

# Community Integration Subcommittee

Texas AAM Committee

Meeting #3, April 17, 2024

# Agenda

- Opening remarks
- Full committee meeting recap
- Discuss understanding and influence needs and recommendations
- Other recommendations?
- AAM definitions
- Closing remarks

# Full Committee Meeting Recap

- Context for legislative recommendations
  - Texas airports and FAA preemptions
  - Electric infrastructure and management in Texas
  - Texas and local economic development information
  - Workforce Development
  - Summary of FL, VA, and OH's AAM leadership advantages
- 21 AAM needs

# Understanding and Influence Needs and Recommendations

# AAM Understanding and Influence Needs

5. AAM representation on the 9-member TxDOT Aviation Advisory Committee
6. A position at TxDOT or OOG to serve as a central point of contact and AAM ambassador to increase adoption and awareness of AAM
7. Public awareness about the benefits and potential of AAM
8. AAM research and development in Texas
9. Economic impact study for Texas (similar to the Wisk study done in California)

# Recommendation 5

**Need:** AAM input on TxDOT aviation policy

**Recommendation:** Add AAM representation to the existing 9-member TxDOT Aviation Advisory Committee.

**Who:** TxDOT

**Funding source:** N/A

**How much:** \$0

# ~~Recommendation 6a (short-term)~~

**Need:** A position at TxDOT or OOG to serve as a program manager to increase adoption and awareness of AAM (through demonstration day coordination, conference presentations, etc.)

**Recommendation:**

**Who:** TxDOT or OOG

**Funding source:** State aviation funds, general, or rider

**How much:**

# ~~Recommendation 6b (Long-term)~~

**Need:** An office at TxDOT or OOG to increase adoption and awareness of AAM (through demonstration day coordination, conference presentations, etc.)

**Recommendation:**

**Who:** TxDOT or OOG

**Funding source:** State aviation funds, general, or rider

**How much:** \$2M (Program Manager 5 salary range, additional travel funds)

**Number of people:** 3-4



# Recommendation 7

**Need:** Public awareness about the benefits and potential of AAM

**Recommendation:** Provide funds to create communication materials targeted to the public, decision makers, and recreational drone users that can be implemented as appropriate.

**Who:** Texas Economic Development, TxDOT, Program Manager

**Funding source:** general fund, rider, industry funds (advertising campaign), federal funds

**How much:** \$500,000 annually each from state and industry

# Recommendation 7a (not legislative)

**Need:** Public awareness about the benefits and potential of AAM

**Recommendation:** Ask the OOG to request that the AAM IWG workshop convene in Texas

**Who:** TxDOT

**Funding source:**

**How much:**

# Recommendation 8

**Need:** AAM research and development in Texas

**Recommendation:** Support research and development for AAM technologies, products, and services in Texas by creating a program for state universities (e.g., developing unmanned traffic management systems) which could be used as matching funds for federal grants and a minimum percentage of community or industry match.

**Who:** TxDOT

**Funding source:** general

**How much:** \$40M bi-annually

# ~~Recommendation 9~~ (not legislative)

**Need:** Quantify the economic impact of AAM in Texas

**Recommendation:** Fund a preliminary economic impact study to determine the cost benefit analysis for two takeoff and landing locations for AAM.

**Who:**

**Funding source:** industry and local partners

**How much:** \$500,000. 25% local match

# ~~Recommendation TBD~~

**Need:** statewide plan

**Recommendation:** TxDOT develop an Implementation Plan for Texas AAM in conjunction with industry

**Who:** industry, state

**Funding source:** industry

**How much:** ?

**Timeline:** complete no later than September 2024

# Other Texas AAM Needs and Recommendations

# Legislative framework

1. Official definition of AAM in state statute (VTOLS, drones, etc.)
2. Flexible regulatory scheme for AAM efforts
3. List of ways that AAM will not be used and encouragement of liberal use when applicable (e.g., use on state land)
4. ~~State standards for infrastructure consistency~~
5. Continuation of AAM Advisory Committee

# Safe Operations

10. Legislation governing information sharing among agencies using AAM during disasters (HB2340-89R)
11. Funding for safety training for first responder personnel
12. Mitigation of cybersecurity risks
13. Air traffic management and airspace deconfliction (e.g., UTM)\*



