AAM National Strategy – Bold Policy Vision for 2026–2036 and AAM Comprehensive Plan

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Introduction

The U.S. has a vision for Advanced Air Mobility (AAM) and a plan for a nationwide effort to accelerate the development and deployment of AAM technologies. The U.S. DOT will align policies and programs, while providing leadership and support for State, Local, Tribal, and Territorial (SLTT) governments. Advancing the U.S. aviation system toward a highly complex but promising future will not only take time but also strong interagency coordination and regular industry involvement. Improved interagency coordination could also lead to significant public saving while reducing burden and expenses for U.S. innovators.

The Interagency Working Group (IWG)

In 2022, Congress passed the AAM Coordination and Leadership Act, in response to the need for a whole-of-government approach to support AAM. This Act required the U.S. DOT to convene an Interagency Working Group (IWG) to develop a concrete strategy for AAM over the next decade.

The IWG, comprised of more than 100 subject matter experts from more than 25 Federal agencies met regularly over the span of 3 years. The results of these efforts are found in these two documents, the AAM National Strategy (Strategy) and the AAM Comprehensive Plan (Plan). *(See Attachment 1 for Key IWG Agencies)*

- **The Strategy** sets the policy vision and goals and is both flexible enough to adapt to technological developments and durable enough to guide Federal actions over the next decade.
- **The Plan** details how Federal agencies can execute that vision over time, by defining key agency roles, next steps, sequencing, and prioritization for recommendations in the Strategy. The Plan details the challenges that must be addressed to bridge the gap between AAM's early implementation and the envisioned future: a mature, scaled, and smartly integrated AAM system. It also details **Lead Agencies** and **Next Steps.**

The Strategy outlines **7 Pillars** with **Recommendations**. The Plan details **Lead Agencies** and **Next Steps.** The recommendations are presented as concise statements, organized into high-

level implementation actions and sequenced across **four distinct strategic actions phases** also known as **LIFT**, where each phase builds on the last.

LIFT Phases – Cascading and Overlapping

Leverage existing programs to support innovation and begin operations Using existing aviation regulatory frameworks, programs, and procedures to enable near-term operations	**PHASE 1** 2-3 years
Initiate engagement with partners, research and development, and smart planning Brings the right people together to identify the policies, technologies, and local planning strategies Prepares the aviation ecosystem for beneficial transformation without disrupting ongoing operations	**PHASE 2** 3-8 years
Forge new policies and models responsive to public needs Actions that inform new regulations, procedures, and public programs Establish oversight structures, funding mechanisms, and policy documents	**PHASE 3** 4-8 years
Transform the aviation ecosystem Technologies and procedures are standardized and ready for mass deployment Scaled operations of AAM that enhance efficiency, maintain or improve safety, and support integration with other aircraft, drones, and smart transportation systems	**PHASE 4** 8+ years

Pillar 1. Airspace

The FAA is currently pursuing an ambitious modernization of its air traffic control system, including transforming low-altitude airspace to support AAM. The U.S. must extend its current capabilities, like airspace configuration, radar surveillance, inconsistent GPS coverage, and explore new models of cooperation between air traffic control and operators.

As air traffic volume increases, the FAA will adopt a new approach to evolve airspace management models to enable a more automated, flexible, and scalable environment. One concept under consideration is the integration of cooperative operating practices within defined portions of airspace, known as cooperative areas, supported by multiple service providers operating under FAA rules and oversight.

Cooperative operations will benefit from a shared and secure technical environment where trusted operators are responsible for coordination, execution, and management of their activities. A robust, secure, and networked information exchange will be key for stakeholders and represents a significant shift in how air traffic is managed today.

This vision pioneers a new public-private cooperative model to manage low-altitude airspace to integrate AAM safely and efficiently with traditional aircraft. The Federal workforce will have to adapt to these systems and management practices.

Recommendation 1.1: Air Traffic Control

Capitalize on existing modernization efforts to transform air traffic control systems and further enable all Federal air traffic controllers to provide services that ensure the safe, secure, and efficient use of dynamic and high-tempo airspace in the future.

Rationale: The FAA's Automation Evolution Strategy (AES) is the approach the FAA is using to modernize the airspace automation infrastructure. The service-based architecture of AES ensures that foundational computing resources, software platforms, and mission-critical applications can effectively integrate and manage the complexities of AAM.

Lead Agency: FAA with support from NASA, DOW, FCC, NTIA

Next Steps:

- Establish requirements for future air traffic control automation systems and decision-support tools to enable safe and efficient high-tempo airspace operations.
- Plan for the development of new automation systems and decision-support tools that accommodate increased data sharing and collaboration among all airspace users, including third-party service systems with autonomy and artificial intelligence-based computing.
- Develop a roadmap for airspace modernization, integrating new systems to support mature-state AAM operations within FAA's AES framework.
- Deploy systems and decision-support tools, as funding allows, under a revised AES.

Recommendation 1.2: R&D for Low Altitude Surveillance

Support research, development, testing, and implementation of new surveillance solutions for low-altitude, high-density operations.

Rationale: In the traditional air traffic services environment, surveillance, like radar coverage, is one of the many tools for air traffic controllers to provide deconfliction and separation of aircraft. The FAA recognizes that some projected AAM operations may occur outside of traditional surveillance areas. To ensure the safety of AAM operations, the FAA may require expanded surveillance capabilities where existing systems are unavailable.

The FAA and the NASA should research future surveillance needs essential for enabling collaborative AAM operations in low-altitude strata and rural areas. This research should encompass the exploration of self-reported position data, and the integration of situational awareness services provided by third parties, including companies providing aviation traffic management and communication services as part of a new shared responsibility paradigm between Federal air traffic control and private companies. (In this context, first parties are the pilots and operators, and second parties are traditional air traffic control, meaning third parties are the private companies providing services under government supervision.)

Lead Agency: FAA, NTIA, FCC, with support from NASA and DOW

Next Steps:

- Conduct research and data analysis to evaluate the suitability of current and emerging surveillance technologies for the National Airspace System (NAS), ensuring AAM and the entire NAS is prepared to safely manage increased traffic while also identifying gaps, best practices, and opportunities for consistent implementation of industry standards.
- Establish controlled testing environments to assess surveillance technologies in a variety of settings, including urban and rural areas, and collect data through partnerships with industry and academic stakeholders.
- Foster the development of new cooperative and/or noncooperative surveillance technologies to support AAM requirements, including research into alternative solutions such as third-party aviation traffic management services and technologies such as mobile networks or global satellite service providers as part of a new shared responsibility model between Federal air traffic controllers and third parties.
- Perform interoperability testing on emerging AAM surveillance systems.
- Collaborate with regulatory bodies and industry groups to establish surveillance system standards that ensure security, reliability, and low latency.
- Determine the implementation path for integrating self-reported position data and information flows for data from third-party services to enhance surveillance coverage in AAM operations.
- Implement a multilayered surveillance network combining various technologies, ensuring scalability and redundancy to adapt to growing traffic as AAM expands.

Recommendation 1.3: Communications

Research new methods of communication between aircraft and air traffic management to enable air traffic to be more efficiently managed.

Rationale: Voice communication is one of the primary modes of information exchange between aircrew and air traffic controllers today. Private companies engaging in traffic management and autonomous control of various types of aircraft will necessitate a shift from strictly voice commands to new efficient and effective communication methods.

