DroneUp

Company Introduction

July 26, 2022

DroneUp

**The path
forward is up.**

good for businesses

DroneUp

DroneUp Business Overview

DroneUp

We are a technology company enabling automated drone delivery and services.

Market Opportunity and Landscape

DroneUp

01 —— **Drone Flight is growing as a solution across categories. Delivery is projected to expand exponentially.**

02 —— **BVLOS is the gateway to projected category growth of 30-50% to nearly $60B by 2030.**

Enterprise Vs Delivery Drone Market ($B)

Delivery   Flight

60

40

20

0

2020   2025   2030

Source: Levitate Capital
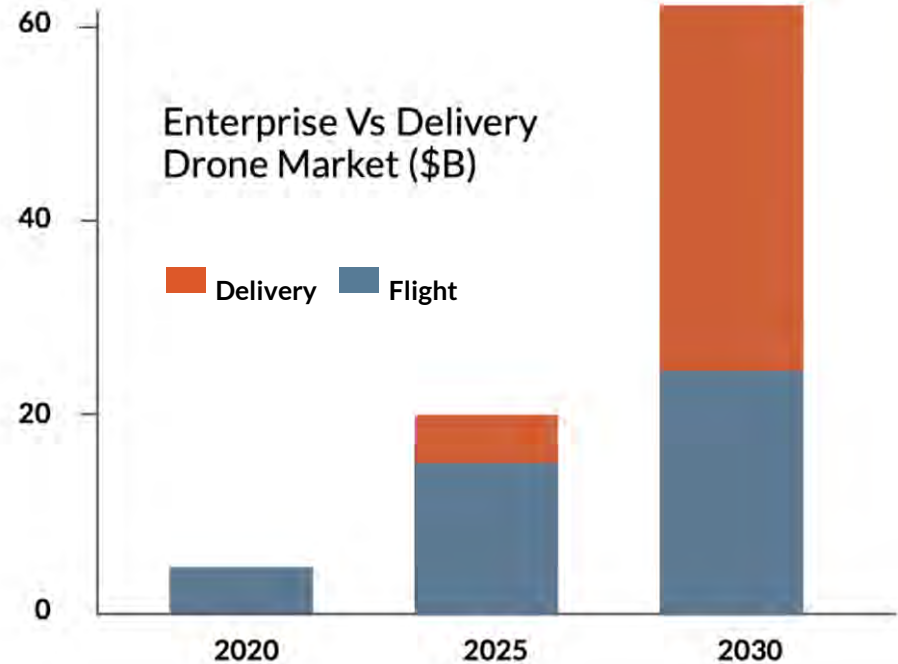
DroneUp

The DroneUp Advantage

Walmart is the catalyst for **DroneUp's** significant advantage

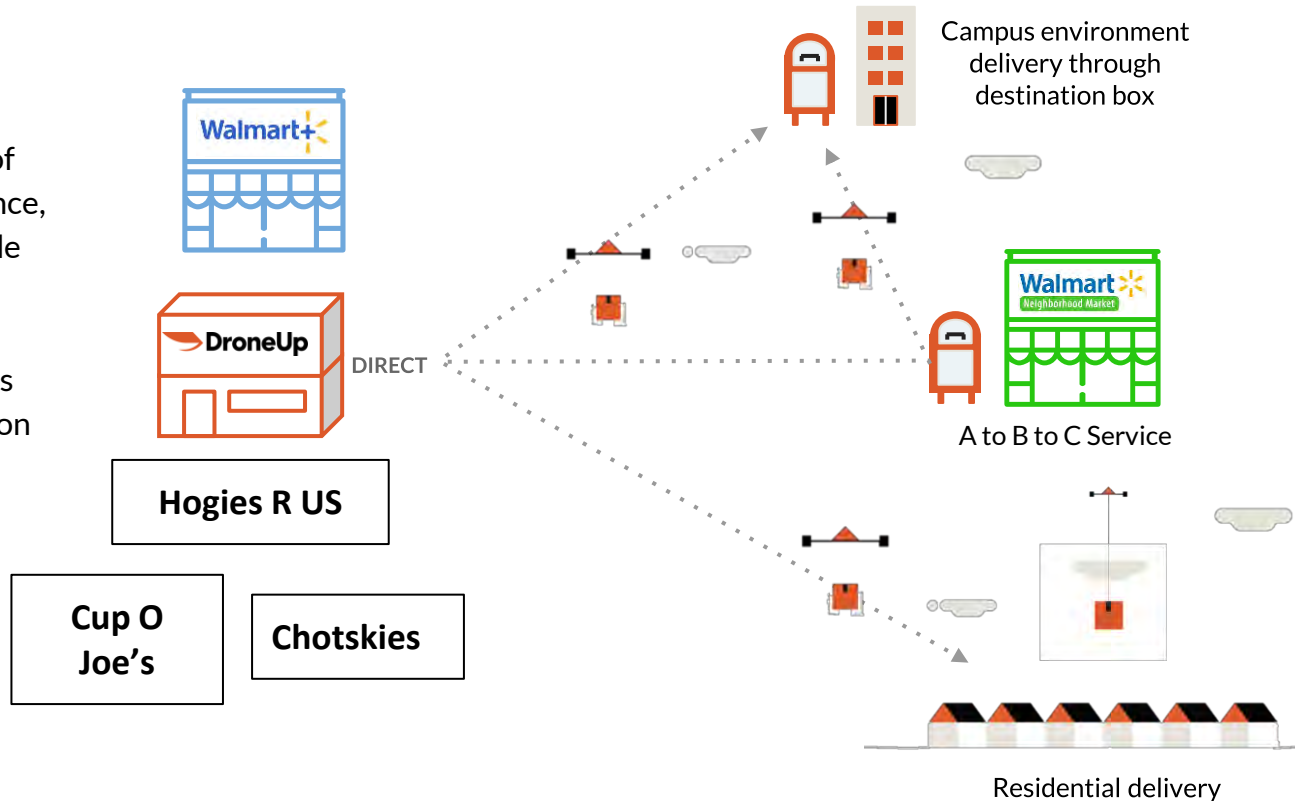90% of the U.S. population lives within 10 miles of a Walmart.

Walmart Hub Launch November 2022

Delivery Service

DroneUp's solution consists of a mix of drones optimized for speed and distance, Hubs and Destination Boxes to provide required infrastructure support, and autonomous delivery software that enables scaled simultaneous deliveries during daytime and nighttime operation hours.

Campus environment delivery through destination box

DIRECT

A to B to C Service

Hogies R US

Cup O Joe's

Chotskies

Residential delivery
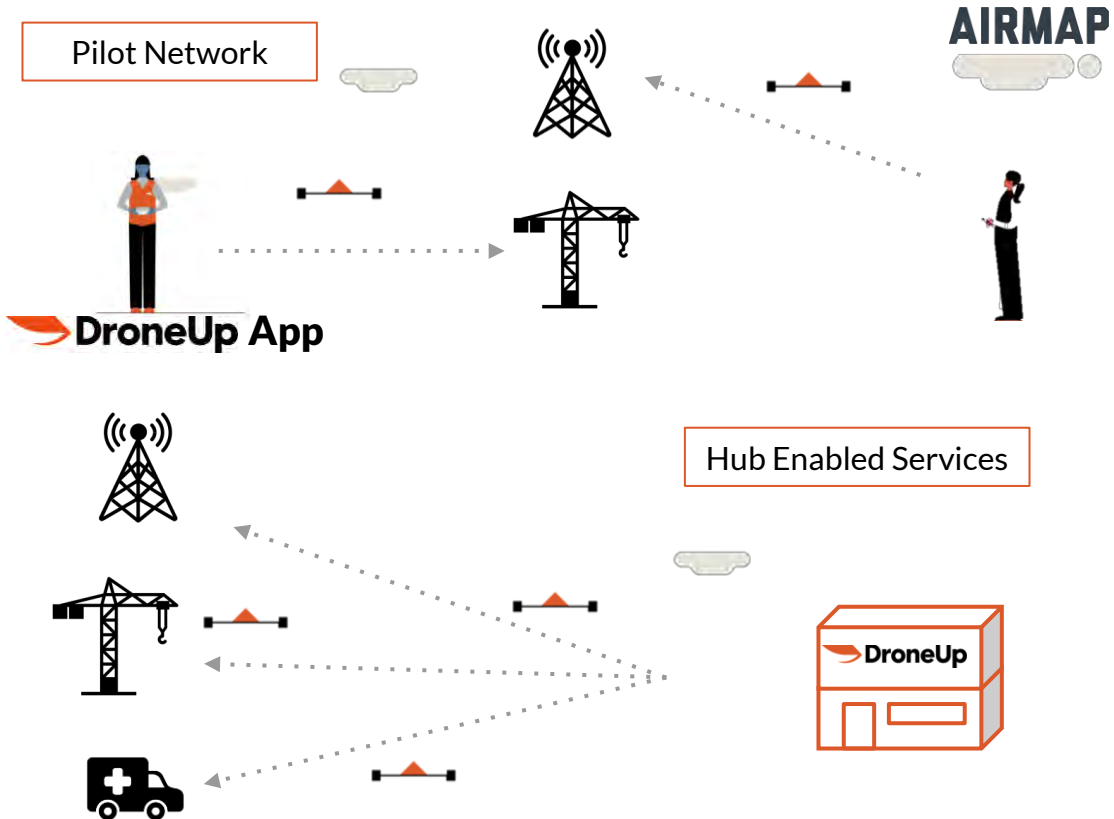
Software & Flight Services

The DroneUp App & pilot network enable nationwide coverage for drone services.

