

Community Integration Subcommittee Meeting Summary

Texas Advanced Air Mobility (AAM) Advisory Committee

Virtual Meeting // March 20, 2024, 1:30 pm – 3:30 pm CST (Meeting No.: 2)

Chair: Jim Perschbach

Vice Chair: Amanda Nelson

Committee Attendance: Amanda Nelson, Brent Skorup, Grant Guillot, Jason Day, Jeff Bilyeu, Jim Perschbach, Kendal Prosack, Michael Sanders

Summary:

The meeting began with opening remarks, followed by a briefing from TXST on stakeholder interviews, subcommittee summaries, a discussion centered around community receptivity and the necessary considerations for integrating different AAM scenarios into the community, and closing remarks.

The TXST team briefed the subcommittee on the seven stakeholder interviews that have been conducted so far and their aim to develop a communication or outreach plan. The subcommittee members discussed various public concerns with the concept of AAM, including aircraft flying over private land, safety operations, and surveillance. To gain public acceptance, it was deemed important to demonstrate real-world capabilities in an industrial environment and provide interested individuals with potential flight opportunities.

The discussion also centered on community receptivity and factors for successful community integration. This included educating the public about the capabilities and limitations of different aircraft, such as package drones not being used for ground surveillance. It was also noted that tourism VTOL shuttles would potentially be perceived as a luxury for the wealthier community.

The subcommittee emphasized the ease of building AAM infrastructure compared to traditional infrastructure like roads or railway tracks, along with the economic opportunities that remote-site VTOL shuttles could bring to previously isolated communities. The challenges of establishing Greenfield vertiports, including significant financial investment and electricity infrastructure, were discussed.

The subcommittee recommended that the state pursue a flexible regulatory scheme for AAM efforts, create a list of ways that AAM will not be used, and encourage liberal use when applicable, such as on state land. The subcommittee expressed interest in understanding what OEMs consider a reasonable power requirement for these aircraft. The meeting concluded with an agreement on emphasizing that AAM is not just another mode of transport but can also bring significant economic impact.

Next Meeting: April 17, 2024, 1:30 pm – 3:30 pm CST (Virtual)