The FAA envisions future routine communications as automated information requiring less bandwidth than voice communications while providing more information, which will increase coordination between multiple aircraft in each area. They may include significantly larger data sets using video (rather than just text and voice) in the form of streaming, Artificial Intelligence (AI) analysis of data, and real-time monitoring and deconfliction of aircraft.

The FAA, NASA, FCC, and NTIA should collaborate on cybersecurity and integration of commercial wireless service providers, like mobile phone companies and global satellite service providers using 5G and beyond technologies.

Integration of these new or modernized systems to support mature-state AAM operations will require research to develop a roadmap for airspace modernization. The FCC and the NTIA should take action to ensure the effective spectrum management as required by these new systems.

Lead Agency: FAA, FCC, and NTIA with support from NASA and DOW

Next Steps:

- Conduct research and data analysis to evaluate the feasibility of different communication systems for AAM, including modernization of systems on existing spectrum allotted for such use or using commercial mobile, satellite, and/or radio services as part of a Federal/commercial collaborative approach for AAM and the NAS.
- Conduct communication technology testing in real-world scenarios, evaluating their reliability and latency with multiple AAM vehicles.
- Foster the development of scalable, secure communication systems suitable for high-density AAM operations while ensuring redundancy through fallback protocols.
- Test the interoperability between AAM communication systems and existing air traffic control networks for coordination among all AAM operational personnel.
- Address challenges, such as radio interference, spectrum management, and cybersecurity.
- Collaborate with regulatory bodies and industry groups to establish communication protocol standards that ensure security, reliability, and low latency.
- Determine how to integrate new communication systems into the existing NAS.
- Implement digital communications systems combining various technologies, ensuring scalability and redundancy to adapt to growing traffic as AAM expands.

Recommendation 1.4: Information Exchange

Establish information exchange protocols, technology requirements, and security requirements for integrated updates to facilitate free flows of information among providers of air traffic management services in cooperative environments and other areas.

Rationale: The FAA and NASA should establish information exchange protocols, technology requirements, and security requirements in coordination with industry, DOW,

FCC, NTIA, Federal law enforcement, and security agencies to facilitate free flows of information.

Lead Agency: FAA with support from NASA, DOW, DOJ, DHS, FCC, and NTIA

Next Steps:

- Identify information services and data exchange requirements to support NAS and AAM operations.
- Establish information exchange protocols, technology requirements, and security standards to enable data sharing between private and government AAM service providers.
- Define performance requirements, data formats, and standards for data sharing to ensure consistency and interoperability across AAM and nearby airspace operations, facilitating effective conflict management and safety in airspace transitions.
- Develop the information services and interfaces needed to support the AAM operations in air traffic services and cooperative areas.

Recommendation 1.5: Third Party Roles

Research and develop the requirements, roles, and responsibilities expected of third parties in complementary air traffic management and surveillance operations and the related regulatory framework.

Rationale: The FAA will need to develop a new regulatory framework governing third-party systems that take on air traffic control responsibilities or support those responsibilities with commercial or privately held communication systems that includes how they are to be managed and what roles and responsibilities third-party operators should expect.

In addition, accommodating increased capacity and third-party managers on shared Federal and non-Federal spectrum used for ATC communications and surveillance will require action by the FCC and NTIA.

Lead Agency: FAA with support from NASA, DOW, DOJ, DHS, FCC, and NTIA

Next Steps:

- Research and develop a regulatory framework for third-party systems in AAM traffic management and surveillance operations, including roles, responsibilities, and oversight mechanisms.
- Research emergency and priority of operations to develop effective methods for accommodating emergency situations and reviewing operational priorities within the new regulatory framework.
- Define roles and responsibilities of operators, third-party service suppliers, FAA, and DOW in a federated system and establish performance requirements and certification standards.

- Determine separation standards and define cooperative area constructs and rule sets.
- Explore amendments in regulatory frameworks through rulemaking for cooperative area operations.

Pillar 2. Infrastructure

AAM will localize aviation in new ways that may incentivize new infrastructure investments.

Recommendation 2.1: Leverage Existing Infrastructure

Use existing regulations, standards, policies, and processes, where applicable, to encourage and facilitate the use of existing or repurposed infrastructure for near- and medium-term AAM operations.

Rationale: The U.S. is home to nearly 20,000 total landing facilities, including approximately 13,000 airports and over 6,000 heliports. Of those airports, approximately 4,800 are public use.

AAM aircraft may be able to use traditional airport locations. Existing facilities may require minor modifications to enable near-term operations. Federally obligated airports, those in which the U.S. Government has Federal investment, could leverage these existing rules and processes for timely and cost-effective means for modifying existing facilities to accommodate early entry-into-service by AAM operators.

Others anticipate using vertiports, locations specifically designed for powered lift aircraft. Facilities in which there is no FAA oversight may allow for more expeditious entry.

In essence, landing facilities, buildings, and structures like airports, heliports, and vertiports must be built or modified to accommodate both vertical and short takeoff and landing aircraft.

Lead Agency: DOT and FAA with support from all IWG agencies

Next Steps:

- Review regulations, standards, practices, policies, and programs to identify ways to facilitate early growth of AAM operations.
- Use existing planning processes to revise guidance for near- and mid-term planning opportunities for AAM operations.

Recommendation 2.2: Engage Industry & SLTT

Engage with state, local, Tribal and territorial (SLTT) governments and industry on future models for planning and financing AAM infrastructure while funding existing programs for early operations.

Rationale: With respect to ground infrastructure, SLTT governments are critical operational partners with the Federal Government and private industry to deploy AAM as a financially sustainable national transportation system.

For example, the National Association of State Aviation Officials (NASAO) has coordinated the AAM Multistate Collaborative, a group representing 35 States and the Choctaw Nation of Oklahoma, which is developing a series of consensus papers that outline key considerations and best practices for AAM as a roadmap for States to contribute locally to a more rapid rollout of a consistent national aviation system.

Lead Agency: DOT with support from FAA and Congress

Next Steps:

- Reauthorize and appropriate an AAM Infrastructure Pilot Program for future years.
- Analyze existing Federal grant and financing programs to determine applicability and eligibility for AAM infrastructure planning, design, and construction activities.
- Begin deliberations with SLTT governments and industry on possible future programs or funding mechanisms to provide sustained Federal support for AAM infrastructure needs, including vertiports.

Recommendation 2.3: Identify Facility/Equip Requirements

Identify facility and equipment requirements specific to remotely piloted/supervised and autonomous AAM aircraft at airports, vertiports, and heliports and assist with demand/capacity balancing of low-altitude airspace.

Rationale: Some AAM operators and manufacturers are focused on conducting remotely piloted and autonomous operations. Beyond FAA certification efforts to ensure safe aircraft, there will be technology, and procedure needs regarding precision landing and traffic management functions for automated aircraft.

Focused research is needed to enable automated navigation and precision landing for remotely piloted and automated AAM flight. This research should focus on the requirements for AAM infrastructure, such as high-fidelity digital maps of airports and known obstacles providing real-time information on objects that move around surface areas like passenger shuttles and ground-servicing equipment; and equipment and software that integrates into existing airport and air traffic operations.