- 101,000+ Hours Flown
- 80 Waivers
- 10 Patents
- Nationwide coverage
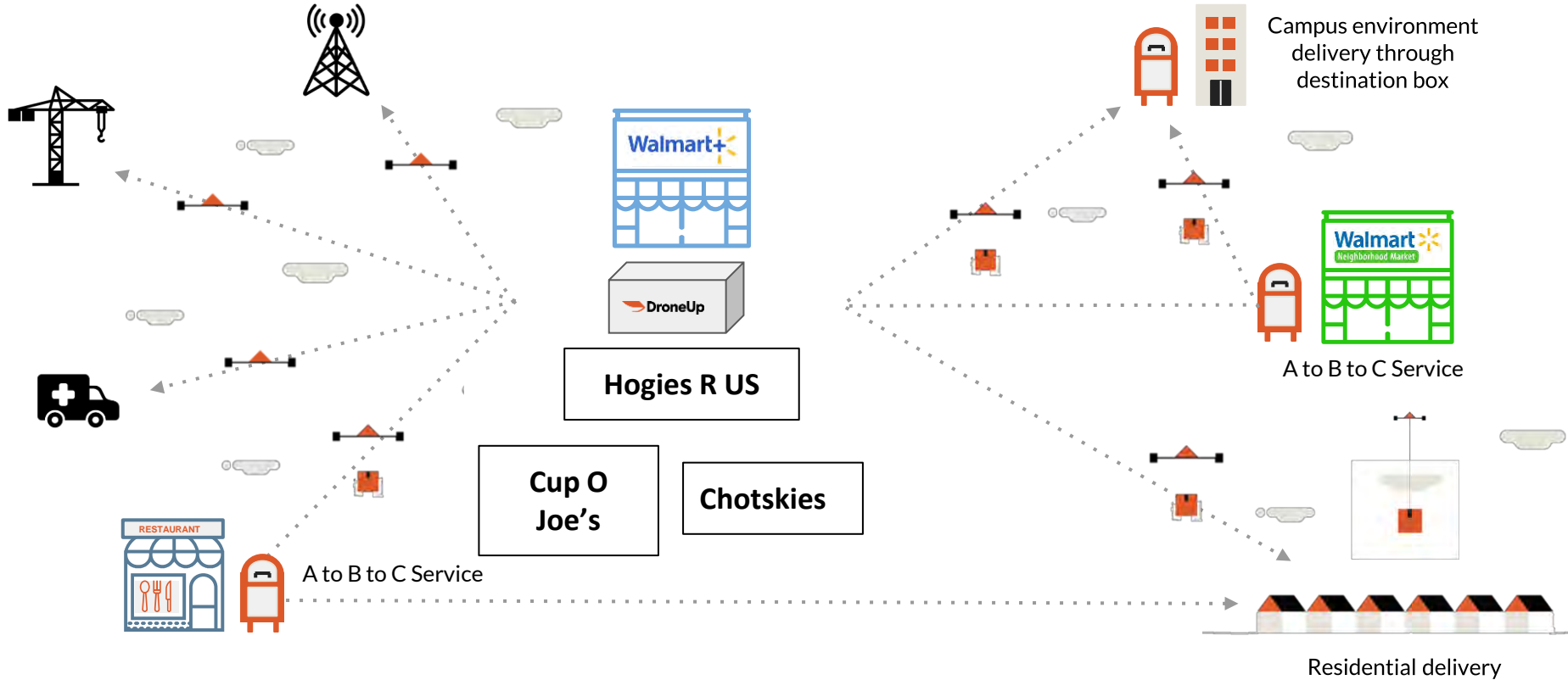- Visualization and Analytics partnerships

Leverage Hub infrastructure and off-peak retail labor for other flight services

Flight Services revenue will offset delivery cost

Unlock national flight service accounts through pilot network

Pilot Network
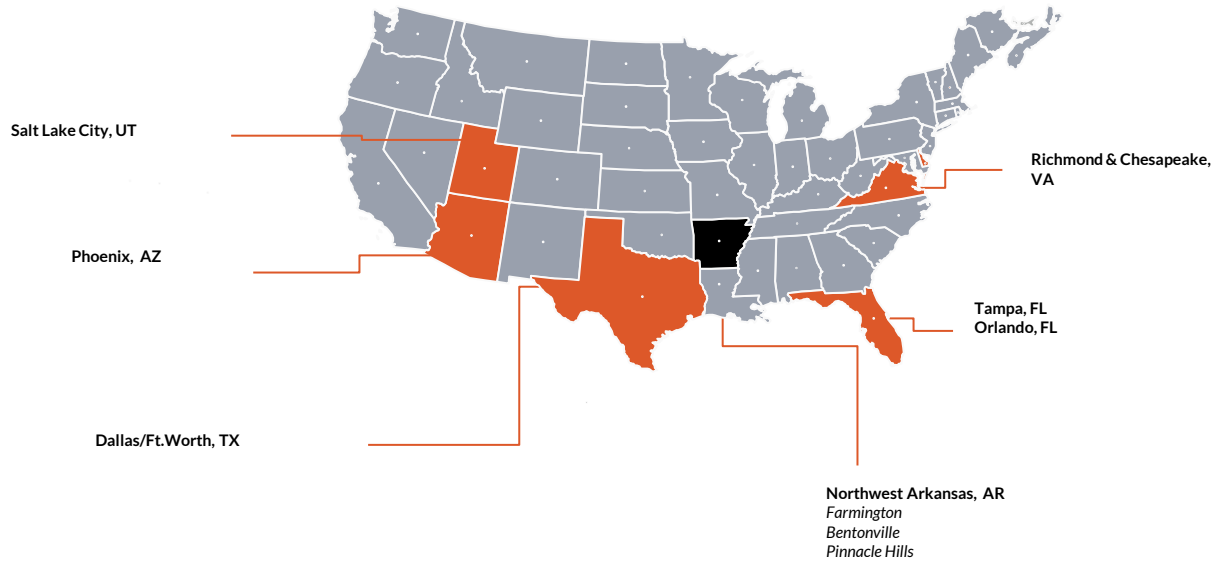
AIRMAP

DroneUp App

Hub Enabled Services

DroneUp

DroneUp Ecosystem

Campus environment delivery through destination box

Hogies R US

Cup O Joe's

Chotskies

A to B to C Service

A to B to C Service

Residential delivery

Proposed 2022 Hub Growth

+ By end of year we will have a total of 34 operational Hub facilities in the U.S.

+ DroneUp has begun vetting site locations for 2023.

Salt Lake City, UT

Phoenix, AZ

Richmond & Chesapeake, VA

Tampa, FL
Orlando, FL

Dallas/Ft.Worth, TX

Northwest Arkansas, AR
Farmington
Bentonville
Pinnacle Hills

Legend:
+ Operating States
+ Coming Soon & Expansion States

* Site Locations priorities being vetted by DroneUp Team.
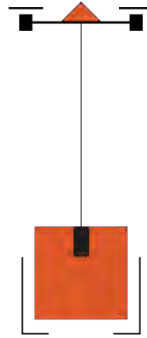
DroneUp

Current: Line of Sight

Visual Observers

Enhances safety by aiding the RPIC in duties of knowing aircraft position and protecting the NAS

FlightOps

Part 107 certificate holding Visual Observers equipped with ability to control the aircraft remotely, if needed

DroneUp

Product Overview

DroneUp

Product Overview

Delivery

Distribution Network

Proprietary Hardware

Software & Flight Services

Delivery Software System

DroneUp App for Pilot Network

Airmap

DroneUp
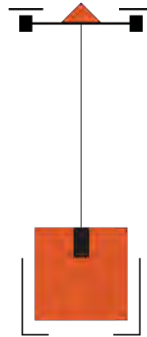
The Hub

Hubs provide the required infrastructure support to enable scaled drone deliveries and services during daytime and nighttime hours of operation.

Hubs are the physical structures that house our operations.

Our hub infrastructure is rapidly growing, with 34 hubs expected by the end of 2022.

|	
Takeoff / Landing Area	Operations Center
Battery Charging	Drone Storage
Drone Maintenance	Payload Management

DroneUp App

Live Chat

Mission managers and pilots communicate in real-time chat. Pilots can capture and upload data in the app.

Insurance and Safety

Pilots use the DroneUp app for preflight checklists to authorize insurance. Pilots also submit their Part 107 Certificate through the Credentials Manager of the DroneUp app. DroneUp Verifies current.

Patented Platform

Load tested to over one million simultaneous missions, the DroneUp platform is the only system able to match, mobilize and support drone teams on a global scale.
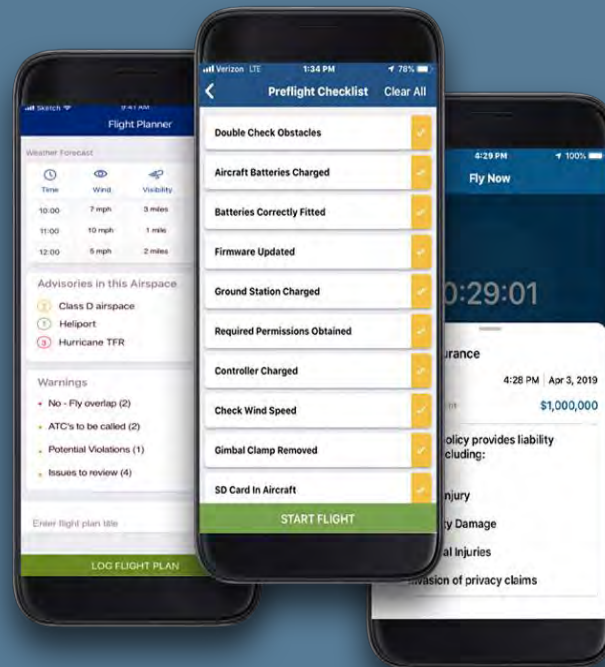
DroneUp

