

# Infrastructure Subcommittee Meeting Summary

## Texas Advanced Air Mobility (AAM) Advisory Committee

Virtual Meeting // March 7, 2024, 1:30 pm – 3:30 pm CST (Meeting No.: 2)

**Chair:** Cade Clark

**Vice Chair:** Mark Ozenick

**Committee Attendance:** Andrew Chang, Ben Ivers, Brent Klavon, Brent Skorup, Cade Clark, Dan Dalton, Ernest Huffman, Gus Khankarli, Jeff Bilyeu, Mark Ozenick, Michael Sanders, Thomas Swoyer

### Summary:

The meeting agenda included opening remarks, a discussion of infrastructure requirements for eVTOL and cargo drones, and closing remarks.

The discussion on infrastructure modifications centered around the need to explore other sustainable aviation fuels such as hydrogen. The subcommittee expressed the need to examine the current state of airports and infrastructure, focusing on potential changes needed to accommodate these new energy sources. The electrical infrastructure was also discussed, including consideration of the proportion of power supplied by renewables versus coal and gas and the feasibility of on-site charging. The subcommittee suggested exploring renewable energy and the power grid as part of the infrastructure development.

The discussion expanded to include the digital aspects of infrastructure, which encompass more than just the physical structures at the vertiport. The subcommittee mentioned traffic flow management and supplemental data service providers, such as weather and radar surveillance communications. Airspace management was a focal point, with discussions on creating corridors that do not interfere with existing commercial plane airspace.

The meeting also touched on the additional infrastructure modifications needed for passenger conveyance. These modifications extended beyond the vertiport to overall airport operations. Topics included potential check-in processes at vertiports, security screening procedures, and whether vertiports should be in sterile or non-sterile areas.

The meeting also addressed cargo drones, emphasizing the importance of having clear definitions. Given differing cargo capacities, the group suggested including both small UAS and larger AAM under the category of cargo drones.

The subcommittee agreed on the need to first identify and define different use cases for AAM. Once these cases are identified in the three buckets discussed (airspace, real estate, and technology), the group can begin to consider what they would like the state to fund to support these use cases. The subcommittee requested access to available industry reports on use cases to reference in their recommendations.

**Next Meeting:** April 11, 2024, 1:30 pm – 3:30 pm CST (Virtual)