Lead Agency: FAA with support from NASA and DOW

Next Steps:

- Establish formal agreements with NASA and DOW to leverage research capabilities to address infrastructure requirements for automated takeoff, landing, and taxi functions.

- Establish/update guidance and standards as applicable based on Federal research.

Recommendation 2.4: Vertiport Design

Expand guidance on vertiport design.

Rationale: Unless a specific air landing facility receives Federal money or is co-located with a federally funded airport, the owners need not comply with FAA design standards, such as Engineering Brief 105 (EB105).

However, many SLTT governments use these nonbinding design standards as part of licensing and zoning requirements. EB105 has already been revised in 2024, and the FAA is planning to publish a unified Vertical Lift Infrastructure Advisory Circular which will combine existing heliport and vertiport design guidance into one document.

To streamline environmental review of vertiport projects, the FAA included vertiports in the categorical exclusion related to heliports in FAA's National Environmental Policy Act (NEPA) Implementing Procedures (FAA Order 1050.1G) published June 30, 2025.

Lead Agency: FAA with support from NASA and DOW

Next Steps:

- Use existing formal agreements between FAA, NASA, and DOW to leverage shared testing environments to collect aircraft performance data for AAM aircraft.
- Continue ongoing research programs, including operational testing with AAM manufacturers (e.g., vertical and short takeoff and landing aircraft), electrification and hydrogen research, and aircraft rescue and firefighting research.
- Publish a new performance-based Unified Vertical Lift Infrastructure Advisory Circular once sufficient operational data have been collected.

Recommendation 2.5: Energy Needs

Research energy infrastructure needs for AAM, plan joint demonstrations that establish best practices, and work with industry to plan for ample energy distribution.

Rationale: Energy infrastructure is needed to charge or fuel AAM aircraft and support facilities and equipment.A holistic energy analysis for aircraft and airports is underway in a DOE and DOT partnership, supported by NASA research.

Reliable power provision will require different solutions in different regions of the country leading to a need for regionalization and localization of power sources and distribution planning as already occurs today.

In 2023, as a precursor, the DOE completed a study regarding potential electric needs for AAM in the future. DOE's collaborative Athena Project is already helping sites identify and plan for energy generation and distribution to support AAM.

Lead Agency: DOE with support from FAA and NASA

Next Steps:

- Establish formal agreements between DOT/FAA, DOE, and NASA to expand current electrification research projects to comprehensively include all transportation electrification needs.
- Establish demonstration sites to test electrification and hydrogen fueling requirements.
- Engage with industry and standards organizations to develop charging/fueling methodologies and standards suitable for policy adoption.

Recommendation 2.6: Spectrum Needs

Address aviation spectrum needs and spectrum bands for future airspace management transformation.

Rationale: Future aviation operations will require modernization of Communications, Navigation, and Surveillance (CNS) technologies and systems and innovative solutions in radio spectrum to ensure safe, secure, and resilient CNS functions. These must accommodate densely trafficked airspace and growing automated aircraft needs.

Digitization and modernization of certain CNS systems could address capacity constraints of older technologies and could also add benefits including increased aviation systems resilience to interference and/or cyber vulnerabilities.

To transition and enable CNS efficiency for future aviation operations, including AAM, the FCC, NTIA, FAA, law enforcement and security agencies, and other agencies with equities should collaborate with standards bodies and industry to evaluate the equipage and spectrum needs of the aviation industry.

The FCC anticipates that it will continue to explore spectrum needs of AAM through rulemaking proceedings, including by reviewing allocations, technical rules, and assignment mechanisms, in coordination with NTIA and the FAA as needed to protect Federal spectrum users from harmful interference.

Lead Agency: FAA, FCC, and NTIA with support from DHS, DOW, and NASA

Next Steps:

- Conduct research and engage key stakeholders as soon as practicable to evaluate the aviation industry's equipage and spectrum needs, including bandwidth, throughput, and

other characteristics required for spectrum-supported functions that may support AAM.
- Evaluate whether regulatory or policy changes may be needed to support AAM and facilitate growth in use of aviation-appropriate spectrum.
- Begin a coordinated policy effort to plan transitions and upgrades of communications, navigation, and surveillance (CNS) systems needed to support AAM and other growing integrated airspace users.

Recommendation 2.7: Complementary PNT

Develop Complementary Positioning, Navigation, and Timing (CPNT) options.

Rationale: The IWG recommended the development of complementary Positioning, Navigation, and Timing (PNT) options. PNT refers to the fundamental capabilities that determine location, track movement, and synchronize time. These capabilities are critical from everyday navigations to critical infrastructure operations and banking.

GPS, which is most heavily relied upon for navigation, does not always work accurately for flight in geographies like urban canyons, thick tree canopies, and areas of high latitude. Thus, a backup service to existing GPS must be the focus of interagency research for deployment of AAM fleets in these areas.

DOT has already developed a Complementary PNT Action Plan bringing together PNT stakeholders, monitoring and supporting the development of CPNT specifications and standards, establishing resources and procedures for CPNT testing and evaluation, and creating a Federal PNT Services Clearinghouse.

Lead Agency: DOT with support from FAA, DHS, DOW, FCC, NASA, NTIA, NIST, and DOE

Next Steps:

- Continue coordinating with Federal agencies to implement the Complementary PNT Action Plan.
- Identify diverse range of complementary technologies for PNT through field testing.
- Lead policy development on geographically appropriate solutions to facilitate adoption of CPNT services.
- Implement adoption of suitable technologies for Federal use.

Recommendation 2.8: Weather Capabilities

Develop enhanced weather detection, forecasting, and reporting network capabilities for AAM operations.

Rationale: New sensor arrays and services must improve detection, reporting, and prediction of low-altitude weather in environments that will impact AAM operations, typically

below 5,000 feet where weather conditions are less stable, less served by approved sources of weather information, and present more difficulties for detection.

Low altitude airspace is less stable and more turbulent due to solar heating of the Earth's surface and friction from air flow along topography and around buildings. The current aviation weather information ecosystem does not have the resolution to detect microscale weather, defined as atmospheric motions with spatial scales of 2 kilometers or less.

Development of an interdependent low-altitude weather sensing network, whether Federal, private, or public-private, that depicts microscale weather conditions, will eventually be essential to navigate safely in low-altitude, densely trafficked flight operations anticipated by AAM. Importantly, AAM aircraft could be equipped to gain information on microscale weather that could be shared with other aircraft.

The spectrum resources required to communicate weather from AAM aircraft and disseminate it to users must be identified. Once such a network is established, the Federal Government can work with industry to move form a networked, near real-time "nowcast" system to a future system that predicts weather in the short term, and at low altitudes, rather than simply reporting it.

Lead Agency: FAA with support from NOAA, NASA, DOW, DHS, FCC, and NTIA

Next Steps:

- Develop an interdependent ground-based, low-altitude, weather-sensing network that not only accurately depicts microscale weather conditions but also provides dynamic decision-support tools.
- Leverage commercial weather technology and establish standards for weather-reporting networks that AAM communities would implement while establishing qualifications and certification requirements for third-party weather data providers.
- Establish a research collaborative to determine requirements and criticality of weather data transmitted by an interdependent, low-altitude weather-sensing network over cooperative areas.
- Develop algorithms and decision-support tools to enhance capabilities for aircraft to avoid microscale weather phenomena.
- Equip aircraft with weather sensors to collect and report weather information, making each aircraft in a cooperative area a contributing beacon to the network.
- Continue research led by NOAA on airborne weather detection technology and data transmission.
- Implement a data link from the aircraft to ground infrastructure to transmit data as they are collected in real time.
- Assimilate the increased number of weather observations and move from not only a networked near real-time system to a high-resolution, low-latency, short-term weather-forecasting system.