DroneUp Acquires Airmap - Global UTM Leader
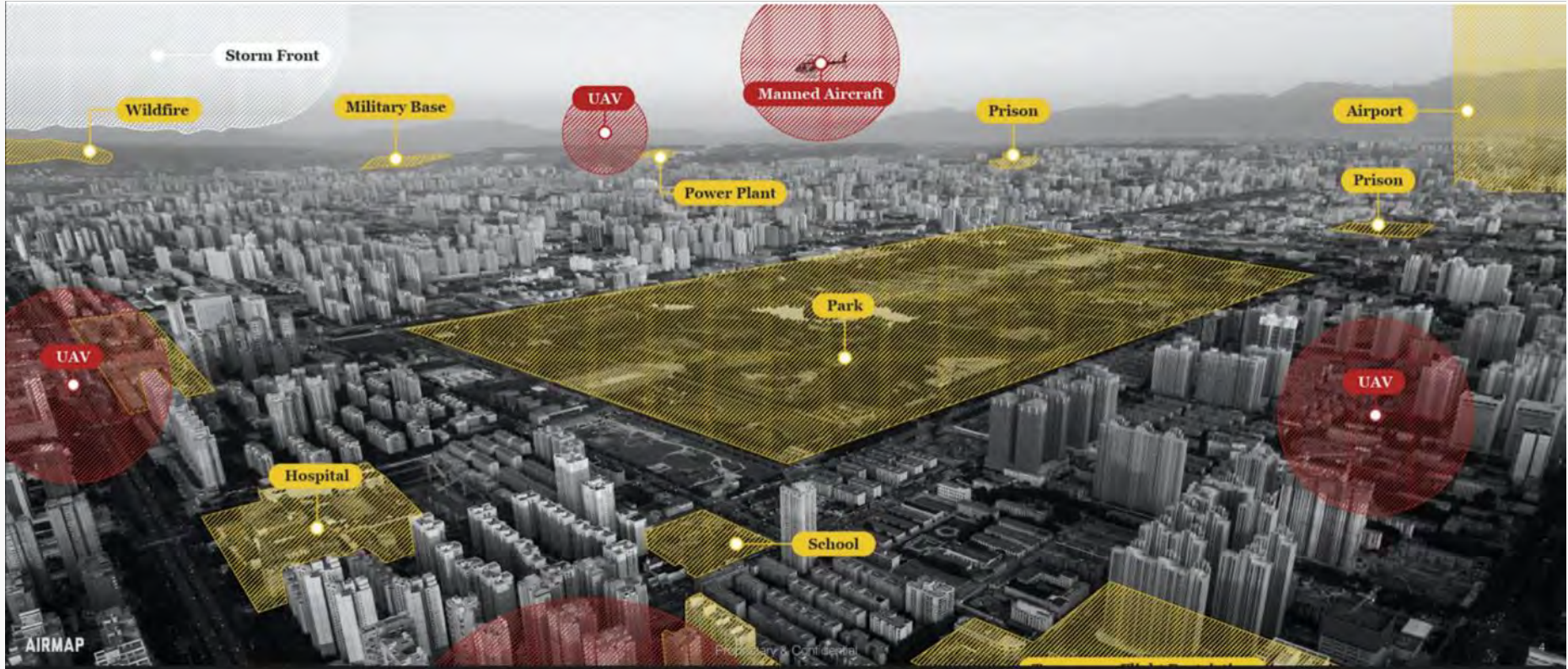
THE PROBLEM

Traditional air traffic operations and **coordination across stakeholders is manpower intensive, complex, and not optimized for massive proliferation** of drone & advanced air mobility traffic.

THE SOLUTION

AirMap UTM provides **technology and services to simplify, inform, and unify all stakeholders toward the common goal of compliance, safely monitoring and managing airspace from digitalized exchange of information to and from operator apps and common operational picture dashboards**.

DroneUp

FAA Authoritative

UTM + AirMap for Operators

State/Local Ordinance/Shaping
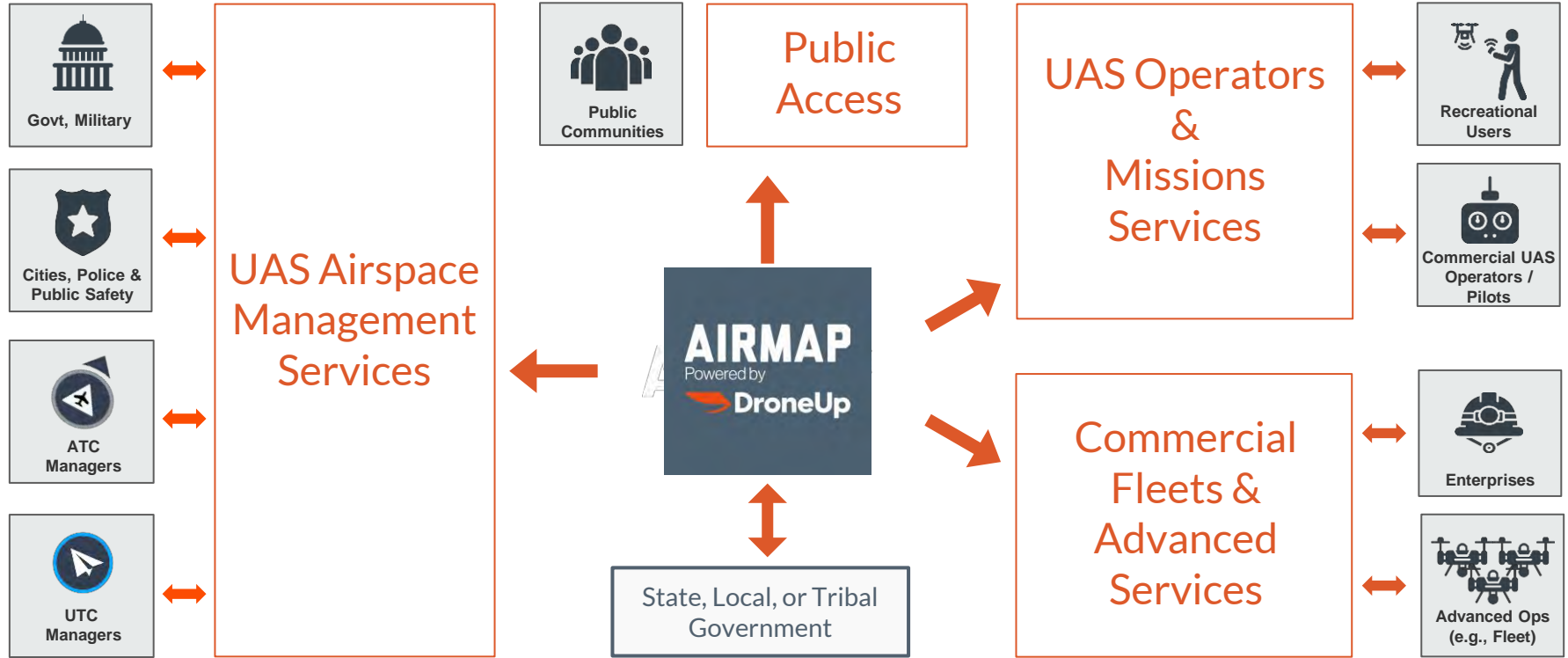
Operators Safe/Compliant/Easy Economic Feasibility
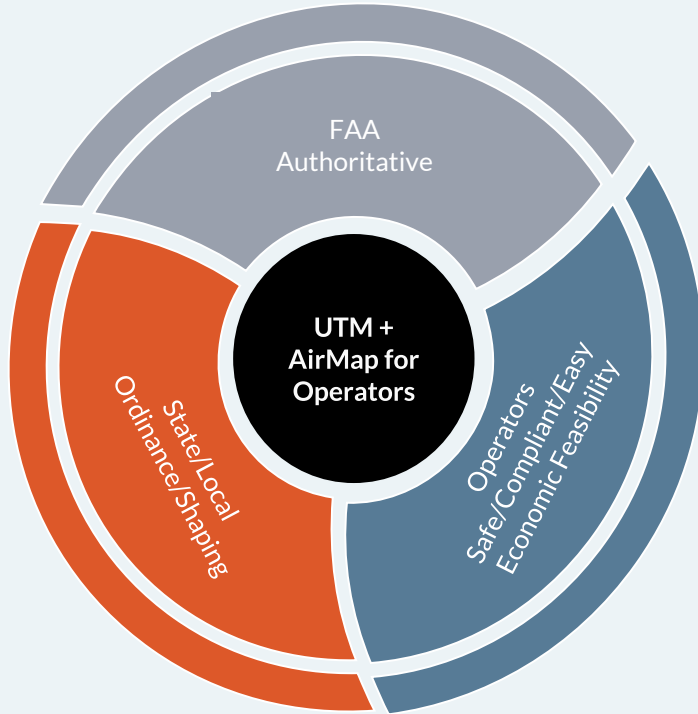
Safe, Efficient, Responsible, Collaborative, Transparent UAS Airspace Utilization:

Drives Benefits for All

Today's Texas DOT Solution: UAS Flight Plan Services Email

DroneUp

UTM Service Providers like the AirMap platform enable the provision of high-value digital airspace services to authorities, drone operators, and enterprises.

- Govt, Military
- Cities, Police & Public Safety
- ATC Managers
- UTC Managers

UAS Airspace Management Services

Public Communities

Public Access

State, Local, or Tribal Government

UAS Operators & Missions Services
- Recreational Users
- Commercial UAS Operators / Pilots

Commercial Fleets & Advanced Services
- Enterprises
- Advanced Ops (e.g., Fleet)

AIRMAP
Powered by
DroneUp

DroneUp

FAA(Overseeing All Actors)

Authority Mandated Environment

FAA
- AIM
- Surveillance
- ATM
- ATC-staff

ATM/UTM GATEWAY

FIMS (FAA)
- Constraints/Directives
- Requests/Decisions
- Operations/Deviations
- Registration Identity-/Access

FIMS/ANSP-API

FIMS-API

other Airspace Users
- SAR
- HEMS
- GA

International Registry Network

FIMS Neighbouring Countries
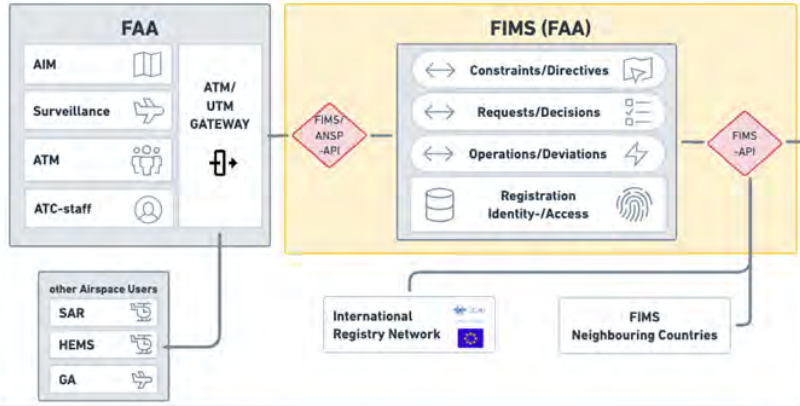
Competent Authorities Environment

Federated Government
Non-competing but coordinated
Overlapping Airspace

Supplementary Data Service Providers

Interface
- Military
- Police
- Airports
- FAA ATC
- State Gov.
- Local Gov.

