



ADVANCED AIR MOBILITY STUDY

BLUEPRINT AND ACTION PLAN

APRIL 2024

1. Blueprint for Advanced Air Mobility

The Blueprint for AAM provides actionable initiatives that can be used to integrate AAM into Georgia's transportation system. It is anticipated that this roadmap will outline a clear path and position the state toward achieving its AAM goals. There are three main components to this blueprint:

- A review of legislation from other states.
- A draft of the relevant statutory and administrative language regulating airports in Georgia.
- An outline of four strategic goals to advance AAM in Georgia, along with specific actions to accomplish those goals.

Before these components are detailed, a recap of the AAM Study efforts is shown in **Sections 1.1** and **1.2**.

1.1 Summary of Study Recommendations

The GDOT AAM Study provides a comprehensive set of recommendations to advance AAM in Georgia. **Chapters 4** and **5** provide recommendations for GDOT to undertake. **Chapter 4** outlines best practices for landing area regulations, including the licensing of private airports engaging in commercial operations and the creation of a consistent set of regulations across the state to avoid complicated local regulations. **Chapter 5** focuses on Georgia's outreach for AAM, highlighting the state's existing aerospace and electric infrastructure industry, academia, and other initiatives. Overall, these recommendations are incorporated into this document.

1.2 AAM Working Group

The GDOT AAM Working Group established in this study consisted of a diverse collection of individuals representing airports, industry, transit systems, local governments, academia, and state officials. The Working Group met in person three times through the summer of 2023.

- The first of these sessions was an AAM summit that included an AAM orientation intended to bring all members to a common baseline of knowledge on the subject. Members then participated in two interactive workshops, the first of which was to develop a strengths, weaknesses, opportunities, and threats (SWOT) analysis for AAM, and the second of which was to garner feedback about the state's role for AAM.
- During the second working group, members reviewed a summarized version of the AAM CONOPS developed for the study. They provided feedback on the documents and identified actions needed to enable the successful implementation of these CONOPS.
- A virtual working group session was held between the second and third in-person meetings, specifically with members of local government. The purpose of the virtual session was to review and solicit feedback for the AAM Community Guidebook from individuals most likely to use the guidebook. This feedback was incorporated into the final version of the Community Guidebook.
- During the third working group session, members reviewed and commented on both the community guidebook and action plan. The participants then undertook a facilitated, open group discussion to suggest bold initiatives GDOT can take to support AAM development.

1.3 Comparative State Legislation

Legislative Efforts of Other States

As summarized in **Chapter 1** of the AAM Study, more than 20 states are working to identify issues and opportunities in preparation for AAM. In 2023, Alabama, Florida, Oklahoma, Oregon, Utah, and Washington initiated legislative actions to amend current laws and regulations relative to AAM. Legislative actions tend to focus on three key areas:

- Creating study committees for AAM.
- Appointing a state agency to act as a clearinghouse for AAM and promote its growth.
- Preventing exclusive rights for one operator to control vertiport operations.

Other important considerations include adhering to local zoning requirements for vertiport construction, ensuring the safety of vertiport design in accordance with FAA regulations, licensing both vertiports and AAM aircraft, and securing additional funding to support pilot programs and these efforts. These legislative efforts are discussed below and summarized in **Table 1-1**.

Table 1-1: Summary of 2023 State Legislative Initiatives

State	Bill No.	Bill Summary and Link to Bill	Status
Alabama	SJR3	Creates study committee on AAM requiring a report and recommendations for legislation to be sent to the Governor. Link to bill: SJR3-int.pdf (state.al.us)	Passed
Florida	House Bill 349	Subject to appropriations, funds public-use vertiports; encourages local zoning boards/land use authorities to ensure adequate vertiports are constructed in the state, strategically placed to provide equitable access for all residents; prohibits the granting of an exclusive right to one or more vertiport owners or operators; and requires vertiports to comply with FAA regulations and guidance for vertiport design and performance standards. Link to bill: h0349 (flsenate.gov)	Did not Pass
Oklahoma	Senate Bill 773	Establishes the Oklahoma Department of Aerospace and Aeronautics as the state clearinghouse to develop leadership strategy for AAM; creates Oklahoma Advanced Air Mobility Revolving Fund for AAM and UAS; establishes the Oklahoma Advanced Mobility Pilot Program within ODOT to identify and select communities to serve as pilot programs for the adoption of advanced mobility technologies for ground transportation, AAM, and autonomous eVTOL vehicles. Subject to funding, makes two \$500,000 grants available to pilot program participants. Grants require a 50% match from the recipient. Link to bill: SB773 ENR.PDF (state.ok.us)	Passed
Oregon	House Bill 2834	Prohibits local governments from granting an exclusive right to one operator to develop vertiports or control vertiport operations within the local government’s jurisdiction. Link to bill: HB2834 (oregonlegislature.gov)	Passed
Utah	Senate Bill 24	Defines vertiport; requires UDOT to license vertiports along with airports; requires AAM aircraft to be registered with UDOT after January 1, 2024; UDOT to develop administrative	Passed