Pillar 3. Security

Security is a key component of the Federal Government's role and oversight of the U.S. aviation sector. The U.S. works with partners across the globe to ensure compatible and mutually supportive security policies.

As AAM operations mature, security policies and procedures will need continual reexamination and reassessments, including potential security impacts outside of aviation, like surface transportation and critical infrastructure assets. FAA and TSA must work together to necessitate robust vetting, screening, and secure transfer of both passengers and luggage.

Recommendation 3.1: Leverage Security Frameworks

Apply existing security regulatory frameworks to initial AAM operations, where applicable, and assess risks to inform future security policy decisions.

Rationale: Initial AAM operations may align to existing regulatory frameworks and be treated similarly to traditional aviation operations. Passengers and their personal property should go through a security checkpoint prior to boarding an aircraft. TSA's vetting requirements for pilots, crew, and aviation workers, along with the FAA's cybersecurity requirements for AAM aircraft through its certification process, apply to the AAM environment.

Lead Agency: TSA and FAA

Next Steps:

- Implement current vetting, screening, and prescreening requirements for AAM based on existing regulatory frameworks.
- Continue to implement current cybersecurity requirements as part of the AAM aircraft certification process and designate certificated entities.

Recommendation 3.2: Monitor Intel

Monitor intelligence reports and conduct recurring security risk assessments, considering anticipated changes in AAM operations, to guide policy decisions on future security measures needed to address risks.

Rationale: Current vertiport planning and guidance follows existing TSA security guidelines for general aviation airport operators and users. Airports typically have ground-side infrastructure with a basic level of security and air-side infrastructure with higher security, particularly within sterile areas. These existing security frameworks may be sufficient initially while there is a pilot onboard the AAM aircraft.

However, in the mid- and long-term, as AAM operations evolve to include remote and autonomous operations, ride share applications open to the public, and a broader scale of operations over dense populations or in and around public venues and/or critical infrastructure, operational changes must be reevaluated.

As AAM operations develop, assessments of their risks must be informed by the Intelligence Community's and law enforcement agencies' latest understanding of the AAM threat environment and new identified threats, including supply chain intelligence.

Among other appropriate measures, TSA, FAA, and others in close coordination with the Intelligence Community should conduct unclassified and classified briefings for trusted industry members as is done currently in commercial aviation and other industries.

Lead Agency: TSA and FAA with support from U.S. Intelligence Community and law enforcement partners

Next Steps:

- Leverage input from IWG partners to submit collection requirements to the intelligence community, utilizing standard intelligence processes to request incorporation of AAM requirements in collection and analysis plans.
- Conduct risk assessments of initial AAM operations and known use cases, led by TSA and FAA in coordination with appropriate interagency partners and subject matter experts.
- Identify AAM industry stakeholders for future intelligence briefs and facilitate their membership to joint government–industry intelligence sharing forums.
- Assess security gaps based on any identified risk - whether stemming from emergent threats or unique operations that could present additional vulnerabilities - and, if needed, develop and implement mitigations consistent with agency missions and authorities, ensuring industry input and interagency coordination as appropriate.
- Implement innovative vetting and screening solutions for evolving AAM operations at scale, including through public-private partnerships.

Recommendation 3.3: Vetting Frameworks

Utilize existing regulatory frameworks to ensure proper vetting of AAM pilots, ground crew, and anyone entering the sterile areas of federalized airports, while continuing risk analysis to assess any future vetting needs.

Rationale: Whether developing and/or managing AAM aircraft or traffic technologies, appropriate aviation security programs based on the type of operations and level of risk must be established, sometimes requiring a security coordinator, controlling access to sensitive assets, and ensuring appropriate levels of vetting and screening, sometimes by checking and validating information pertaining to a person's identity against Federal watchlists like the Secure Flight Program.

Lead Agency: TSA with support from FAA and FBI

Next Steps:

- Continue current vetting procedures for certificated entities and current procedures for prescreening passengers entering the sterile side of Federalized airports, as applicable in the near-term AAM environment.
- Work with AAM industry stakeholders and aircraft operators to fully understand proposed business models for the medium- to long-term and how any passenger prescreening requirements may be facilitated through Secure Flight, as well as vetting of AAM operators or other personnel as remote and autonomous operations emerge and evolve.

Recommendation 3.4: Physical Screening

For initial AAM operations, align physical screening requirements with existing TSA regulations and security programs, unless emergent risks dictate otherwise.

Rationale: Prospective AAM operators should work with airport authorities to submit required documentation for operating locations to the FAA, while simultaneously engaging TSA Federal Security Directors to determine viable screening options.

Lead Agency: TSA

Next Steps:

- Work with appropriate airport authorities to submit proposals for AAM operating locations to the FAA while also engaging TSA Federal Security Directors to determine and implement viable screening options.
- Review current or previous screening models—with relevant industry input—that may be used or modeled (e.g., Reimbursable Screening Services Program (RSSP), Screening Partnership Program, and VIP protocols) for physical screening occurring away from the airport, as well as enroute transportation from off-airport screening locations.

Recommendation 3.5: TSA Reimbursable Screening Service

Expand and extend the current TSA Reimbursable Screening Services Program (RSSP) or establish it as a permanent program to improve access to screening for AAM operations entering the sterile areas of federalized airports.

Rationale: The TSA Reimbursable Screening Services Program (RSSP) currently allows industry investment for screening areas at federalized airports outside the traditional TSA screening checkpoint and reimburses staffing costs, equipment, maintenance, and other administrative costs associated with processing applications and invoices.

This was limited to 8 locations and expired in 2025. Congress should expand and extend the RSSP pilot program or make it permanent to improve access to screening for AAM operations entering the sterile areas of federalized airports.

Lead Agency: Congress and TSA

Next Steps:

- Engage Congress to provide a fulsome understanding and status of the RSSP.
- Evaluate and issue legislation to expand and extend the pilot program or authorize transition to a permanent program.

Recommendation 3.6: Cyber Working Group

Establish a working group to evaluate AAM cyber vulnerabilities, identify gaps, and develop recommendations for any required legislative, policy, or regulatory changes. This group should perform the following five tasks:

- Review FAA aircraft certification cybersecurity standards; TSA aviation sector cybersecurity requirements; and any relevant government work related to information technology or communication links for aviation; vehicle charging or fueling stations for AAM, on or off airport property; and airport/vertiport or other infrastructure.
- Ensure proper reporting mechanisms of potential cyber or technology-related incidents, including real-time reporting from flight systems and potential spectrum impacts.
- Ensure systems are in place to link the physical identities of aircraft with their electronic identities while validating data accuracy.
- Consider response plans that clearly define authorities and responsibilities; evaluate the potential adoption of a cybersecurity bill of materials to promote best practices and address cyber supply chain risks.
- Identify gaps and provide recommendations for any necessary legislative, policy, or regulatory changes.

Rationale: Cybersecurity involves protecting systems, functions, operations, networks, devices, and data from unauthorized access; defending an interdependent network of information technology infrastructure from malicious attacks; ensuring recovery from unexpected events; and maintaining integrity of information and operations.