# Workforce Development

14. Diverse, highly skilled workforce (near-term)

15. AAM knowledge and skills pipeline (long-term)

# Infrastructure

16. AAM infrastructure at existing airports

17. New vertiports

18. Electrical capacity at Texas airports

19. Funding to support ancillary infrastructure (e.g., micro wind sensors)

20. Gap analysis for AAM integration into existing airport infrastructure

21. New designated revenue streams to pay for and maintain AAM infrastructure

# Recommendations Discussion

Categorize funding source (state, federal, private)

Estimate level of \$ magnitude or priority

# Recommendation 1

**Need:** Official definition of AAM in state statute (VTOLS, drones, etc.)

**Recommendation:** Adopt FAA definition

**Who:** Texas Legislature

**Funding source:** N/A

**How much:** \$0

# FAA AAM Definition

(1) ADVANCED AIR MOBILITY; AAM.—The terms “advanced air mobility” and “AAM” mean a transportation system that transports people and property by air between two points in the United States using aircraft with advanced technologies, including electric aircraft or electric vertical take-off and landing aircraft, in both controlled and uncontrolled airspace.

# Recommendation 2

**Need:** Flexible regulatory scheme for AAM efforts

**Recommendation:**

**Who:** Tx Legislature

**Funding source:**

**How much:** \$0

# Recommendation 3

**Need:** List of ways that AAM will not be used and encouragement of liberal use when applicable (e.g., use on state land)

**Recommendation:**

**Who:**

**Funding source:**

**How much:** \$0

# Use of Unmanned Aircraft

[GOVERNMENT CODE CHAPTER 423. USE OF UNMANNED AIRCRAFT \(texas.gov\)](#)



# The UAS program will *not* be used to:

- Conduct random surveillance activities
- Target a person based solely on individual characteristics, such as race, color, ethnicity, national origin, sex, sexual orientation, age, gender, religion, or disability
- Harass, intimidate, or discriminate against any individual or group
- Conduct personal business or any other unauthorized use
- Support any facial or license plate recognition technology
- Carry or deploy any types of weapons
- Monitor traffic for the purpose of issuing traffic citations
- Intercept and collect Wi-Fi data

# Recommendation 4

**Need:** ~~State standards for infrastructure consistency~~

**Recommendation:**

**Who:**

**Funding source:**

**How much:**

# Recommendation 4

**Need:** Continuation of AAM Advisory Committee

**Recommendation:**

**Who:** TxDOT

**Funding source:** TxDOT state funding or general funds

**How much:** \$120,000 bi-annual

# Recommendation 10

**Need:** Legislation governing information sharing among agencies using AAM during disasters (HB2340-89R)

**Recommendation:** update legislation with eVTOL

**Who:** legislature

**Funding source:** N/A

**How much:** \$0

# Information Sharing Working Group

- a) In this section, "work group" means the work group established under this section.
- b) The division shall establish a work group of state agencies involved in disaster management. The work group consists of members appointed by the chief of the division who represent:
  - 1) the comptroller's office;
  - 2) the Department of State Health Services;
  - 3) the Texas Department of Transportation;
  - 4) the General Land Office;
  - 5) the Health and Human Services Commission;
  - 6) institutions of higher education; and
  - 7) to the extent practicable, appropriate federal agencies.
- c) The work group shall develop recommendations for improving the manner in which electronic information is stored by and shared among state agencies and between state agencies and federal agencies to improve the capacity of the agencies to:
  - 1) respond to a disaster; and
  - 2) coordinate the agencies' responses to a disaster.
- d) Not later than November 1 of each even-numbered year, the work group shall submit the group's recommendations to the governor.

# Recommendation 11

**Need:** Funding for safety training for first responder personnel

**Recommendation:** Provide a funding mechanism to help with first responder training

**Who:** AAM office, Texas DPS, TDEM

**Funding source:** general, federal (DOJ, homeland security, FEMA)

**How much:** \$2M annually

# Recommendation 12

**Need:** Mitigation of cybersecurity risks

**Recommendation:**

**Who:** DIR

**Funding source:** general, federal

**How much:**

# Recommendation 13

**Need:** Air traffic management and airspace deconfliction (FAA preemption?)

**Recommendation:** Provide funding for research, testing, and integration of UTM technology.

**Who:** TxDOT, OOG, AAM office

**Funding source:** general, federal, state, industry

**How much:** \$40M bi-annually (can be matched federally)



# Recommendation 14

**Need:** Diverse, highly skilled workforce

**Recommendation:** Support education and workforce development for AAM by providing funds and resources for state universities, community colleges, and vocational schools to develop and offer programs and courses related to AAM.