State	Bill No.	Bill Summary and Link to Bill	Status
		procedures for AAM aircraft registration and set forth registration fee requirements; allows for local jurisdictions to charge a business license fee for AAM businesses and requires that the fee not exceed the actual cost of processing the license. Link to bill: SB0024 (utah.gov)	
Utah	Senate Bill 3	Provides \$18,000 to fund requirements of SB24 relative to licensing of AAM aircraft. Link to bill: SB0003 (utah.gov)	Passed
Utah	Senate Bill 125	Created the Electrification of Transportation Infrastructure Steering Committee and designates ASPIRE Engineering Research Center at Utah State University as the lead research center for strategic planning for the committee. The committee’s work will include planning for electrification of infrastructure to support AAM among other modes of transportation. Link to bill: SB0125 (utah.gov)	Passed
Washington	House Bill 1040	Establishes an aviation and aerospace advisory committee to advise the Director and the Secretary of the Department of Transportation on matters related to aviation and aerospace. These matters include, but are not limited to: capital budget requests; developing strategies to enhance the safe and effective use of public use airports and aerospace; recommendations on employment of emerging aviation/aerospace technologies to include AAM; proposed federal regulations and policy considerations; industry needs to remain competitive; funding priorities; workforce development needs; multimodal requirements; and planning, funding, and community integration for advanced air mobility infrastructure and operations. Link to bill: 1040.pdf (wa.gov)	Active

Source: State Legislative Websites for Alabama, Florida, Oklahoma, Oregon, Utah, Washington

Alabama

In July 2023, the Alabama legislature enacted Bill SJR3. The bill establishes a study commission to review the state's existing aviation infrastructure and includes the steps needed to provide for its participation and expansion in new local, regional, and urban transportation systems. It also identifies Alabama companies that serve the aeronautical industry, to foster their contributions to AAM. The bill includes the provision to study the recruitment of innovative companies engaged in some area of AAM technology or logistics to the state. The study commission is required to prepare and submit recommendations on AAM legislation to the Governor during the Legislature’s 2025 Regular Session, at which time the study commission terminates.

Florida

The Florida legislature introduced House Bill 349 and its companion, Senate Bill 1122. Neither were codified into law. The bills would have required, subject to appropriations, the funding of public-use vertiports. They also would have encouraged local zoning boards and other land use authorities to ensure that an adequate number of vertiports were strategically located in the state to provide equitable access for all residents. A unique feature of the bills would have promoted competition and equitable access by prohibiting the granting of any exclusive right to one or more vertiport owners or operators or vertiport operators at one or more vertiports. Additionally, the bills would have required each vertiport to comply with FAA regulations and guidance relating to vertiport design and performance standards.

Oklahoma

In May 2023, the Oklahoma Legislature passed Senate Bill 773, which has four basic components related to AAM. The bill:

- Establishes the Oklahoma Department of Aerospace and Aeronautics as the clearinghouse for UAS and AAM. The primary goal of the clearinghouse within the Department is to establish a central point within state government to develop the strategy for how Oklahoma can become a leader in the UAS and AAM industries.
- Designates the clearinghouse office as the state agency for the promotion, enhancement, and development of UAS and AAM as well as any associated infrastructure necessary to ensure the safe integration and use of this technology within the state.
- Creates the Oklahoma Advanced Air Mobility Revolving Fund. It is a continuous fund, not subject to fiscal year limitations, and consists of any public or private donations, any amounts appropriated by the Legislature, and all monies received by the state tax commission that are required by law to be deposited in the fund. The funds are required to be invested in AAM and UAS.
- Creates the Oklahoma Advanced Mobility Pilot Program within the ODOT to identify and select communities to serve as pilot programs for adopting advanced mobility technologies for ground transportation, AAM, and autonomous eVTOL vehicles. The program is authorized—subject to the availability of funding—to make two matching grant awards each year to the selected pilot programs. The grants can be funded up to \$500,000 each and require a 50 percent match from the recipient.

Oregon

On July 31, 2023, House Bill 2834 was introduced in the Oregon Legislature and signed into law. It provides a statutory definition of vertiport to include “an area of land or a structure used, or intended to be used, for vertical takeoff and landing aircraft” and prohibits a local governing body from granting an exclusive right to one operator to develop vertiports or control vertiport operations within the local government’s jurisdiction.

In 2022, a similar bill—House Bill 4827—passed West Virginia’s legislature, requiring that a “political subdivision of this state shall not exercise its zoning and land use authority to grant or permit an exclusive right to one or more vertiport owners or operators and shall use such authority to promote reasonable access to advanced air mobility operators at public-use vertiports within the jurisdiction of the subdivision.”