State DOT Unmanned Traffic Coordination Center(UTCC)
- Office of Risk Management/Safety
- Office of Standards and Training

Qualified Authority USS(NCDOT/NC UTM)
All USS - Services but with elevated privileges
- Airspace Management
- Registration, Permits, Training
- UAS Operations Monitoring
- Public Operations
- Data Collection & Analysis

Industry Environment

Industry USS

Safety Services
Geo-Information	Tracking
Rule-Awareness	Strategic Deconfliction
Risk Assessment	Conflict- & Advisory
Weather	Conformance Monitoring
Operation Planning	Dynamic Rerouting
Incident Reporting	Emergency Management
Digital Logbook	Authorization

Security Services
| Registration | E-Identification |
| Restriction Management | Access & Identity Mgmt |

Efficiency- / Enterprise Services
| Rating & Billing | Fleet Routing |
| Fleet Management | Network Optimization |

Supplementary Data Service Provider
Risk Data	Population Density, Obstacles
Weather	Insurance
C-UAS	Terrain, Elevation & other GIS
Surveillance & Detection	...

Citizens / Enterprises
- Remote ID
- Enterprise Products

USS/API

UAS Operator / Remote-Pilot

V2V Comm

UAS/eVTOL

local remote-ID

Ground Control Stations
- Smartphone Apps
- Ground Control SW
- Cloud-integrated SW
- Software Dev Kits
- ...

other OEM-specific software with integrated USS-services

Aircraft
- open
- specific
- certified

Equipage
- Transponders
- GSM Trackers

Inter-USS

Inter-USS communication
and coordination in overlapping airspace

DroneUp

UTM Platform

DroneUp's UTM Platform enables Operators and puts Authorities in the pulse of airspace – giving air and ground authorities tools to oversee community safety and wellbeing.

+ Influence and shape airspace
+ Ground control configuration
+ Improved reach of operators
+ Monitor traffic
+ Incident Reporting / Investigation

**DroneUp technology is the intersection between pilot and authorities.**

AirMap Pilot Apps

Registration

- Pilots create a profile with contact information and credentials
- Pilots manage aircraft by name, type, and model
- Pilots view completed and planned drone flights

Discover Your Airspace

- Pilots get static and dynamic airspace rules pertaining to their flight areas
- Pilots plan flight paths, including details like altitude and duration
- Pilots send notice and / or request authorization in regulated airspaces
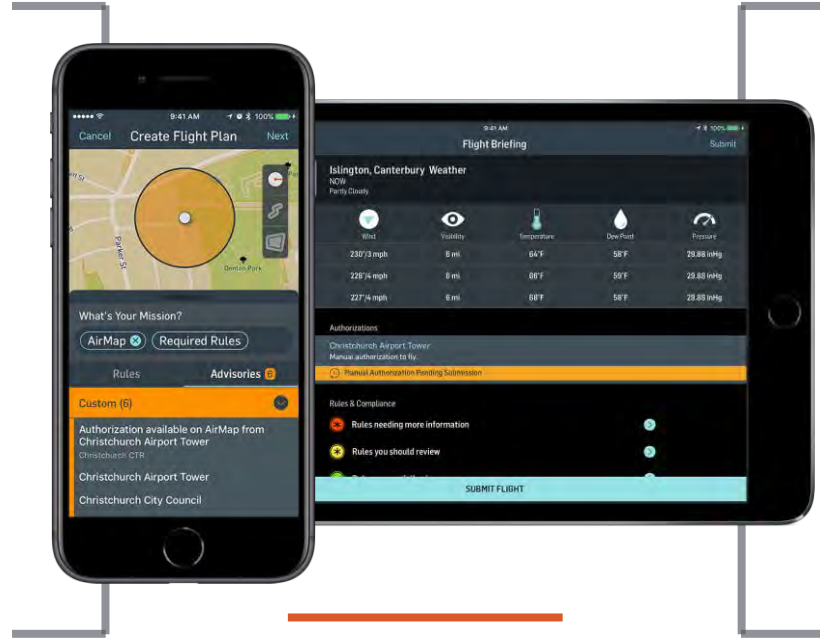
Get Compliance Briefing

- Pilots view flight conditions like weather and wind prior to takeoff
- Pilots receive in-app flight briefing to review and confirm compliance with airspace rules and advisories
- Pilots submits flight

Get Traffic Alerts

- Pilot flies drone directly from AirMap app with seamless connection to UTM platform*
- Pilot receives in-flight traffic alerts of nearby aircraft
- Pilot gets real-time notifications about changes of airspace

FREE Highly-rated mobile apps
Available for Android and iOS
Powered by the AirMap SDK

DroneUp

AirMap Pilot Apps

AirMap UTM Dashboard
Airspace management for any environment
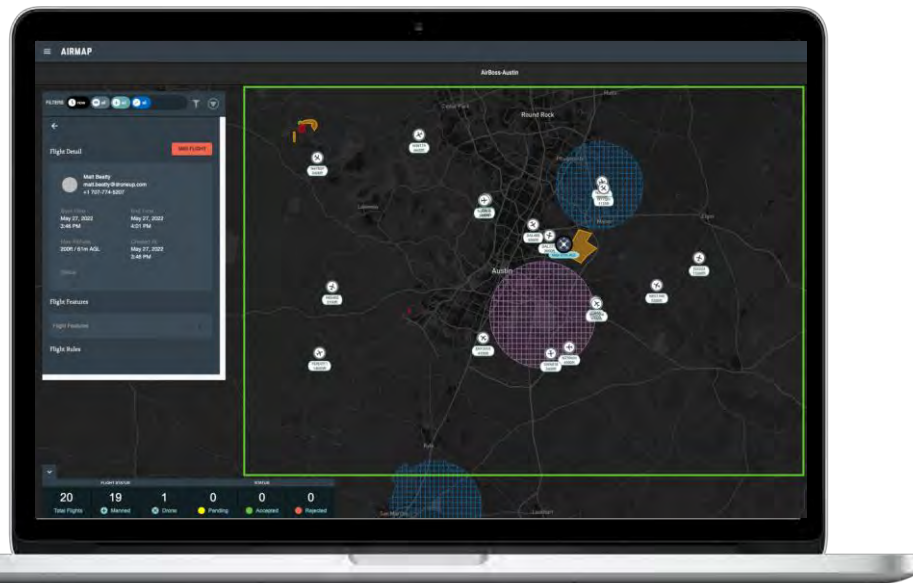
Manage Your Airspace

- Import your airspace data or use AirMap Global Contextual Airspace
- Create temporary & dynamic flight restrictions
- Edit existing data with easy-to-use graphical UI
- Instantly publish rules to 85% of the drone market

Authorize Flights

- Receive flight notifications from operators
- Manage authorization requests with automatic or manual approval capability
- Contact operators directly
- View drone and manned air traffic in real time

Engage Local Authorities

- Delegate flight management and airspace management to local authorities like Police, Cities, and States
- Implement multi-jurisdictional authorizations
- Provide streamlined interface for local authorities to identify flights

Inform General Public

- Make airspace information and rules viewable by general public
- Broadcast anonymized flights to public web site
- Publish contact information and escalation protocol in case of emergency

DroneUp

Cloud-based dashboard. No hardware required.

Demo: AirMap for Drones and UTM Dashboard

DroneUp

DroneUp

Thank You

Matt Beatty
Director Business Development
matt.beatty@droneup.com

Advanced Air Mobility Association

To lead the frontier of Advanced Air Mobility (AAM) training and operational integration and to leverage the transformative potential of AAM to bring the world to together

AAMA Vision

By leveraging the "Soft Power of Aviation, be the worldwide partner of choice in the education, training and integration of a safe, efficient and standardized Advanced Air Mobility Infrastructure and the adoption of a 0 impact Aviation Model that serves all of mankind.