Current FAA authorities and regulations ensure that certain aircraft manufacturers comply with established cybersecurity standards, covering not only the aircraft itself, but any communications or physical access to its avionics and information technology networks.

TSA also regulates cybersecurity through exiting security programs for certain airports and aircraft operators, focusing on cybersecurity best practices and industry standards such as network segmentation, access control, continuous monitoring and detection, and vulnerability management.

The FAA kicked off the Aviation Cybersecurity Aviation Rulemaking Committee in June 2025 to provide recommendations for protecting against cyber threats in aircraft.

Nevertheless, the IWG is calling for a working group to evaluate AAM cyber vulnerabilities, identify gaps, and develop recommendations for any required legislative, policy, or regulatory changes. Supporting AAM infrastructure, like charging stations and fuel cells, lacks the same level of review as aircraft, despite involving data transfers during charge cycles.

Lead Agency: TSA and FAA with support from DOE, DOJ, and CISA

Next Steps:

- Direct relevant IWG Security Subgroup members to review existing cybersecurity working groups for interagency discussions on aviation cybersecurity and determine if one already exists that can address recommendations 3.1–3.5 and incorporate them into existing charters.
- Establish a new interagency working group—led by TSA and FAA and supported by CISA—if no suitable groups exist, to identify appropriate interagency members and draft a charter that addresses aviation cybersecurity and AAM.

Recommendation 3.7: Privacy

Ensure agency Privacy Impact Assessments (PIAs) are updated as the AAM industry evolves and leverage best practices for cybersecurity in accordance with the National Institute of Standards and Technology (NIST) framework for protecting Personally Identifiable Information (PII).

Rationale: Protecting PII is crucial, during vetting and screening and in managing AAM scheduling and commercial processes.

Lead Agency: All IWG agencies=

Next Steps: Have all relevant agencies review and update PIAs, as necessary, ensuring they remain current as AAM operations mature.

Recommendation 3.8: Supply Chain

Leverage existing DHS, DOW, and DOC analyses on supply chain resilience in related sectors to help agencies understand AAM supply chain needs.

Rationale: Supply chain resilience and supply chain management means ensuring the supply of critical materials recovers quickly from unexpected events or economic shocks, while also implementing protections to mitigate exploitation. U.S. policies and programs must work to support a robust domestic manufacturing base.

The DOC and DHS have recently begun efforts to collaborate better with industry to strengthen supply chains generally by means of the DHS Supply Chain Resilience Center and the Commerce Supply Chain Center. The DOW also consistently analyzes the supply chain. These three departments should consult with the DOJ/FBI to identify and mitigate foreign-influenced vendors, compromised hardware/software, and counterintelligence risks within the AAM supply chain.

Efforts must focus on preventing the use of compromised software, hardware, counterfeit hardware, or hardware with embedded malware and addressing these threats in consensus standards or regulatory documents, as needed. Initial AAM operations may align to existing regulatory frameworks; be treated similarly to traditional aviation operations; and may use a risk-based approach that relies heavily on asset owners and operators.

Lead Agency: DHS and DOC with support from DOE, DOW, DOJ, Intelligence Community and law enforcement

Next Steps:

- Have relevant IWG Security Subgroup members meet with DHS and DOC supply chain centers to acclimate them to AAM supply chain issues and enable them to consider new efforts to assess vulnerabilities and develop risk mitigations for future AAM operations.
- Relevant IWG Security Subgroup members should leverage DHS and DOC supply chain center assessments, analyses, and best practices to evaluate the need for mechanisms that will ensure supply chain resilience and mitigate the risk of exploitation, including seeking legislative proposals if such mechanisms are not already in place.
- Relevant IWG Security Subgroup members should leverage DOW's analysis of emerging technology systems and components which may originate from a covered foreign nation and consult with DOJ/FBI to evaluate the need to implement mechanisms that will ensure the AAM supply chain does not pose any risks to U.S. national security.

Pillar 4. Community Planning and Engagement

AAM will localize aviation in new ways that may incentivize new community investments. AAM could significantly change the relationship between aviation and local communities, due to the potential to introduce new, smaller facilities that could be tightly integrated into communities, both rural and urban. This elevates the importance of both community engagement and decision-making at the local level with respect to takeoff and landing sites both co-located with and separate from airports.

Recommendation 4.1: Federal Best Practices

Clearly communicate information and guidance on roles, responsibilities, and best practices for AAM planning to SLTT governments. The Federal Government can aid with:

- Noise and visual impacts

- Difference between private and public facilities such as those included in the National Plan of integrated Airport Systems (NPIAS)
- FAA's role in providing obstruction evaluations
- Outlining steps of successful AAM implementation in vehicle manufacturing, aircraft certification, vertiport system and facility planning, operator roles, and integration into the airspace
- Developing topic-specific guidance and/or fact sheets for community outreach and engagement
- Developing an "AAM primer" with this information and more

Rationale: Communities and SLTT governments must address questions of siting, design, operation, and direct and indirect impacts of AAM. Robust engagement by the project proponent can help craft AAM solutions that are responsive to local concerns and tailored to local needs. IWG suggests a greater sharing of information with respect to Federal and SLTT legal authorities, environmental and quality-of-life impacts, and the availability of grant programs.

Lead Agency: FAA with support from NASA

Next Steps: Develop a standard information package focusing on:

- Clarifying the roles of relevant public (i.e., Federal, Tribal, territorial, State, regional, and local) and private entities in planning and developing a system-wide network and siting takeoff and landing facilities, considering environmental impact (e.g., noise and visual impacts) and their potential mitigations as well as differences between private and public facilities (including those in the National Plan of Integrated Airport Systems).
- Outlining the steps of successful AAM implementation, including but not limited to vehicle manufacturing (performed by original equipment manufacturers), aircraft certification (performed by FAA), vertiport system and facility planning, operator roles, and integration of these operations into the airspace so that communities understand the entire process.
- Identifying and providing existing resources on vertiport design and development, land use compatibility, and potential impacts, including how and where the public may be involved.
- Developing topic-specific guidance and/or fact sheets for communities to consider when reviewing, permitting, engaging with, and approving vertiport sites, covering topics such as noise, overflights, community outreach, and other environmental considerations.
- Developing an "AAM Primer" that provides needed information such as existing resources on vertiport design and development, land use compatibility, and potential impacts.

Recommendation 4.2: Community Involvement Resources

Develop and publish community involvement resources regarding AAM operations.

Rationale: Early and effective public engagement will enable communities to plan for smoother AAM-related transitions that reflect local priorities. The public will have greater opportunity to influence direction of AAM plans and policy changes if they have played a significant role in their development. The primary responsibility for involving communities will fall on the operators, manufacturers, or community leaders, depending on the main project proponent.

Lead Agency: FAA with support from NASA

Next Steps:

- Review current best practices to assess applicability to AAM.
- Communicate early the roles and responsibilities for AAM operators and community leaders who are considering or have decided to pursue AAM operations using webpages, webinars, and other targeted communications to local elected officials and land use planners.
- Make shared information available on FAA's public-facing webpage utilizing information from recommendation 4.1 and best practices from traditional aviation and previous new entrants such as drones and commercial space.
- Publish best practices for AAM stakeholders (i.e., vehicle operators, airport operators, and local elected officials) to equip them with the knowledge and resources needed to facilitate meaningful community involvement, including effectively engaging communities, encouraging exchange of information, and soliciting community viewpoints early in the process before decisions affecting those communities are made.