Utah

On March 14, 2023, the Utah Governor signed three AAM-related bills into law. Senate Bill 24 added a formal definition of vertiport; requires the UDOT to license vertiports along with airports; and (after January 1, 2024) requires all AAM aircraft to be registered with UDOT. The law requires UDOT to develop administrative procedures for AAM aircraft registration and set registration fee requirements. Additionally, it allows for local jurisdictions to charge a business license fee for AAM businesses, provided the fee does not exceed the actual cost of license processing. Senate Bill 3 provided \$18,000 to fund the AAM requirements of Senate Bill 24.

Senate Bill 125 created the Electrification of Transportation Infrastructure Steering Committee and designated the ASPIRE Engineering Research Center at Utah State University as the lead research center for the committee’s strategic planning. The committee’s work will include planning for electrification of infrastructure to support AAM, among other modes of transportation.

Washington

In December 2022, House Bill 1040 was pre-filed in the Washington Legislature for the 2023-2024 session. The bill aims to establish an aviation and aerospace advisory committee that would advise the Director and the Secretary of the Department of Transportation on matters related to aviation and aerospace in

Washington state. Advisory responsibilities would include, but would not be limited to, developing recommendations regarding capital budget requests related to aviation and aerospace needs and developing strategies to enhance the safe and effective use of public use airports and aerospace in Washington state.

The aviation and aerospace advisory committee would also make recommendations on the following matters: employment of emerging aviation and aerospace technologies including unmanned, autonomous, and alternative propulsion systems; new, amended, or proposed federal regulations; industry needs for remaining nationally and internationally competitive; policy considerations; funding priorities and capital project needs; methods to reduce greenhouse gas emissions; workforce development needs and opportunities; multimodal requirements; and planning, funding, and community integration for advanced air mobility infrastructure and operations.

Legislative Considerations for Georgia

A review of these efforts undertaken by other states—along with current Georgia statutes relative to GDOT’s roles and responsibilities—provides a framework for how GDOT could approach potential legislative changes to ensure the state’s role in promoting the AAM industry and regulating such facilities. Various legislative proposals are being evaluated to support the advancement of AAM in the state.

1.4 Vertiport Licensing and Inspection Program

In accordance with the statutory requirements contained in O.C.G.A. §32-9-8 Airport Licensing, GDOT has promulgated administrative rules and regulations for the minimum level of safety required for the licensure of general aviation airports. These rules and regulations are formally on file in the Georgia Secretary of State’s Office under Chapter 672-9 Rules and Regulations for Licensing Certain Open-to-the-Public Airports. GDOT is evaluating potential updates to Chapter 672-9 to best regulate vertiports in the state.

1.5 Waypoints for AAM

In addition to legislative proposals and administrative updates, four strategic waypoints have been identified that can be pursued to advance AAM innovation in Georgia. **Figure 1-1** explains each of these waypoints, and the following sections of this report will detail the actionable steps that can be taken to arrive at each of these waypoints.

Figure 1-1: Waypoints for AAM



Continue to Engage with Stakeholders.

- AAM stakeholders in Georgia have been engaged at multiple levels of government, including through the efforts of the GDOT AAM Working Group, the establishment of the Archer Aviation manufacturing plant in Covington, and the installation of electric aircraft charging stations at several airports across Georgia. This engagement should continue and be expanded upon.



Support Local Governments.

- The federal, state, and local governments all have unique roles in advancing AAM. The State of Georgia is in a unique position to support local governments by providing guidance to add clarity to the role and responsibilities that local governments have when it comes to enabling and advancing AAM. The AAM Community Guidebook produced as part of this study is the first step in supporting local governments to advance AAM, and additional steps should be taken to continue this effort.



Develop an AAM Workforce.

- For AAM to scale, a next-generation workforce will be needed, ranging from pilots and technicians to engineers and operations personnel. Georgia has nation-leading workforce development programs, and efforts should be made to leverage Georgia universities, technical colleges, and high schools to ensure Georgia continues to lead in workforce development.



Expand Economic Development and Outreach Efforts.

- Archer Aviation's manufacturing facility in Covington demonstrates Georgia's ability to attract major AAM manufacturers, building upon the existing aerospace industry already in the state. Georgia can continue to attract AAM manufacturers by using and building innovative economic development tools.

Continue to Engage with Stakeholders

The GDOT AAM Working Group provided valuable feedback that supported the development of the AAM study deliverables, especially that of the Community Guidebook and Action Plan. This group should continue to be leveraged to inform actions after the publication of this study.

1. Host the AAM working group and reevaluate the group's membership and structure.

The GDOT Working Group is composed of important stakeholders from various industries, including the FAA, local governments, airports, academia, and economic development. However, additional members from local governments or other stakeholder groups may be added if necessary. Examples of additional organizations that could be included are:

- Georgia Chapter of the American Planning Association.
- Association of Economic Development.
- Georgia Emergency Management and Homeland Security Agency.
- Carl Vinson Institute of Government.
- Others as identified.