We are Advancing and Promoting AAM as a Global Societal Imperative

Leading the Aviation Democratization Movement

Helping develop
A Zero Impact
Aviation Model

This presentation consists of general capabilities information that does not contain controlled technical data as defined within the International Traffic in Arms (ITAR) Part 120.10 or Export Administration Regulations

AAMA Proprietary

The AAMA Consortium
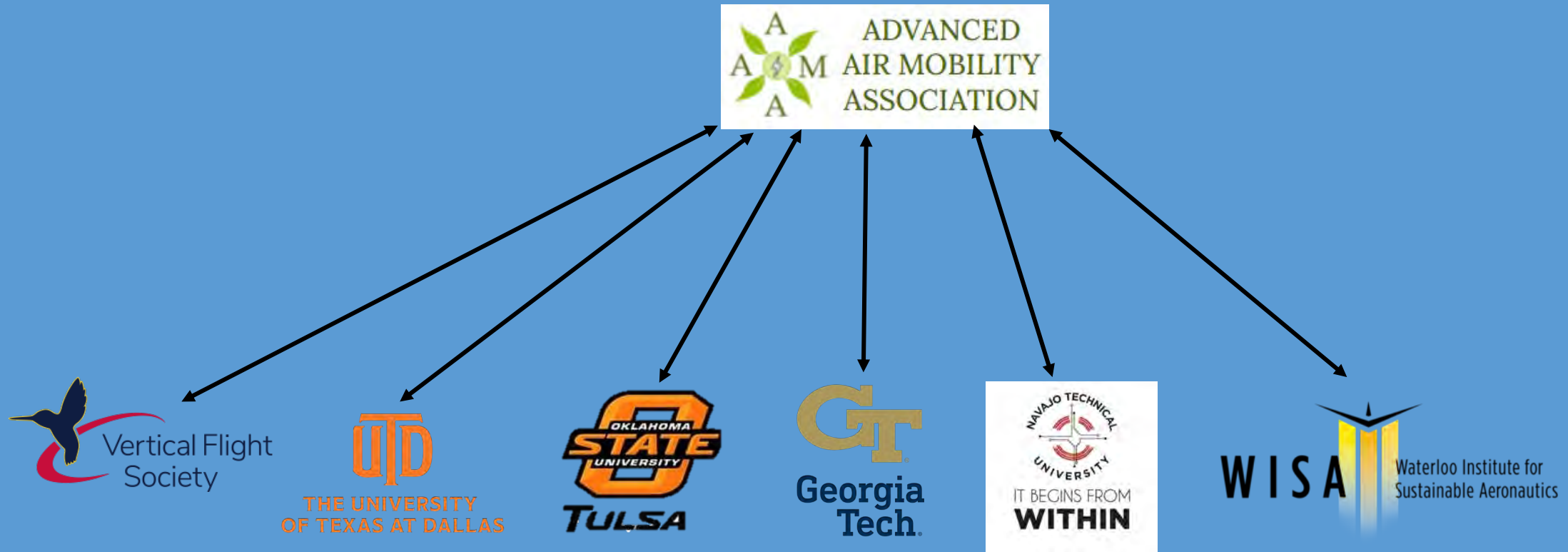
Train and Educate the first generation of AAM Professionals

- Specialized Interdisciplinary AAM Training
- AAM Transition and Skills Bridge Training
- Primary AAM/STEM Education
- Promote inclusion in AAM Sector
- Advocacy, Consulting and Engagement with Federal Law Makers
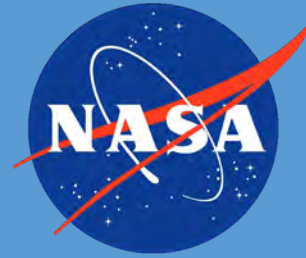
Training Partners

General Aviation Manufacturers Association

GAMA

"EPIC"
Electric Propulsion
Innovation Committee

NASA

Revolutionary Vertical Lift
- E-VTOL Working Group
- Crosscutting Working Group

Vertical Flight Society

E-VTOL Flight Test Council

ANSI
American National Standards Institute

UNMANNED AIRCRAFT
SYSTEMS STANDARDIZATION
COLLABORATIVE

ASTM
ASTM INTERNATIONAL

WK76044
Contextual Framework for
Increasingly Autonomous Aviation
**Systems**

Advanced Air Mobility (AAM) is the convergence of aviation and Information Technology (IT) like AI/ML and Edge Computing to safely develop an air transportation system that moves people and cargo between places previously not served or underserved by aviation – local, regional, intraregional, urban – using revolutionary new aircraft that are only just now becoming possible.

AAM is the next evolution of the Aerospace Industry
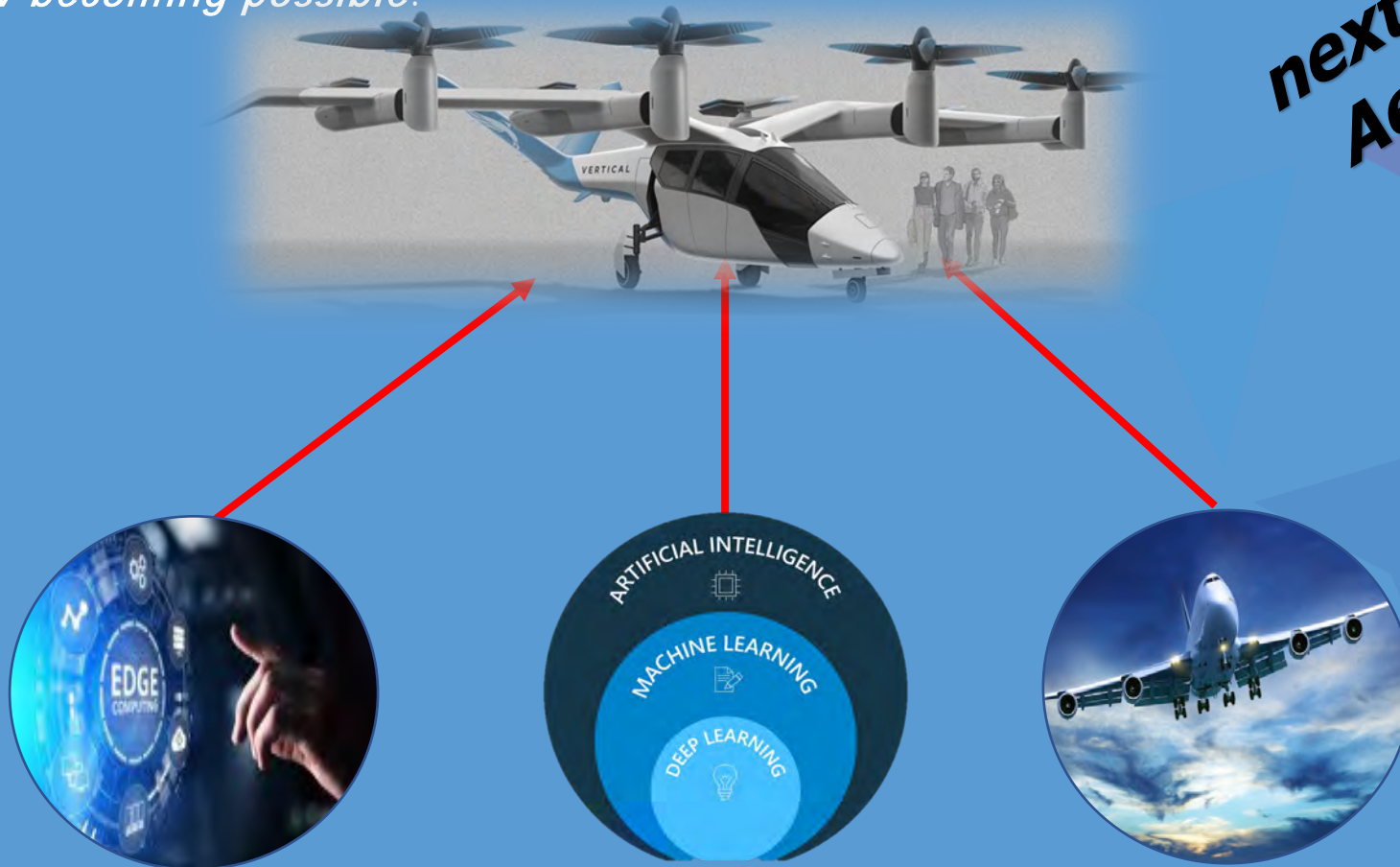
Urban Air Mobility (UAM)
<30km

Regional Air Mobility (RAM)
30KM- 500km

sUAS

AAM/UAM Maturity Levels
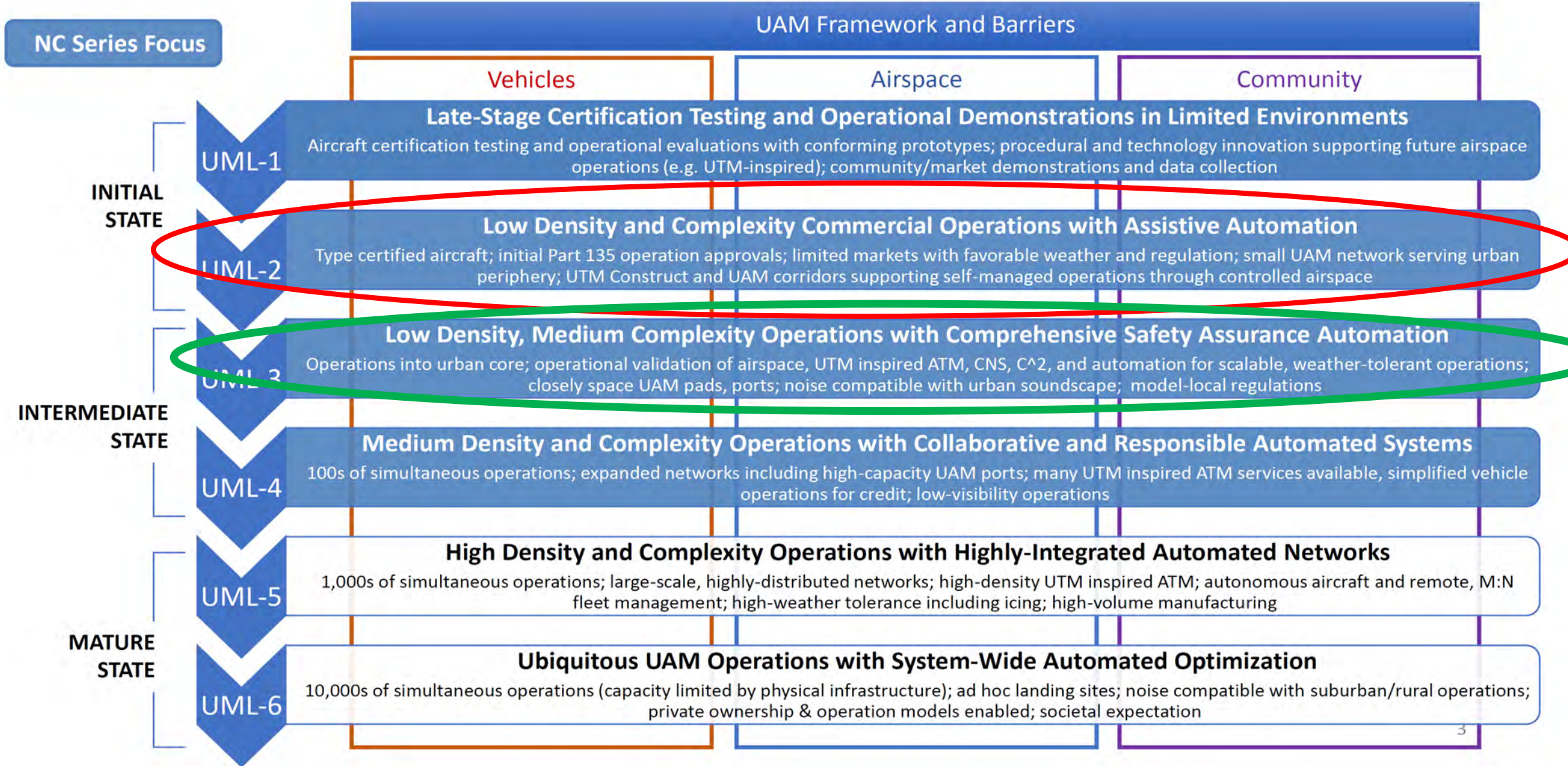
Carpenter/Cooper/Glenn/Grissom/Schirra/Shepard/Slayton

