure. Further, the formation of a pilot program to develop and workshop the modification of current airports for advanced aviation aircraft will allow for existing infrastructure to be transformed into crucial resources moving forward, an important step for integration.

Rating: 



## (2) 2023 – Study Committees

Title: Relating to advanced air mobility technology.

State: Texas

Bill/Act: **2023 SB 2144**


Status: Enacted

Summary: This measure creates the advanced air mobility advisory committee to assess current state law and any potential changes to state law that are needed to facilitate AAM operations.

The measure further directs the department of transportation to:

1. Review existing state aviation standards and guidelines, airport facility planning, and compatibility guidance to ensure that the standards, guidelines, planning, and guidance are applicable to AAM.
2. Support the development of federal and industry standards for AAM technology that prioritize safety as the technology develops.
3. Designate a department employee as a liaison to the FAA for purposes of the above.
4. Develop a statewide plan that specifies potential locations for and classifications of vertiports and other associated infrastructure .
5. Provide resources and assistance on the use of AAM technology and infrastructure to local governments, regional councils of government, transportation planning organizations and other entities.
6. Coordinate with Texas Education agencies to collaborate with school districts, institutions of higher education, and interested public and private stakeholders on educational opportunities related to AAM.

Comments: The advisory committee creates a space for the State to address the implementation, development, and integration of AAM, and the policy needs to achieve this. Further, in involving the state educational agencies and stakeholders to collaborate on educational opportunities in the field, the measure further ensures that the State will see all workforce benefits and that a homegrown, skilled workforce will be developed.

Rating: 



## (2) 2023 – Study Committees

Title: Advanced Air Mobility Revisions

State: Utah

Bill/Act: **2023 SB 161**


Status: Enacted

Summary: This measure requires the Department of Transportation to advanced air mobility. Areas of study must include:

1. Vertiport locations and infrastructure. This includes suitable locations in metropolitan areas and identification of commuter rail stations and underutilized parking lots that may be suitable.
2. Implementation strategies of advanced air mobility technologies.
3. Unmanned traffic management infrastructure. This includes UTM development, implementation, procedures, policies, and infrastructure and obtaining a full understanding of UTM including designation of airspace for AAM.
4. The creation of an AAM sandbox.

The measure further states that a political subdivision may not enter into an agreement to grant or permit an exclusive right to one or more vertiport owners or operators.

Comments: While advisory committees are important steps in the development of legislation and transportation integration plans, this measure goes too far with the political subdivision restrictions. This language has unintended consequences that can harm the development of the AAM industry, creating hurdles to infrastructure development and disincentivizing investment into the State.

Rating: 



## (3) 2023 – Regulations

Title: An Act Relating to Vertiports

State: Florida


Bill/Act: **2023 HB 349 / SB 1122**

Status: Died in Committee

Summary: This measure requires the Department of Transportation to encourage local zoning boards to ensure an adequate number of vertiports are developed and are placed strategically for equitable access and to prohibit the granting of an exclusive right to one or more vertiport owners or operators to vertiport operators at one or more vertiports.

The measure further requires vertiport owners to ensure the vertiport complies with FAA regulations and guidance and to submit a vertiport layout plan to the administrator of the FAA.

Comments: This language is ambiguous and would have unintended consequences by stifling private sector investment in vertiports, eliminating necessary safety and compliance checks by the State DOT, reducing the likelihood that small or rural communities will have access to AAM, and preventing aviation authorities from providing unified operations across the community.

Rating: 



## (3) 2023 – Regulations

Title: Relating to Vertiports


State: Oregon

Bill/Act: **2023 HB 2834**

Status: Enacted

Summary: This measure prohibits a local government from granting an exclusive right to one operator to develop vertiports or control vertiport operations within the local government's jurisdiction.

Comments: This language introduced uncertainty and ambiguity in a way that would severely impact electric aviation deployment in Oregon. For jurisdictions that only have the space or population to support a single vertiport, vertiport developments could be branded as monopolistic and halted under this proposal. It does not spur competition, but forces a nascent green industry to the lowest, slowest denominator.

Rating: 



## (3) 2023 – Regulations

Title: Advanced Air Mobility Amendments


State: Utah

Bill/Act: **2023 SB 24**

Status: Enacted

Summary: This measure provides the Division of Aeronautics with the power to regulate the use, licensing, and supervision of all vertiports in the State. It requires a UAS or AAM aircraft to be registered to operate commercially and allows the DOT to make rules related to registration fees and registration requirements. It further requires an AAM business to obtain a business license from at least one political subdivision in the State to operate.

Comments: In requiring both a registration fee for an AAM system and a business license, the State stands to encumber the industry with gratuitous fees and create barriers to necessary innovation. The FAA is the sole authority for whether aircraft may operate in the national airspace system and requiring operators to pay additional fees at the state level, as well as obtain additional licenses at the subdivision level, may interfere with the federal control over airspace.

Rating: 



## (3) 2023 – Regulations

Title: Transportation Amendments

State: Utah

Bill/Act: **2023 SB 185**

Status: Enacted

Summary: This measure amends multiple provisions relating to transportation items, including vertiports.

It states that a political subdivision may not create a monopoly by entering into an agreement to permit an exclusive right to one or more vertiport owners as the only vertiport owners or operators but may grant a permit to a vertiport owner or operator if only one applies. It further states that, unless public money is used, a vertiport owner or operator may exclude others from use.

Comments: While not ideal, the language in this measure is satisfactory to combat the more harmful exclusive use language passed in Utah earlier in the session. This language adds needed clarifications and allows for more freedom in how the infrastructure may be developed.

Rating: 