**Who:** workforce solutions, TWC, THECB, TSTC

**Funding source:** federal (DOD), state, general

**How much:** \$10M annually (for a set period of time)

# Recommendation 15

**Need:** AAM knowledge and skills pipeline

**Recommendation:** Direct the TEA to integrate AAM into K-12 curriculum (e.g., NASA toolkit) and coordinate with TWC on developing AAM apprenticeship programs at high schools.

**Who:** TEA, TWC

**Funding source:** state

**How much:** \$2M

# Recommendation 16

**Need:** AAM infrastructure at existing airports

**Recommendation:** Modify Chapter 21 of the Transportation Code to enable existing airports to function as vertiports and increase available funding if the vertiport meets public use/public good standard.

**Who:** legislature

**Funding source:** N/A

**How much:** \$0

# Recommendation 17

**Need:** Funding for new vertiport development

**Recommendation:** Create a state matching program for new public good/public use vertiport construction

**Who:** TxDOT, AAM office

**Funding source:** general, rider, federal

**How much:** \$100M

# Florida bill to fund new vertiport construction

**As part of the Supply Chain Innovation Grant Program**

“The Department of Commerce and the Department of Transportation shall also consider applications for funding submitted by public and private entities seeking to develop and establish vertiports in this state. Each award made for vertiport development shall be matched dollar-for-dollar by nonstate funds. For purposes of this subsection, the term "vertiport" means a system or infrastructure with supporting services and equipment used for landing, ground handling, and takeoff of manned or unmanned vertical takeoff and landing (VTOL) aircraft.”

<https://www.flsenate.gov/Session/Bill/2024/1301/BillText/c3/PDF>

# Recommendation 18a

**Need:** Electrical capacity at Texas airports

**Recommendation:** Provide funding to improve electrical capacity at Texas airports for airborne and ground vehicles. (infrastructure)

**Who:** TxDOT, AAM office, ERCOT

**Funding source:** general, federal, rider, PPP

**How much:**

# Recommendation 18b

**Need:** Electrical capacity at Texas airports

**Recommendation:** Provide funding to improve electrical capacity at Texas airports for airborne and ground vehicles. (capacity studies)

**Who:** TxDOT, AAM office, ERCOT

**Funding source:** general, federal, rider, PPP

**How much:** \$100,000 per airport, 30 airports to start

# Recommendation 19

**Need:** Funding to support ancillary infrastructure (e.g., micro wind sensors)

**Recommendation:** Increase TxDOT aviation funds and allow funds to be used off-airport to construct infrastructure to enhance the aviation system.

**Who:** TxDOT, OOG, AAM office

**Funding source:** federal, state, general, rider

**How much:**



# Recommendation 20

**Need:** Gap analysis for AAM integration into existing airport infrastructure

**Recommendation:** Develop a statewide plan that addresses the potential locations for and classifications of vertiports and other associated infrastructure to help define the future operational environment UAM/AAM.

**Who:** TxDOT, AAM office

**Funding source:** federal, state, general, rider

**How much:** \$300,000

# Recommendation 21

**Need:** New designated revenue streams to pay for and maintain AAM infrastructure

**Recommendation:** Develop and recommend a list of revenue streams to educate the legislature on their options

**Who:** legislature

**Funding source:** N/A

**How much:** \$0

# Federal AAM Definition

AAM is a transportation system that moves people and property by air between two points in the United States (U.S.) using aircraft with advanced technologies, including electric aircraft, or electric vertical takeoff and landing (eVTOL) aircraft, in both controlled and uncontrolled airspace.

AAM Coordination and Leadership Act (P.L. 117-203, 136 Stat. 2227), October 17, 2022

# Next Meeting Dates

Community integration Meeting 4: **May 15**, 1:30-3:30

Full Committee Meeting: **April 30**, 9:00-12:00