The Working Group can also drive deeper focus on specific issues to leverage its members' expertise. Subcommittees focused on these issues can include:

- Utilities Subcommittee: evaluates industry needs for electrical utilities for eVTOLs and other electric aircraft.
- Airports Subcommittee: addresses airport-related issues and needs for AAM.
- Industry Subcommittee: shares information and developments within the industry.
- Workforce Development Subcommittee: surveys and promotes programs to integrate AAM into existing and/or new workforce development initiatives.
- Local Government Subcommittee: focuses on zoning, land use, and community engagement for AAM.
- Emergency Response Subcommittee: focuses on the latest and greatest for AAM safety and best practices for first responders in the event of an eVTOL accident.
- Other subcommittees as deemed necessary by the Working Group.

Based on feedback from the Working Group, a twice-per-year cadence was deemed appropriate for full, in-person meetings, and hybrid subcommittees could be hosted quarterly. It was also noted that clear expectations and deliverables from the subcommittees would lead to better outcomes.

2. Develop or utilize additional stakeholder engagement tools, including an email newsletter and a dedicated AAM page on GDOT's website.

The GDOT AAM Working Group's success was due to the members' ability to communicate both formally and informally. Although some participants already knew each other, many were meeting for the first time. They engaged in conversations that helped address stakeholders' questions about AAM. Outreach should continue through tools like an email newsletter, in which updates regarding AAM could be published for any interested stakeholders. This newsletter could include updates on Archer Aviation's manufacturing facility, for example, or State actions like legislation or other tools that are advancing AAM in the state. Second, a website, or branch of a website, should serve as a one-stop shop for all things AAM in Georgia, including links to the Community Guidebook and other public-facing materials. These initiatives and their purposes are summarized in **Table 1-2**.

Table 1-2: Continued Engagement with Stakeholders - Initiatives

Purpose	Action
Continue bringing together key stakeholders to network, raise awareness of issues, and provide industry updates.	Continue to host the AAM working group periodically and reevaluate the membership and structure of the group.
Build upon the working group’s success by incorporating broader stakeholder outreach into the state’s AAM efforts.	Develop or utilize additional stakeholder engagement tools, including an email newsletter and a dedicated AAM webpage.

Support Local Governments

Educating both local planning professionals and the public about AAM is a need that requires attention. The first step of this task, a community guidebook targeted at local government planning professionals and decision-makers, is already in progress. The material in this guidebook is substantive, but it is critical that it reaches its target audience. In addition to that step, more tools can be provided for evaluating a vertiport site in a local community.

Listed below are the steps the State can take to support local governments concerning AAM:

1. Distribute the guidebook and conduct targeted workshops to educate local officials about AAM.

Statewide associations representing important stakeholders offer a tangible first step toward educating local governments about AAM. Relevant organizations include, but are not limited to:

- Georgia Airports Association.
- Georgia Planning Association.
- Association of Gen. Aviation Airports.
- Association of County Governments.
- Georgia Municipal Association.
- Georgia Association of Metropolitan Planning Organizations.

A workshop should be conducted with these associations so they can serve as AAM resources for their members. This workshop should provide an overview of the Community Guidebook, including an “AAM 101” session and other information especially relating to the “Best Practices” section of the guidebook. These best practices include reviewing zoning ordinances, mapping out aeronautical use facilities, ensuring land use compatibility for new sites, and creating community-first AAM policies.

Additional ideas for workshops to bolster awareness of AAM include utilizing the seven GDOT Regional District offices and inviting city and county officials in those districts to attend the workshops, or for the Georgia Department of Economic Development to host workshops in the twelve economic development regions of the state.

2. Act as a Point of Contact for local governments regarding AAM.

The second piece of community engagement is direct involvement with the public in a community where AAM infrastructure and operations are proposed. Local governments have existing public engagement procedures in place for transportation infrastructure, so educating local officials prior to AAM development means that they will have existing knowledge about development impacts and can work with community members to explain outcomes and benefits, and to set expectations about AAM in the community.

Currently, GDOT has a manager dedicated to innovation in aviation. This person should continue to serve as a resource for local governments as they go through this process. Continued collaboration with the members of the AAM Working Group should focus on specific ways that local governments can be supported beyond the tools listed in this plan.

These initiatives and the purposes of the initiatives are summarized in **Table 1-3**.

Table 1-3: Support Local Governments - Initiatives

Purpose	Action
Raise awareness of AAM among local decision-makers so they can make informed decisions about AAM in their communities.	Distribute the guidebook and conduct targeted workshops to educate local officials about AAM.
Support local governments as a subject matter expert on AAM.	Act as a Point of Contact for local governments regarding AAM.