**Prepare the workforce required to develop and
implement a 1ˢᵗ Generation Zero Impact Aviation Model**

✓ Training
✓ Operations
✓ Maintenance

Standardization **EASA** European Aviation Safety Agency *Safety* Federal Aviation Administration

➤ Sustainable Propulsion
➤ Pilot Optionable
➤ Fully Autonomous

Implement a Standardized Training and Education model for the Nations first Corp of Advanced Air Mobility Professionals

Legacy Aerospace Professionals

Other Professionals

AAM Focused Education

- Battery Pack Mechanical Engineer
- Autonomy Certification Specialist
- Senior Motor Control Engineer
- Air Mobility Systems Engineer
- Low Voltage Power Engineer
- AAM Urban Planning Mgr
- Air Taxi Backend Developer
- AAM/UAM Human Factors
- UAM Fleet Manager

ARCHER
wisk
Joby AVIATION
ICAO
DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA
DEPARTMENT OF DEFENSE UNITED STATES OF AMERICA

The aircraft is just the visible element of the larger AAM/UAM Ecosystem

Aircraft/Vehicle Development

Infrastructure

Vertiports

Telemetry Command and Control

Community Integration

Fleet Management and Ops

Airspace
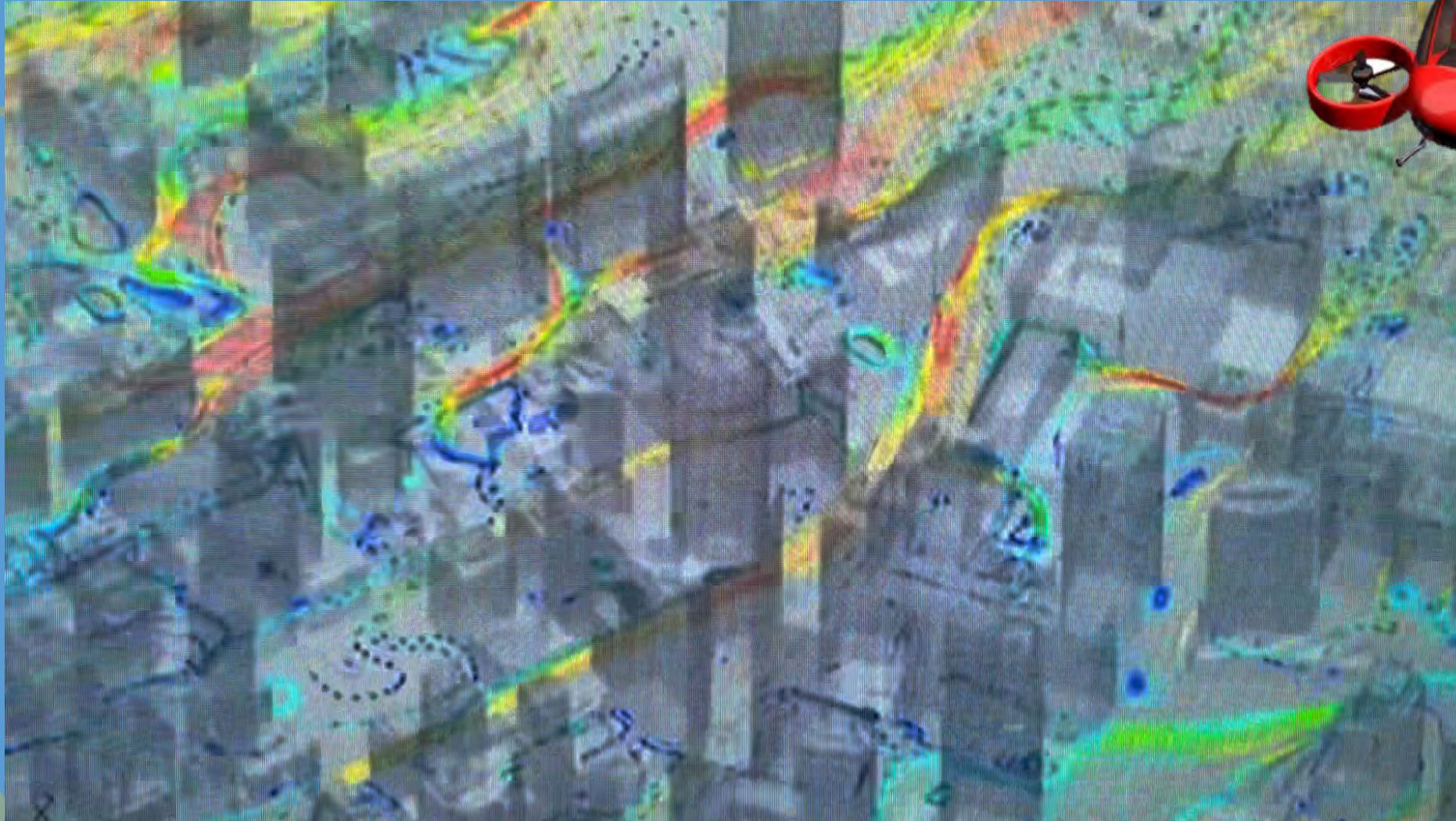
List Available Weather Information Sources

Direct Observation
METAR/ASOS
MOS/LAMP
TAF
NEXRAD
TDWR
Satellite Imagery
PIREP
SIGMET
AIRMET
GTG
CIP
FIP
Area Forecast
Prog Charts
ITS
CIWS
CoSPA
NWP Models
NWS Point Forecasts
Wind/Temp Aloft Tables
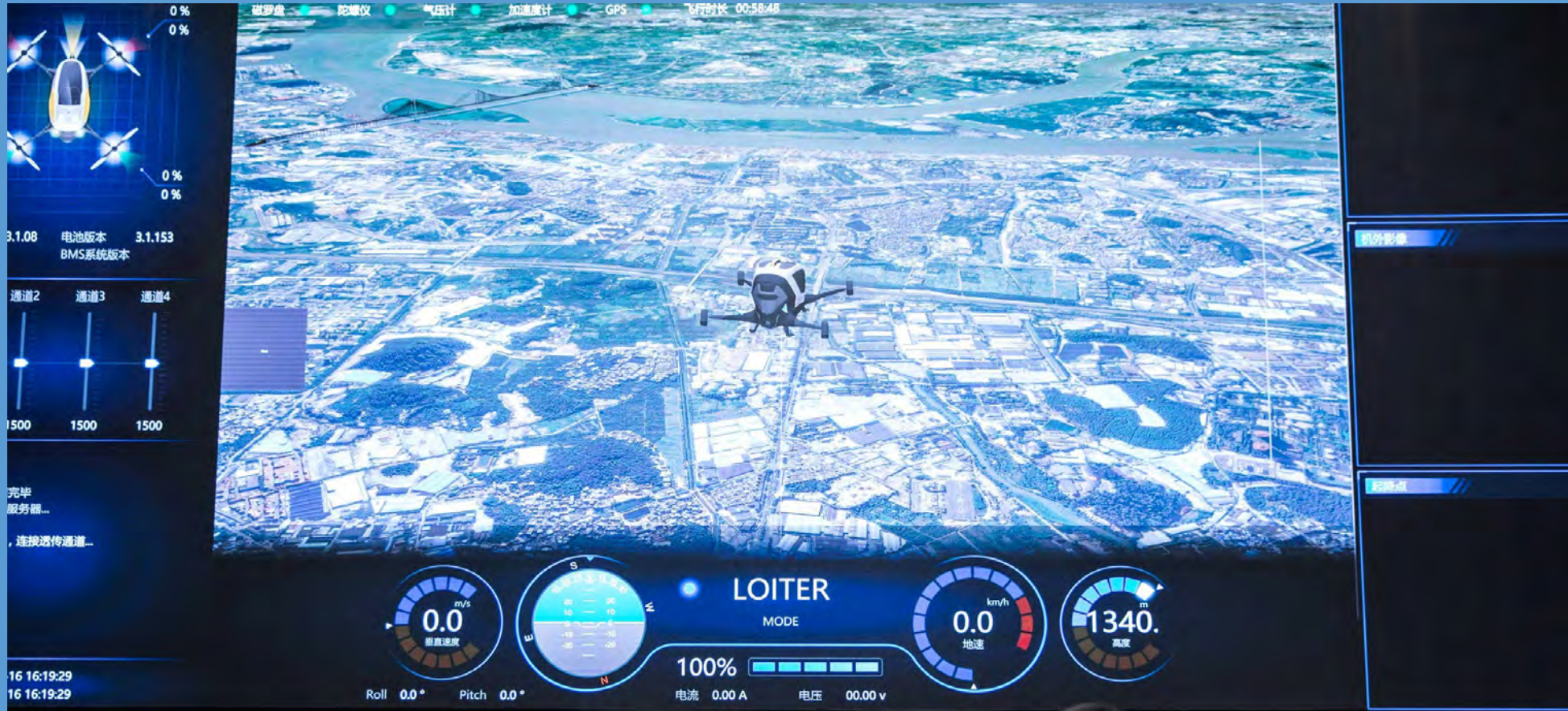
Vertical Flight Workforce

www.vtol.org/workforce

- **eVTOL needs thousands more engineers!**
  - US Army-Navy-NASA-funded Vertical Lift Research Centers of Excellence (VLRCOE) only producing dozens of grad students. Need more government & industry funding for university research/grads!
  - VLRCOEs are inadequately funded for existing demand — need +$20–50M/yr more funding!
  - Each company needs 500-1,000 engineers to develop each eVTOL to certification (plus next gen)!