Recommendation 4.3: Noise Impacts

Research and develop tools to help communities, policymakers, and aircraft developers and operators evaluate noise impacts.

Rationale: Many AAM aircraft are quieter than traditional aviation, but much of the current available information on noise is anecdotal. Non-proprietary noise data from AAM aircraft/operations should be gathered systematically and made available to the public. This will allow communities to make informed decisions for land-use, environmental reviews, and other planning decisions.

Decades of research has helped to develop tools and methodologies such as FAA's Aviation Environmental Design Tool, which models and predicts noise from traditional aviation activities to inform policy makers and communities about impacts from current aircraft operations and proactively plan for future operations. Additional research into AAM operational noise is crucial.

Lead Agency: FAA with support from NASA and DOW

Next Steps:

- Gather nonproprietary, standardized noise data from initial AAM aircraft/operations and flight tests, develop tools to evaluate the noise exposure from their operations, and make these noise data and tools available to the public, allowing communities to make informed, fact-based decisions about how to incorporate AAM operations.
- Conduct additional research to measure and predict noise from AAM operations, providing crucial information across all levels of government to understand and proactively plan for AAM and the approval of associated infrastructure in the context of land-use and environmental review considerations.
- Expand research to understand how communities will respond to noise from AAM operations. This work will help SLTT governments conduct community engagement and enable communities to provide informed input into AAM planning decisions.
- Continue coordination of aviation noise through the Federal Interagency Committee on Aviation Noise (FICAN) as well as between other Federal agencies as needed, to accelerate research across Federal agencies via expanded interagency collaboration while also engaging a broad group of stakeholders through the NASA-led Urban Air Mobility Noise Working Group (UNWG).
- Assess modifications needed to FAA policy based on research, outreach, and coordination results.

Recommendation 4.4: AAM Use Cases

Identify mission-critical AAM use cases supporting public safety, disaster response, medical transportation, and other needs and publish case studies.

Rationale: The IWG recommends communities identify mission-critical AAM use cases supporting public safety, security, emergency/disaster response and recovery, human services and medical transportation, law enforcement, and other critical needs.

Focus should be on a framework for savings, at a realistic location, analysis of existing costs, projection of implementation costs, anticipated benefits, collaboration across government agencies, and impacts to the community. These use cases should be published and shared.

Lead Agency: NASA with support from DOT and DOJ

Next Steps: Collaborate across Federal agencies to provide examples of AAM capabilities and a framework to consider savings, benefits, and impacts in a way that can serve as a foundation for exploration and potential advocacy, benefiting both Federal agencies and localities responsible for delivering public services and stewarding public funds. The resulting framework and materials should encompass the following:

- A documented source of real-world examples and lessons learned to support the entire AAM ecosystem.
- Descriptions of specific use cases in an actual or realistic locations.

- An analysis of existing costs.
- A projection of costs to implement the AAM use case.
- Discussion of anticipated benefits and impacts of utilizing AAM.
- Lessons learned from actual implementers (if the use case has been implemented).
- Consider where AAM could support public good mission delivery, including emergency/disaster response and recovery, human services and medical transportation, and law enforcement.
- Collaborate and share information across government agencies to increase efficiency (e.g., avoid different agencies "reinventing the wheel" by leveraging work from other agencies).

Recommendation 4.5: Accessibility

Promote accessibility for those with disabilities in the planning and design of AAM aircraft, vertiports, and other supporting infrastructure.

Rationale: When planning and designing AAM aircraft, vertiports, and other supporting infrastructure, it is imperative to promote accessibility for those with disabilities.

As a new industry, AAM has an opportunity to consider the needs of passengers with disabilities, physical, sensory, and cognitive, early in technology and infrastructure development. The regulatory framework that applies to airports is administered via the Airport Improvement Program grant assurances and the FAA's Airport Disability and Nondiscrimination Compliance Programs.

DOT and FAA should identify needs for people with physical, sensory, and cognitive disabilities; compile previous efforts and conduct research; review existing accessibility authorities, policy, and guidance; and consider developing guidance, best practices, and resources. DOT could utilize the existing Air Carrier Access Act Advisory Committee that currently and through 2028 advises the Secretary of transportation by assessing the existing and emerging disability-related access barriers for passengers with disabilities.

Lead Agency: DOT and FAA

Next Steps:

- Identify accessibility needs for people with physical, sensory, and cognitive disabilities.
- Compile previous efforts and conduct research on how to consider accessibility needs in the design of AAM aircraft, vertiports, and associated ground facilities.
- Review existing accessibility and nondiscrimination authorities, policies, and guidance to determine if and how they would apply to AAM aircraft, vertiports, and associated ground facilities.
- Consider the development of guidance, best practices, or policy to encourage the development of accessible AAM operations.

Pillar 5. Workforce Development

AAM will localize aviation in new ways that may introduce a new workforce.For AAM to mature into a successful industry, the U.S. will need a private and public workforce with new skills that apply to new methods of flight, advanced technologies, and supporting elements of the AAM ecosystem. The personnel to fill AAM jobs, like high voltage systems repair or software assurance, will require special training. The traditional aviation industry currently projects workforce shortages in the realm of pilots, and maintenance technicians, cabin crew. Since AAM occupations will have different skills and certifications from those of traditional aviation, retraining opportunities will be necessary, even for transitioning personnel.

Recommendation 5.1: Action Plan

To support the potential growth of AAM, develop an interagency action plan to determine future workforce impacts, address future workforce needs, and provide training and workforce development resources. Focus of workforce efforts:

- Leverage existing Federal resources and public-private partnerships
- Partner with university researchers to identify current capabilities and competency gaps in workforce development programs
- Collaborate with current workforce to develop needs, training, and transition plans
- Hiring pathways for military personnel and specialty codes relevant to AAM industry
- Leverage existing Registered Apprenticeship programs and create new ones
- Offer high school students a pathway to AAM industry with work-based learning
- Examine existing FAA workforce certification requirements and potentially update regulations such as 14 CFR 65.71-65.107

Rationale: There are already programs in place that can help industry and academia meet identified workforce needs. Here is a list of current resources:

- Carl D. Perkins Career and Technical Education Act of 2006 – Perkins V – Department of Education (ED) – largest formula grant program for secondary and post-secondary career and technical education
- Workforce Innovation and Opportunity Act – Department of Labor (DOL) – formula funding to States for adult, youth, and dislocated worker employment and training
- Section 625 of the FAA Reauthorization Act of 2018 – Aviation Workforce Development Grant Program – FAA – for future pilots, maintenance technical workers, aviation manufacturing technical workers, and aerospace engineers
- DOW-managed Skillbridge programs – 6-months on-the-job training for outgoing service members
- National Apprenticeship Act – Fitzgerald Act – authorizes Registered Apprenticeship Programs – high-quality career pathway

Lead Agency: DOL with support from ED, DOW, and FAA

Next Steps:

- Leverage existing resources such as the Perkins Act, the Workforce Innovation and Opportunity Act, Skillbridge, Registered Apprenticeship Programs, and FAA Aviation Workforce Development Grant Programs to build workforce pipelines.
- Identify current capabilities and competency gaps in current workforce development programs.
- Collaborate across government, industry, and academia to anticipate impacts, determine training needs, and produce a transition plan to build the AAM workforce.
- Determine if emerging aviation technology needs new skill development criteria or if existing career training and education schemes meet needs to develop needed workforce.
- Identify military specialty codes which have unique and relevant skills or certifications that will easily transfer directly to the civil AAM Industry and develop programs which will enable direct and preferred hiring pathways for such qualified personnel into the AAM industry upon completion of military service.
- Develop legislative proposals and programs to address any identified gaps if existing programs are unable to meet projected workforce demand.