Develop an AAM Workforce

For AAM to truly scale, a next-generation workforce will be needed, including aerospace engineers, electric aircraft technicians, manufacturing workers, and many others. Georgia stands ready to provide that workforce, and the state can take several steps to develop the labor pool for this emerging industry.

Chapter 5 of the **GDOT AAM Study – Technical Report** provided several initiatives that can be undertaken to support workforce development for both electric infrastructure and the aerospace industry. The goal of these initiatives is to first understand the workforce needs of the AAM industry. Traditional aviation consists of architects, aircraft manufacturers and technicians, engineers, operations staff, planners, and numerous other jobs. AAM will require many of these same roles, but there are likely to be new opportunities that fill a niche within this new industry. One of the first steps that can be taken is to inventory and evaluate the industry’s workforce needs and what Georgia can provide. Strategic initiatives for workforce development include the following:

1. Inventory and survey existing aviation and electric infrastructure programs through the University System of Georgia (USG) and probe opportunities for AAM.

Much of the work of inventorying these programs is already complete and is discussed in **Chapter 5** of this study. Surveying these universities to understand what, if any, plans they have for AAM in existing or future programs will identify opportunities and gaps.

2. Inventory and survey existing aviation and electric infrastructure programs through The Technical College System of Georgia (TCSG) and probe opportunities for AAM.

Like the initiative above, collaboration with the TCSG to probe opportunities for AAM at community and technical colleges throughout the state is important. TCSG also runs Georgia’s premier workforce training program, Quick Start. As noted in **Chapter 5**, Quick Start is already supporting Archer Aviation’s manufacturing plant in Covington, GA. Coordinating with Quick Start and TCSG will help foster understanding of industry needs and how TCSG and Quick Start can support them.

3. Engage the industry in partnering with Georgia middle/high schools.

Introducing teenagers to AAM can be a strategic approach to developing the workforce of the future for AAM. One potential approach could be to host an AAM day at a local high school, allowing students to learn about this exciting technology. In this instance, the industry could support the AAM day by bringing students to a local airport to see the aircraft fly, or even by bringing the aircraft to the school itself for students to see.

Aside from an AAM day at a high school, other opportunities exist for high-school-age workforce development, including:

- Internship/Summer Programs: Internships at OEMs would allow students to apply their classroom knowledge to real-world scenarios, gaining practical skills and insights into the industry. These internships could range from engineering and design roles to business and regulatory affairs, providing a comprehensive view of the diverse career opportunities within AAM.
- Guest Lectures: Inviting professionals for guest lectures at high schools or organizing industry-focused career fairs can further enrich students' understanding of AAM careers. Experts can share their experiences, discuss the latest advancements, and provide valuable advice, inspiring students to explore various pathways within the industry.

This early exposure could spark interest in the field and encourage students to pursue further education or careers in aviation. By working together, industry and educators can help prepare the next generation of innovators and pioneers in this field.

These initiatives, and the purposes of the initiatives, are summarized in **Table 1-4**.

Table 1-4: Develop an AAM Workforce - Initiatives

Purpose	Action
To evaluate university programs that can or could support research and development for AAM.	Inventory and survey existing aviation and electric infrastructure programs through the USG and probe opportunities for AAM.
To evaluate and understand how Georgia’s technical colleges can support AAM, and to gain insight into the needs of industry.	Inventory and survey existing aviation and electric infrastructure programs through the TCSG and probe opportunities for AAM.
To introduce AAM to the workforce of tomorrow and to build relationships with industry.	Partner with industry and high schools to introduce AAM early.

Expand Economic Development and Outreach Efforts.

For Georgia to distinguish itself from other states and make progress in attracting AAM to the state, economic development and outreach strategies are critical. **Chapter 5** of the GDOT AAM Study explored Georgia's strengths for attracting AAM operators, manufacturers, and research and development efforts. As mentioned in that chapter, Georgia has achieved success in this field, exemplified by the establishment of Archer Aviation's factory in Covington, GA. In addition, Georgia can take three more steps to attract both AAM manufacturers and operators to the state:

- 1. Continue to coordinate with the Georgia Department of Economic Development's (GDECD) Center of Innovation for Aerospace to offer economic development services such as tax incentives, site-selection assistance, and workforce training.**

Early steps to attract the AAM industry have been successful. Traditional economic development services, like land conveyance, tax incentives, Georgia Regional Economic Business Assistance (REBA) grants, and Georgia's Make Ready workforce development program all played a role in attracting Archer to the state.

These existing economic development services should be continued, and collaboration should continue to identify opportunities for industry to locate in Georgia.

- 2. Create a joint Georgia Power and Georgia Department of Economic Development Vertiport Site Selector Tool.**

The GDECD website has a site selector tool available at <https://www.georgia.org/site-selector>. This tool is open to the public and gives a list of parcels for development in Georgia, along with property reports, demographic and labor force statistics, wage and business information, as well as city and county profiles. Developers looking to build facilities in Georgia use this tool.