- **Competition: Helicopter industry needs thousands of more engineers!**
  - Huge new military and civil rotorcraft development programs — need thousands of more rotorcraft engineers in the coming decade-plus!

- **Talent pipeline is underfunded — zero sum game!**
  - Competition fierce for VTOL grads & experienced engineers!

- **Need a "National eVTOL Strategy" for workforce, aircraft, motors, batteries, infrastructure, etc.!**

10,000 additional engineers needed in the next decade!

3

AAMA Proprietary

Demand for Pilots will increase with AAM/UAM

- AAM will accelerate the demand for new pilots

- Total number of pilots in 2018 were 360,000 with 55,000 in business aviation and 305,000 with airlines

- Expected attrition over the next 10 years is 150,000 with 210,000 continuing

- Estimated number of pilots needed in 2028 will be close to 600,000 with about 60,000 AAM pilots

- Growth of airlines will generate need for another 160,000 pilots

- Anticipated training requirements will likely change aircraft are certified and come online

- Pilot certification and training will remain the same in the near-term with airlines and operators reaching out to a younger pool of trainees

Source: McKinsey Study released in 2018

Graphics: Courtesy BETA

H.R. 6270= Advanced Aviation Infrastructure Modernization Act

H.R. 3482= Establish the National Center for the Advancement of Aviation

H.R. 6841= Minorities in Aviation Education Act of 2022

S. 516= ADVANCED AIR MOBILITY WORKING GROUP

The Aerospace Industry must again ignite the passions and imaginations of Young Americans across all socio-economic communities

Aviation: The First World Wide Web

Advanced Air Mobility Association

17217 Waterview Parkway

Suite 1.203

Dallas, Tx 75252

Phone: 972-883-7111

Email: rjulian@aamaglobal.org

REPORT AND RECOMMENDATIONS OF THE
Urban Air Mobility Advisory Committee

Executive Summary

SEPTEMBER 2022

Background and Purpose

In spring 2021, the Texas Legislature passed Senate Bill 763 in the 87th Regular Session requiring the Texas Transportation Commission to establish the Urban Air Mobility Advisory Committee "to assess current state law and any potential changes to state law that are needed to facilitate the development of urban air mobility operations and infrastructure in this state."

Urban Air Mobility Advisory Committee Recommendations

Extend the work of the Urban Air Mobility Advisory Committee beyond the sunset date of January 1, 2023, to continue working in key areas of this emerging and quickly evolving industry in order to remain responsive to the needs of Texas and ensure Texas' role as a leader in this industry.

Definition UAM

Urban air mobility (UAM) envisions a safe and efficient aviation transportation system that will use highly automated aircraft that will operate and transport passengers or cargo at lower altitudes within urban and suburban areas.

Definition AAM

Advanced air mobility (AAM) builds upon the UAM concept by incorporating use cases not specific to operations in urban environments, such as:

- Commercial intercity (longer range/thin haul).
- Cargo delivery.
- Public services.
- Private/recreational vehicles.

Airspace and Infrastructure

- **Provide consistency across Texas law** by creating statutory uniformity and standard definitions pertaining to unmanned aircraft operations and urban air mobility/advanced air mobility.

- **Develop an urban air mobility/advanced air mobility–centric research facility** to test and evaluate technology, provide data collection opportunities, and coordinate with federal entities to share information and help guide data-driven public policy. The Texas Legislature is encouraged to consider the benefits of state funding for the successful development and operation of this facility.

- **Develop a statewide plan**, or integration within the Texas Airport System Plan, that addresses the potential locations for and classifications of vertiports and other associated infrastructure to help define the future operational environment of urban air mobility/advanced air mobility.

- **Direct the State to work with municipalities** to provide technical assistance to local governments in adapting and integrating urban air mobility/advanced air mobility in their communities.

Technology

- **Encourage the development of an urban air mobility/advanced air mobility sandbox by:**

  a) **Directing the preparation of a feasibility study** to understand the market, differentiating factors from similar existing facilities, potential market/players, funding sources, revenue opportunities, locations, necessary digital and physical infrastructure, and potential use cases; and

  b) **Pursuing the development of a facility** that will provide opportunity for testing and commercialization that will attract business and move the industry and state forward.

  c) **Having the State take the initiative to work with industry** to determine additional standards in terms of communications, technology, and environmental awareness systems to encourage consistency and harmony at all levels of government and stakeholders.

- **Consider the initial funding for a UAM/AAM Sandbox Feasibility Study** and ultimately its development along with an incentive program to attract industry with the ultimate objective of using user fees to fund the ongoing operations and maintenance of the sandbox

- **Encourage state agencies to adopt a technology-neutral/open architecture approach** to the urban air mobility/advanced air mobility industry to allow easier adoption of new technologies and deployment into new regions.

- **Identify areas** where technology will drive standardizations.

Urban Air Mobility (UAM) Advisory Committee Guiding Vision

Maximizing "Opportunity" and "Safety"

1 Texas will be the destination for early adaptation and development of UAM Technologies.

2 UAM will provide extensive business and economic opportunities for our residents.

3 The adaptation of a UAM paradigm will create upward social mobility for our residents.

4 Texas will be the national role model for the safe deployment of UAM.

Urban Air Mobility Advisory Committee Working Groups

Airspace and Infrastructure | Technology | Safety and Security | Commerce and Community Integration

Urban Air Mobility Advisory Committee Meetings

The Urban Air Mobility Advisory Committee held four public meetings which included opportunities for input from stakeholders and the general public. The working groups each held four meetings for a total of 16. All 20 of these meetings were posted in advance on TxDOT's website and were open to the public. Public comment was welcomed and received at all meetings.

Safety and Security

- In collaboration with the appropriate federal entities, **the state will work to encourage the development of minimum standards/safety management systems** for vertiport operations including passenger and goods movements and ground infrastructure.

- **Recommend** Texas law does not conflict with federal law.

- **Encourage the Legislature remain an active participant** in urban air mobility/advanced air mobility as the industry and technology will outpace current regulations and enable the appropriate state agency to lead and manage the regulatory concerns.

- **Direct the Texas Department of Transportation** to review existing state aviation standards and guidelines, airport facility planning, and compatibility guidance to ensure they apply to urban air mobility/advanced air mobility.

- **Support the development of standardizations** at the federal level and within industry as technology develops/changes so safety is prioritized as the technology matures.

- **Encourage state-level cooperation with local governments** to ensure appropriate preparation, training, and safety practices associated with vertiport operations including law enforcement, fire service, and emergency medical services associated with traditional aviation and advanced air mobility aircraft operations.

Commerce and Community Integration

- **Direct all law enforcement and first responder agencies** to adopt education and training recommendations as identified in Unmanned Aircraft: Responding to and Recovering from Disasters (State of Texas, November 2020), a report born out of House Bill 2340 (86R, 2019), establishing a small unmanned aircraft study group for a statewide response team.

- **Create a statewide primary point of contact** to direct urban air mobility/advanced air mobility workforce development efforts, lead public awareness and education efforts, and collaborate with local, regional, state, and federal entities to encourage more input and participation.

- **Direct the State to provide resources and assistance** on the use of urban air mobility/advanced air mobility technology infrastructure for cities, local and regional governments, transportation planning organizations, other entities, and industry to better identify what the different levels of government can do to integrate industry innovation and community vision and help promote urban air mobility/advanced air mobility technology.

- **Direct the appropriate state agencies** to jointly collaborate with local school districts, higher education institutions, and any interested private and/or public stakeholders on educational opportunities related to urban air mobility/advanced air mobility technologies.

In Closing

The recommendations developed by this committee represent the culmination of many meetings and hours of discussion on how best to position our state to facilitate the emerging and quickly evolving advanced air mobility industry.

The committee recognizes that many of the recommendations may add additional workload to some agencies such as the TxDOT Aviation Division. The Aviation Division, which currently has responsibilities surrounding the planning, programming, and funding of airport projects across the state as well as some aviation education responsibilities, is likely to find itself as the focal point for several of these recommendations. The committee understands that many of the additional roles and responsibilities imbedded within its recommendations will be best addressed and carried out with appropriate accompanying resources.

The committee would like to thank the Texas Legislature and TxDOT for the opportunity to participate in this important work and their commitment to advanced air mobility.

Thank you

REPORT AND RECOMMENDATIONS OF THE
Urban Air Mobility Advisory Committee

PREPARED FOR THE
Texas Transportation Advisory Commission Advisory Committee

FOR MORE INFORMATION

This person
Address
phone number
email address

https://www.txdot.gov/inside-txdot/division/planning/urban-air-mobility-advisory-committee.html

ACRP Synthesis 03-17

Airport-Centric AAM Market Analysis

July 25th, 2022

The New York Times

The Battery That Flies

A new aircraft being built in Vermont has no need for jet fuel. It can take off and land without a runway. Amazon and the Air Force are both betting on it. So who will be in the cockpit?