Recommendation 5.2: Occupation Codes

Update Standard Occupational Classification (SOC) codes to include occupational profiles for AAM-related careers.

Rationale: So that an academic and workforce-related institution may be able to apply for Federal grants, the SOC codes should be updated to reflect AAM careers. Initial efforts have been made by the FAA though its Unmanned Aircraft Systems (UAS)-Collegiate Training Initiative (CTI) to address the gap for UAS-related workers. The next cycle for the SOC Policy Committee should be complete by early 2027.

The Office of Management and Budget (OMB) published the initial Federal Register notice soliciting public comment on the revision on June 12, 2024. OMB, DOL, ED, and FAA should conduct a near-term effort to gather data and evidence from the AAM industry to determine careers that would require entirely new SOC codes, as well as those that may need adjustments such as pilots, and aircraft maintainers.

Alternatively, Congress could be directed by the Senate Committee on Health, Education, Labor and Pensions or the House Committee on Education and Workforce to directly change SOC codes as needed for the AAM industry.

Lead Agency: OMB and DOL with support from ED, DOW, and FAA

Next Steps:

- Coordinate with industry to develop a list of occupations needed to manufacture, operate, and maintain AAM systems, potentially mirroring FAA's process for identifying unmanned aircraft systems (UAS) occupations under the UAS–Collegiate Training Initiative.
- Provide feedback to O*NET to revise existing SOC profiles to integrate AAM relevant information.
- Collaborate to develop new SOC codes (keeping in mind 2028 SOC revision deadlines) specifically tailored to AAM career fields to not only support academic, industry, and workforce programs but also foster long-term planning, ensuring the relevance and effectiveness of the U.S. AAM workforce.
- Optionally, Congress directly acts to change SOC codes as needed for the AAM industry.

Recommendation 5.3: Promote AAM In Education

Promote AAM and aviation in existing and emerging workforce development programs and plans at both the K–12 and post-secondary levels and engage with existing White House-level organizations to ensure AAM is considered in national strategies that promote technical innovation, excellence, and workforce development initiatives.

Rationale: The Committee on STEM education, led by the Office of Science and Technology Policy in the Executive Office of the President, reviews STEM education programs. There is a subcommittee supporting the AAM effort. DOT, FAA, and NASA should work with ED to synchronize agencies as they support the AAM industry and/or partner organizations' aviation-based skills training or career-readiness programs.

Lead Agency: DOT, NASA, DOL, and ED with support from FAA

Next Steps:

- Participate in the Committee on Science, Technology, Engineering, and Math Education (CoSTEM), led by the Office of Science and Technology Policy to ensure science, technology, engineering, and mathematics (STEM) education programs, investments, and activities in Federal agencies are synchronized to introduce K–12 learners to careers in AAM.
- Collaborate with White House supported initiatives and programs to ensure STEM programs are aligned at the national level and address gaps discovered in AAM workforce readiness.
- Collaborate with the National Science Foundation's STEM and Advanced Technological Education programs supporting community college STEM and career and technical education (CTE) programs as well as postsecondary education.

Pillar 6. Automation

AAM will localize aviation in new ways that may introduce increased automation. Automation enhances safety and maximizes the contributions of pilots, mechanics, controllers, and other

aviation personnel. It may provide for better workforce conditions and enable a new generation of aviators to emerge.

Global aviation is experiencing a profound transformation, driven by increasing demand and growing operational complexity. Traditional aircraft share the skies with UAS, AAM, high-altitude pseudo satellites, sub-orbital aircraft, super-pressurized balloons, supersonic aircraft, space vehicles and more. Today's tens of thousands of daily operations will be hundreds of thousands tomorrow.

Long-term increase in airspace density and complexity will challenge humans' reaction times, paving the way for autonomy, cloud and edge computing, machine learning, and artificial intelligence. Humans should work in concert with automation and intelligent systems, expanding workforce opportunities and accomplishing tasks safely and more consistently while scaling airspace operations.

Recommendation 6.1: Autonomy Roadmap

Without deterring existing certification efforts, develop an aviation autonomy roadmap in consultation with the AAM industry. Several independent roadmaps already exist:

- NASA's Autonomy Verification and Validation Roadmap and Vision 2045
- Association for Uncrewed Air Vehicles Systems International (AUVSI)'s Roadmap to Autonomy
- European Union Air Safety Agency (EASA)'s paper on artificial intelligence and machine learning

Rationale: Recently, FAA's autonomy working group has formed to integrate government and industry's interests. DOW also has focused efforts on autonomy. What is missing is a public/private partnership to inform the FAA better in creating automation performance requirements, standards, and regulation frameworks. As a starting point the roadmap could use the DOW's Development Test and Evaluation of AI Enabled Systems Guidebook published in February 2025.

Lead Agency: FAA with support from NASA, DOT, and DOW

Next Steps:

- Create levels of autonomy characterization in collaboration with government, academia, and industry stakeholders.
- Develop a comprehensive research, development, testing, and demonstration plan that will move toward acceptance of autonomous supporting systems (i.e., vehicle and infrastructure) and airspace operations.
- Develop a comprehensive functional architecture that describes the functions and interactions - and characterizes automation at task, system, and vehicle levels - to safely enable scalable operations.

- Position U.S. leadership in global adoption of routine autonomous AAM operations and their scaling.

Recommendation 6.2: Virtual Testing

Assess the feasibility and cost-effectiveness of virtual testing to provide data needed to understand widescale use of increasingly autonomous aircraft and scaled operations. This virtual testing should be done in collaboration with AAM industries, including at a minimum:

- Broad cross section of high-technology interests in aviation
- Contribution from Federal agencies with testing resources and expertise
- Participation from non-government entities (federally funded research and development centers)
- Advice from expert regulators regarding how best to apply results from testing directly to existing safety assurance processes

Rationale: Sections 1041-1044 of the FAA Reauthorization Act of 2024 establish the Interagency Working Group for AAM and UAS Integration and task the working group to develop a strategic research plan.

The complexity of automated technologies suggests there could be significant benefits from commonly designed testing solutions available to all industry players. The IWG recommends assessing the feasibility and cost-effectiveness of virtual testing to provide data needed to understand widescale use of increasingly autonomous aircraft.

Testing for some exigencies in physical environments can be risky for personnel and expensive, not to mention damage to people and property, and waiting for certain conditions to emerge may be time consuming. Virtual testing in early phases does not eliminate the need for physical testing as required by the FAA for safety.

Lead Agency: FAA and NASA with support from DOT and DOW

Next Steps: Develop a plan to assess the feasibility of digital engineering and virtual testing with industry partners and government.The plan should encompass the following:

- The people, processes, and tools to reduce cost, time, and development of certified systems.
- Quantified benefits of Federal engagement in private technology, research, and development.