Georgia Power also has a similar tool on their website at <https://www.selectgeorgia.com/site-selection/site-search/>. Georgia Power has already been instrumental in supporting electric aircraft charging stations, most notably through its partnership with Augusta Regional Airport and Beta Technologies.

A partnership between GDECD and Georgia Power could create a similar tool to provide information on possible vertiport sites. Local governments could use the AAM Community Guidebook to evaluate their municipality for sites that could support and may be desirable for a vertiport. They would upload site information, including parcel size, nearby land use, access to utilities, and other relevant data to the database.

This tool would make Georgia more competitive for potential AAM operators by simplifying the site identification process throughout the state. Instead of operators starting with little data, governments could provide information about potential sites and start coordinating with the operator early in the process.

- 3. Integrate AAM into statewide electric infrastructure planning efforts.**

Several statewide planning efforts are relevant to AAM and in which AAM should be included. Two of these initiatives follow:

Georgia Electric Mobility and Innovation Alliance (EMIA) is a statewide initiative between governments, industries, electric utilities, and other relevant stakeholders. The goal of the initiative

is to grow the electric mobility ecosystem in the state and strengthen Georgia’s position in electrification-related manufacturing and innovation. Electric aircraft are mentioned in the 2021-2022 EMIA report, but the focus is largely on ground vehicles. The EMIA should incorporate plans for eVTOLs and vertiports into new EMIA reports.

Georgia National Electric Vehicle Infrastructure (NEVI) Deployment Plan is derived from the 2021 Infrastructure Investment and Jobs Act. The plan outlines how Georgia intends to invest its share of the federal funds to deploy a network of electric vehicle charging stations. These federal funds are not available for electric aircraft chargers, but funds may be made available for this use in the future. Incorporating electric aircraft charging into the NEVI will help to identify possible locations where these chargers will have the most impact, especially as it relates to co-locating electric vehicle and electric aircraft charging.

These initiatives and their purposes are summarized in **Table 1-5**.

Table 1-5: Economic Development and Outreach - Initiatives

Purpose	Action
Offer incentives for the AAM industry to locate in Georgia.	Coordinate with the GDEcD Center of Innovation for Aerospace to offer economic development services.
Simplify the site selection process for vertiport developers and local governments.	Create a joint Georgia Power and GDEcD Vertiport Site Selector Tool.
Ensure AAM is included in the planning for statewide electric mobility.	Integrate AAM into the work of the statewide electric infrastructure planning efforts.

1.6 AAM Demonstration Program

One way that these goals can be put into action is through supporting the planning and execution of a demonstration AAM route. While this does not fit cleanly into the four goals outlined earlier, it represents a bold action that could be taken to test and further refine those goals. The AAM Study produced four concepts of operations (CONOPS) for eVTOL air taxi service in Georgia, including the following:

- Passenger service operation in the Atlanta Metro Area.
- Special event mobility use case (Atlanta to the Masters in Augusta).
- Rural commuter service (Atlanta to Lake Oconee).
- Passenger service within Georgia connecting to Hartsfield-Jackson Atlanta International Airport.

These CONOPS demonstrated that eVTOL air taxi operations are viable across many use cases. Developing a demonstration program could catalyze further advancement of AAM in Georgia. The goal of this program would be to develop an AAM route from start to finish to identify gaps and solutions for AAM in the state, as well as to provide proof of concept for AAM in Georgia.

To guide the development of a pilot route, the following actions will need to be coordinated:

- Collaborate with the appropriate stakeholders for efforts relating to site selection, community outreach, and demand drivers including cargo opportunities for this route.
- Partner with a site development firm or infrastructure developer to plan and develop a greenfield vertiport site.
- Partner with a Georgia airport to ready the airport for eVTOL operations.
- Coordinate with utilities to install charging stations.
- Team with an OEM to develop air service between destinations.

2. Action Plan for Advanced Air Mobility

This chapter takes the broad concepts outlined in the AAM Blueprint and turns them into an actionable plan for the development of AAM. There are two main sections of this report: the legislative and administrative recommendations, and the Waypoints.

The State is evaluating legislative and administrative actions that can be taken to advance AAM in Georgia. These initiatives have not been assigned a specific timeline and it is recommended that the timeline for these initiatives aligns with the goals of the department and the State in advancing AAM.

The Waypoints and the actions to fulfill them make up the bulk of this Action Plan, as they can be taken to advance AAM without respect to legislative or administrative procedures.

These recommendations are listed in **Table 2-1**.