SEVEN DAYS

VERMONT'S INDEPENDENT VOICE · MAY 12-19, 2021 · VOL. 26 NO. 32

FREE

TOXIC TOPIC
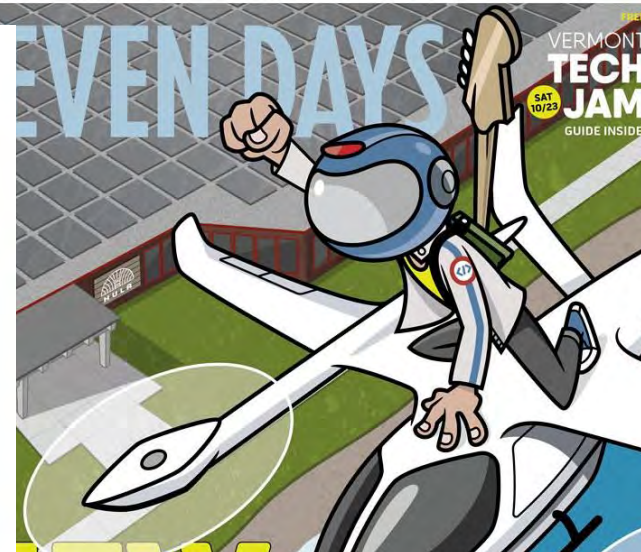PCBs a statewide issue in schools
PAGE 16

N250UT

BTV's Beta Technologies is on the cusp of a breakthrough for electric aviation
BY DEREK BROUWER, PAGE 32

FLIGHT PATH

» **HAVANA BLAST** PAGE 44
New Cuban takeout options

» **ANTI FUSS** PAGE 56
Art controversy in Northfield

» **JOBS! JOBS! JOBS!** PAGE 74
15 pages of help wanted ads

SEVEN DAYS

VERMONT TECH JAM
SAT 10/23
GUIDE INSIDE!
FREE

TECH ISSUE

POPULAR SCIENCE 150 YEARS

Technology → Vehicles → Electric Vehicles

An electric aircraft just completed a journey of 1,403 miles

The plane from Beta Technologies began its travels in New York and flew all the way to Arkansas, making seven stops along the way and spanning six states.

BY **ROB VERGER** | PUBLISHED JUN 2, 2022 3:46 PM

TECHNOLOGY

https://www.popsci.com/category/technology/

N250UT

AIRCRAFT MAKER INKS DEAL
U.P.S. TO BUY ELECTRIC PLANES MADE IN VERMONT

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MAX Advantage WEATHER

WEATHER | MIDDLEBURY | THURSDAY HI 69 LOW 45 | FRIDAY HI 71 LOW 50 | SATURDAY HI 72 LOW 49

ACRP Synthesis 03-17

Airport-Centric Advanced Air Mobility* (AAM) Market Study

Project Objectives

- Evaluate if/how US airports are integrating potential AAM service into infrastructure and operations planning
- Analyze and identify opportunities, challenges, research gaps, and other planning considerations for airports
- Summarize, compare, and contrast AAM demand forecasting studies

Project Tasks

1. Literature review of AAM Market Demand Studies
2. Surveys of airport managers/staff
3. Follow-up interviews with a small number of airport managers/staff
4. Interviews with industry representatives (AAM OEMs, service providers, and infrastructure companies)
5. Synthesis report

For this project, AAM refers to eVTOL and other advanced electric aircraft serving the passenger and cargo markets, but not SUAS

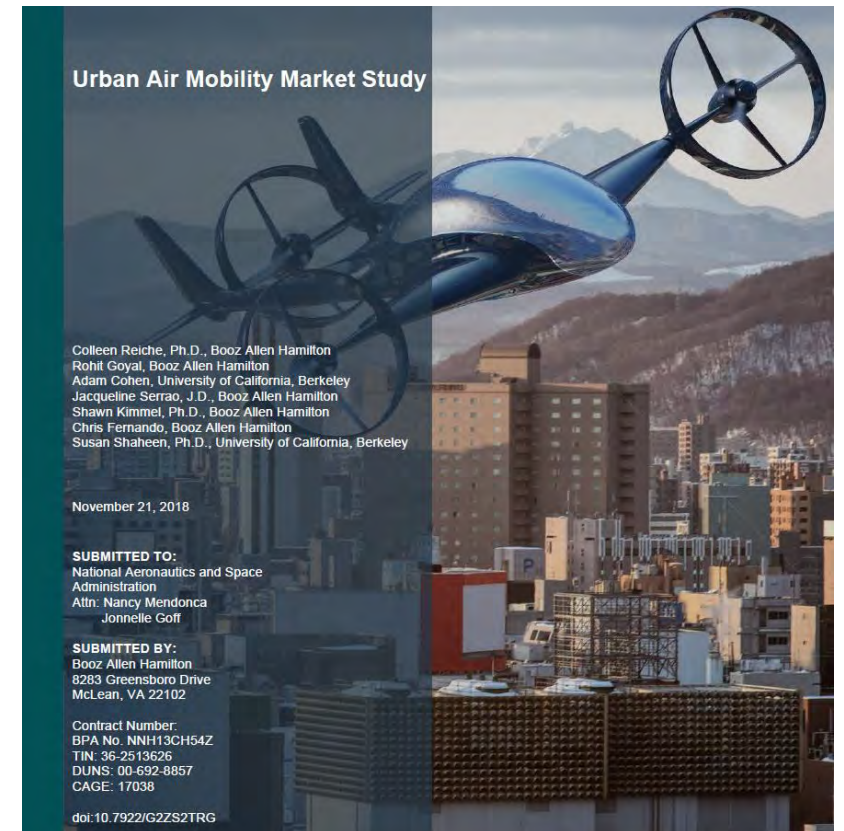# Literature Review

The Literature Review will Synthesize Public Market Demand Studies From:

- NASA
- FAA
- Consultants
- Academic researchers

Compare and Contrast:

- Forecasting methodology
- Time horizon
- Geographic scope
- Use cases included
- Forecast results

Airport Survey

Brief (~10 minute) web-based survey of airport managers/staff

- Familiarity and engagement with AAM
- Airport planning considerations for AAM
- Opportunities and challenges related to AAM

Seeking a diverse range of participant airports

- All airport types and sizes
- Large Hub, Medium Hub, Small Hub, Nonhub, Nonhub Nonprimary, Reliever, and General Aviation
- Airport managers, planners, or other staff familiar with airport planning

ACRP S21-03-17 Survey

Introduction

Thank you for participating in this ACRP survey about Advanced Air Mobility (AAM)!

The purpose of this survey is to gather input from a broad and diverse sample of US airports about their familiarity and engagement AAM, and to identify key considerations for airports when developing and implementing plans to support future AAM service. The results of this survey will be used to develop an ACRP Synthesis Report that summarizes, compares, and contrasts existing AAM market studies.

Your answers will be kept confidential and will only be used for this study.

If you have questions about the study or participation, please reach out to me directly at Mark.Fowler@rsginc.com. Thanks again for your time and participation.

Mark Fowler

RSG

Survey Instructions

Please use the "Next" and "Back" buttons at the bottom-center of the screen to navigate the survey. It is important that you do not use your web browser's "forward" and "back" buttons because your answers may not be recorded.

Answering all of the questions should take about 10 minutes.

Next

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Airport and Industry Interviews

Airport Interviews

- We plan to follow-up with ~5 airports to collect more information about AAM planning practices
- More open-ended, qualitative discussion that will be summarized as case examples in the synthesis report

Industry Interviews

- We plan to speak with industry representatives from:
    - OEMs (e.g., Archer, Beta, Joby, Lilium, Volocopter, Wisk, etc.)
    - Service operators (e.g., Blade, Eve, Heli-jet, Netjets, etc.)
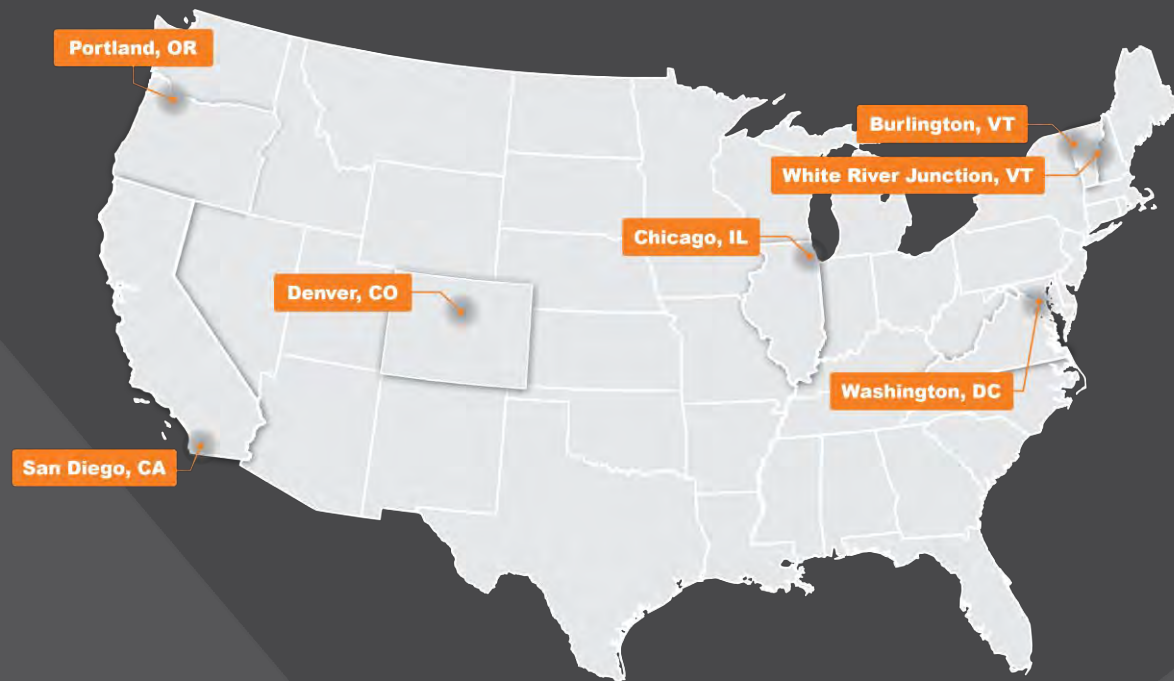   - Infrastructure developers (e.g., Ferrovial, Skyports, Tavistock, etc.)

Closing

How can I help?

- Participate in the survey (or have an appropriate staff member participate in the survey on your airport's behalf)

https://survey.alchemer.com/s3/6929342/tx

Thank you for your time!

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