Recommendation 6.3: Risks/Benefits

Research, develop, and implement processes to identify benefits as well as risks of automation technologies. Research should:

- Assess risks and implications of coexistence and simultaneous use of varied pilot training models (hours-based and competency-based) and transitioning between them
- Assess a minimum level of air vehicle automation and design assurance necessary to preclude ever requiring pilot intervention for automated tasks including those attributable to associated system failures
- Assess the proportion of credible training performed in AAM flight simulators

Rationale: The FAA, DOW, and NASA should research human-machine interactions and clarify respective roles in highly automated and autonomous aviation systems, including flight in off-nominal conditions.

Lead Agency: FAA with support from DOW, NASA, and DOE

Next Steps:

- Research the risks and stated safety benefits and risks of Simplified Vehicle Operations (SVO) and Simplified Flight Controls (SFC).
- Examine pilot training, evaluation, and accessibility of SVO and SFC, including AAM flight simulator credit throughout the range of operating schemes from piloted to autonomous.
- Address the risks and incorporate means of adoption of SVO and SFC.

Recommendation 6.4: T&E Acceleration

Maintain and coordinate government aircraft testing and evaluation efforts to accelerate safe AAM aircraft to market.

Rationale: Although AAM companies are making great strides towards initial certification and entry-into-service, the maturation of the AAM industry requires a significant amount of technology research and development to enable safe, efficient, high-tempo operations. Government agencies can save considerable funds by coordinating test requirements and evaluation opportunities across agencies to reduce redundancies in testing for the AAM industry.

Lead Agency: FAA with support from DOW and NASA

Next Steps:

- Coordinate existing testing resources to reduce costs and redundancies in testing new aircraft and operational concepts, such as vertiports and advanced air traffic concepts.
- Share existing resources and data needs across agencies.

Pillar 6. Overarching Recommendations

These overarching recommendations will help to tie together the efforts of Federal agencies and public-private relationships, create a resilient foundation for a national policy, and realize

the vision of a robust and beneficial AAM industry in the U.S.

Recommendation 7.1: Interagency Coordination

Develop an ongoing and consistent interagency coordination effort that ensures completion of the recommendation of this Strategy.

Rationale: Most of the recommendations span multiple equities of several Federal Government entities. Many of the issues facing AAM are also not unique to AAM maturation, like AI and machine learning safety assurance.

Lead Agency: Executive Office of the President with support from U.S.DOT

Next Steps:

- Convene an interagency working group at the White House-level to implement a document outlining how to execute the recommendations in the Strategy
- Develop a new charter and identify group members to oversee and coordinate implementation of the Plan

Recommendation 7.2: Budgeting

All agencies should plan to incorporate existing recommendations in the Strategy and Plan into their annual budget requests and spending plans beginning in Fiscal Year (FY) 2027.

Rationale: The earliest annual budget process already underway is FY 2027 (beginning October 2026).

Lead Agency: All IWG agencies

Next Steps: Plan future budget requests and spending plans consistent with Strategy and Plan beginning in FY 2027 and beyond.

Recommendation 7.3: Funding

Congress should examine existing aviation funding measures and, if necessary, update them.

Rationale: For many years, Congress has dedicated funding for aviation oversight activities of Federal regulatory agencies, like the Aviation Trust Fund for the FAA and Airline Passenger Security Fee for the TSA. These funds are derived from taxes and fees on commercial aviation. New funding structures should come from users of the National Airspace System, and American entrepreneurs and small firms should be incentivized to improve transportation safety and sustainability.

Lead Agency: Congress with support from DOT

Next Steps:

- Consider a collaborative effort with aviation, fueling, and energy industries to establish fair approaches to funding future airspace needs
- Determine whether any new funding mechanisms require appropriate legislation
- Implement any newly established funding scheme that supports NAS transformation

Recommendation 7.4: Remove Regulatory Barriers

Demonstrate global leadership in advanced aviation by removing regulatory barriers and adapting economic policies to secure investments, partnerships, and security assurances needed for a strong U.S. aviation industry.

Rationale: This should be done without compromising safety, security, or national interest.

Lead Agency: DOT, State, FAA with support from DOC

Next Steps:

- Identify regulatory barriers and economic policy that inhibit investments in U.S. aviation companies, operators, manufacturers, and other stakeholders
- Determine new regulatory standards and economic rules without compromising safety, security, and/or national interest
- Collaborate with the International Civil Aviation Organization (ICAO) to engage directly with foreign governments to develop international standards and recommended practices that ensure global harmonization of AAM policies
- Promote and strengthen the international competitiveness of U.S. AAM exports through DOC's International Trade Administration (ITA)
- Facilitate policy development that supports AAM companies' access to international markets and global supply chain and manufacturing

Recommendation 7.5: Regulatory Pathways

Proactively review regulations regarding small commercial aircraft manufacturing, operations, and infrastructure to find ways to open safe, performance-based regional, charter, and flexible service markets for AAM and other small commercial air services.

Rationale: A supportive regulatory structure would enable a revival of regional air service.

Lead Agency: FAA with support from DOT, NASA, DHS, and DOC

Next Steps:

- Establish Safety Risk Management reviews of regulations to conduct operations to identify barriers that can be mitigated through performance-based regulations factoring in current aircraft complexity and risk
- Coordinate findings with partner agencies involved in security and economic licensing/investment and develop regulatory reform work plan
- Revise of develop enabling regulations to permit growth of regional air service market ahead of AAM maturity

Recommendation 7.6: Public-Private Partnerships

Leverage public-private partnerships and other appropriate structures to facilitate and accelerate investments in, and sustained adoption of, AAM technologies.

Rationale: This recommendation underscores the importance of collaborative investment strategies from Federal and SLTT government agencies, private sector players, research institutions, and communities.

Lead Agency: DOT with support from DOE and DOC

Next Steps:

- Review available infrastructure investment and funding tools available from the Federal Government
- Develop best practices based on taxpayer savings, project timelines, and public benefits
- Work with Congress to promote, revise, or create an investment program that aligns with best practices

Recommendation 7.7: Enabling Tech R&D

Enhance Federal government research and development efforts, with a focus on pre-competitive work to advance technologies that will propel AAM, like advanced batteries, airframe designs, and detect-and-avoid solutions.

Rationale: NASA, DOW, DOE, and the FAA already take leading roles in advancing multiple AAM technology areas through direct government research, collaboration with industry, and funding of university-led initiatives.

Lead Agency: NASA with support from DOW, DOE, DOT, FAA

Next Steps: Continue to develop more sophisticated technology platforms that can be shared across agencies and with industry partners to better incubate innovative safety and efficiency technologies. Examples include:

- Developing advanced electrified propulsion and energy storage systems
- Improving occupant safety and ride comfort
- Reducing noise and emissions footprint of aircraft operations
- Advancing high-rate composites manufacturing technology
- Developing state-of-the-art simulations tools for use by leading AAM companies.

Conclusion

Both the Strategy and the Plan contain appendixes that lay out the details and are well worth the read. All in all, these two documents ensure that the AAM industry receives the attention it requires to go from the initial to the mature phase. Furthermore, all agencies involved are tasked with work and research and timelines to ensure nothing falls off the track!