Table 2-1: Summary of Waypoints, Purpose, and Actions

Waypoint	Purpose	Action
Continue to Engage with Stakeholders	Bring together key stakeholders to network, raise awareness of issues, and provide industry updates.	Continue to host the AAM working group periodically and reevaluate the membership and structure of the group.
	Build upon the success of the working group by incorporating broader stakeholder outreach into GDOT’s AAM efforts.	Develop or utilize additional stakeholder engagement tools, including email listservs and a dedicated AAM page on GDOT’s website.
Support Local Governments	Develop an AAM Demonstration Program	Initial planning to begin during the continuation of the working group.
	Raise awareness of AAM among local decision-makers so that they can make informed decisions about AAM in their communities.	Distribute the guidebook and conduct targeted workshops to educate local officials about AAM.
Develop an AAM Workforce	Support local governments as a subject matter expert on AAM.	Act as a Point of Contact for local governments regarding AAM.
	Evaluate university programs that can or could support research and development for AAM.	Inventory and survey existing aviation and electric infrastructure programs through the USG and probe opportunities for AAM.
	Evaluate and understand how Georgia’s technical colleges can support AAM and gain insight into the needs of the industry.	Inventory and survey existing aviation and electric infrastructure programs through the TCSG and probe opportunities for AAM.

Expand Economic Development and Outreach Tools	Introduce AAM to the workforce of tomorrow and build relationships with the industry.	Partner with industry and high schools to introduce AAM early.
	Offer incentives for the AAM industry to locate in Georgia.	Coordinate with the GDEcD Center of Innovation for Aerospace to offer economic development services.
	Simplify the site selection process for vertiport developers and local governments.	Create a joint Georgia Power and GDEcD Vertiport Site Selector Tool.
	Ensure AAM is included in the planning for statewide electric mobility.	Integrate AAM into statewide electric infrastructure planning efforts.

The recommendations can be split into three phases:

- **Phase 1:** Recommendations that are already taking place and actions that should continue or expand.
- **Phase 2:** Recommendations that should happen as soon as possible upon completion of the study, as they enable the state to integrate and regulate AAM. **Expected timeline: April 2024 to December 2024.**
- **Phase 3:** Recommendations that are not critical to enable AAM but will bolster GDOT’s ability to attract and integrate AAM to Georgia. **Expected timeline: beyond January 2025, or as deemed appropriate.**

Table 2-2, Table 2-3, and Table 2-4 summarize the recommended actions for each phase, their type (legislative, administrative, or advisory/support), and the suggested timeline for completion.

Phase 1 Recommendations

The following have been organized into Phase 1:

Table 2-2: Summary of Phase 1 Recommendations

Waypoint	Action	Timeline
Continue to Engage with Stakeholders	Continue to host the AAM working group periodically and reevaluate the membership and structure of the group.	Periodic, ongoing meetings
Support Local Governments	Act as a Point of Contact for local governments regarding AAM.	Ongoing

Waypoint	Action	Timeline
Expand Economic Development and Outreach Tools	Coordinate with the GDEcD Center of Innovation for Aerospace to offer economic development services.	Ongoing

Phase 1 recommendations are already underway. Conducting an AAM study with a working group brings together stakeholders to collaborate and generate recommendations for the study, including the development of the Community Guidebook and the Action Plan. Keeping the working group together to meet periodically, expanding the group to include additional members as needed, and forming subcommittees to focus on specific issues are all valuable pieces that will help keep Georgia on the front end of AAM.

Similarly, GDOT already has a UAS/AAM Development Manager who coordinates within and outside of the state government to advance AAM in the state. This role provides a single point of contact for local governments and industry to communicate with the state. This role should continue and could be expanded should AAM scale beyond early entrants.

Georgia has already had success in attracting industry. Reviewing the existing incentive structure and comparing it to other states that have attracted the AAM industry would benefit the state, including whether new grants, loans, or other services could provide additional benefits for attracting AAM.

Phase 2 Recommendations

The following have been organized into Phase 2:

Table 2-3: Summary of Phase 2 Recommendations

Waypoint	Action	Timeline
Continue to Engage with Stakeholders	Develop or utilize additional stakeholder engagement tools, including email listservs and a dedicated AAM page on GDOT’s website.	Upon completion and publishing of the AAM study.
Support Local Governments	Distribute the guidebook and conduct targeted workshops to educate local officials about AAM.	Following the completion of the AAM study and prioritized to prepare local officials before vertiports are widespread.
Expand Economic Development and Outreach Tools	Integrate AAM into statewide electric infrastructure planning efforts.	Ongoing effort to include this work in statewide planning.
Support Local Governments	Develop an AAM Demonstration Program.	Initial planning to begin during the continuation of the working group.

Phase 2 recommendations are essential to support the integration of AAM into the state, including the development of additional stakeholder outreach tools, like a dedicated AAM page on the GDOT website.

This phase involves integrating AAM into the work of statewide planning efforts for electric infrastructure. Although GDOT is already part of the EMIA, there are few references to electric aircraft in the 2021-2022 EMIA report. Internal coordination to include aviation staff in the alliance could help ensure that AAM is included in EMIA’s planning and any similar efforts going forward.

Critical components from the AAM study will be applied during this phase to advance AAM, including the distribution of the community guidebook and the development of an AAM Demonstration Program. These programs are described in more detail below.

Community Guidebook Education Program

The community guidebook developed in this study includes key information on AAM, including an “AAM 101” section, Roles & Responsibilities, Best Practices for Local Government, and a Toolkit with links to numerous resources. This guidebook answers many of the questions that local governments may have when it comes to understanding AAM in their community. However, the guidebook will only be helpful if its contents are distributed across the state to the appropriate organizations and local governments. The first step in the distribution process is to host workshops for statewide stakeholder organizations, including the Georgia Airports Association, the Georgia Planning Association, the Georgia Municipal Association, and others listed in the Action Plan and as identified by GDOT.

In addition to workshops hosted with these statewide groups, GDOT may consider hosting workshops directly with local governments, at GDOT regional district offices, or the state’s economic development regions.

Combined, these steps will enable local governments to make informed decisions regarding AAM in their communities.

AAM Demonstration Program

This program's objective is to create a comprehensive AAM route, from beginning to end, that will help identify potential challenges and solutions for AAM in the state. To achieve this goal, there should be partnerships with stakeholders for site selection, community outreach, and identifying demand drivers, including cargo opportunities. There will also be a need to partner with site development firms and infrastructure developers to design and construct a greenfield vertiport, work with Georgia airports to facilitate eVTOL operations, coordinate with utilities to install charging stations, and team up with an eVTOL operator to develop air service between the destinations. The successful completion of this demonstration program will place Georgia at the forefront of AAM innovation.

Phase 3 Recommendations

The following have been organized into Phase 3:

Table 2-4: Summary of Phase 3 Recommendations

Waypoint	Action	Timeline
Develop an AAM Workforce	Inventory and survey existing aviation and electric infrastructure programs through the USG and probe opportunities for AAM.	Inventory and survey of programs can begin as deemed necessary to support workforce development and research in the state.

Waypoint	Action	Timeline
Develop an AAM Workforce	Inventory and survey existing aviation and electric infrastructure programs through the TCSG and probe opportunities for AAM.	Inventory and survey of programs can begin as deemed necessary to support workforce development and job training in the state.
Develop an AAM Workforce	Partner with industry and high schools to introduce AAM early.	After eVTOLs are certified so the industry can host “AAM Days” at local high schools to spread awareness.
Expand Economic Development and Outreach Tools	Create a joint Georgia Power and GDEcD Vertiport Site Selector Tool.	After Community Guidebook workshops have taken place so that local governments are informed and can use and update the tool accordingly.

During Phase 3, it is important that steps are taken to support AAM and promote Georgia as a thriving location. While not as time-sensitive as the Phase 2 steps, these actions are still important. For example, establishing GDOT as the state clearinghouse for AAM-related developments will create a centralized department for matters relating to AAM. Additionally, introducing a special funding program for AAM infrastructure will allow Georgia to invest in this area and prepare its airports and other aviation infrastructure for AAM, including electric aircraft charging stations.

In this phase, three workforce development initiatives are included. Partnering with USG, TCSG, and local high schools to evaluate opportunities for research and job training will ensure that Georgia has a workforce ready for AAM.

The site selector tool is also placed in this phase. This tool breaks down barriers and helps both industry and local governments identify solutions and opportunities for greenfield vertiport site development.

2.2 Conclusions

In conclusion, Georgia is making significant progress to establish itself as a national leader in AAM. Phase 1 recommendations include continuing the working group, expanding the group to include additional members as needed, and forming subcommittees to focus on specific issues. Phase 2 recommendations involve workshops that will inform statewide stakeholder organizations about AAM, and AAM can be integrated into the work of EMIA and other similar efforts.

Two bold initiatives in Phase 2 are the Community Guidebook Education Program and the AAM Demonstration Program. Hosting workshops throughout the state will be important for stakeholders so that Georgia communities are prepared for AAM, and decision-makers can lead the way for AAM in their locality. The AAM Demonstration Program would be among, if not the, first of its kind in the nation: a state-led initiative to develop a real and functional AAM route between two major cities, demonstrating that AAM can happen successfully in Georgia.

Phase 3 steps include partnering with educational institutions to prepare the workforce for AAM. All of these steps will help Georgia prepare for the future of aviation and attract more industry to the state.

Overall, efforts in Georgia to advance AAM in the state are comprehensive. By involving stakeholders and attracting the AAM industry, the state has emerged as a leader in this developing field. Continued collaboration between government, industry, and educational institutions will be key to seeing that Georgia remains at the forefront of AAM and realizes the economic benefits it can bring.