

**MARYLAND AVANCED AIR MOBILITY COUNCIL
MONDAY, FEBRUARY 24, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT**

OPEN SESSION

MARYLAND ADVANCED AIR MOBILITY COUNCIL (The Council)

Ricky D. Smith, Sr., MD Aviation Administration
John Slaughter, University of Maryland
Rebecca Flora, MD Department of Planning
John Gilstrap (Designee), MD Department of Commerce
(virtual attendee)
Maj. Michael Tagliaferri (Designee), MD State Police
Maj. Stephen DeCerbo (Designee), MD State Police
Theodore Eyler (Designee), MD Office of the Attorney General
Ashley Sharp (Designee), MD Department of Labor

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

MARYLAND AVIATION ADMINISTRATION (MAA)

Ashish Solanki
Bill Lindsey
Staci Gorden
Jonathan Dean
Robert Sager *(virtual attendee)*
Caleb Singer *(virtual attendee)*

OTHER EMPLOYEES OF THE STATE OF MARYLAND

Colter Menke, Maryland Department of Commerce *(virtual attendee)*

MEMBERS OF THE PUBLIC

John Porcari, former Deputy Secretary, U.S. Dept. Of
Transportation and former Secretary, MD Dept. of
Transportation
Jaime Giandomenico, Airport Manager, Ocean City
Jennifer Lutz, AECOM
Suzanne Murtha, AECOM
Clint Laaser, AECOM
John Sulsona, AECOM
Anthony Tezla, AECOM

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The meeting was called to order at 1:01 p.m.

WELCOME – Ricky Smith

Mr. Smith provided welcome remarks. He informed the group that the position of Council Chair is still vacant, but he is filling in until an appointment is made by the Governor's Office. He invited Mr. Porcari to make introductory remarks.

Mr. Porcari expressed appreciation to the Governor and Ricky for the creation of the Council and thanked Council members for attending. He spoke about how important advanced air mobility is for economic development and how there are many opportunities in Maryland, including aeromedical, freight, etc. He commented that Maryland has the potential to be a leader in this industry.

Meeting attendees introduced themselves.

OVERVIEW OF EXECUTIVE ORDER 01.01.2025.05 – Ashish Solanki

Mr. Solanki provided an overview of Executive Order 01.01.2025.05 that established the Maryland Advanced Air Mobility Council. The Governor signed the Executive Order in mid-January. The Executive Order outlines the responsibilities of the Council, which includes creating a report that maps out the strategic direction of Advanced Air Mobility in the state of Maryland. The initial draft report is due to the Governor's Office June 1, 2025 and the final report is due November 1, 2025.

Additional responsibilities of the Council include:

- Cataloging existing State assets related to the advanced air mobility industry;
- Studying and identifying opportunities to attract, develop, and grow the State's advanced air mobility industry;
- Identifying potential use cases for advanced air mobility systems in the State;
- Providing an assessment of cost and necessary considerations for their implementation;
- Engaging with the advanced air mobility industry, regulators, local governments and other relevant parties regarding the operation of advanced air mobility technologies in Maryland;
- Recommending policies and regulations; and
- Educating the public on the advanced air mobility industry.

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Twelve members will make up the Council. Seven serve ex officio, and five are appointed by the Governor, who names the Chair. Not all Council members have been appointed yet. As the Council moves forward in the work, newly appointed members will be engaged in the process.

Mr. Solanki is the lead staff person from MAA. He is responsible for making sure that the Council has everything it needs to complete the work.

MAA has contracted with the infrastructure consulting firm AECOM to help draft the report that will be submitted to the Governor's Office. MAA also tasked AECOM with facilitating the AAM Council's investigative activities in fulfilling its duties.

In mid-February, Council members participated in pre-meeting interviews with AECOM. The information obtained during the interviews was used to refine the AAM Overview segment of the meeting and is also helpful for guiding subsequent supporting tasks.

OVERVIEW OF ADVANCED AIR MOBILITY – Suzanne Murtha, Anthony Tezla, John Sulsona (AECOM)

AECOM staff provided an overview of the advanced air mobility industry and highlighted some successful use cases across the country.

Advanced Air Mobility Abbreviations:

Abbreviation	Meaning
AAM	Advanced Air Mobility
EO	Executive Order
eVTOL	Electric Vertical Take-off and Landing Aircraft
GSE	Ground support equipment
TSA	Transportation Security Administration
UAS	Uncrewed aircraft system
UTM	Uncrewed Aircraft System Traffic Management

Advanced Air Mobility" is a sector of the aerospace industry which aims to safely and efficiently integrate highly automated aircrafts into the National Airspace, often operating at low altitudes. It is a collection of new and emerging technologies that are being applied to the aviation transportation system, particularly in new aircraft types.

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There are six large manufacturers of eVTOLS. Some of these companies are on the cusp of being certified.

EVTOL includes:

- UTM - Uncrewed Aircraft System Traffic Management (e.g. airspace management)
- Electric Aircraft (e.g. Archer, Beta, Joby)
- UAS - Uncrewed Aircraft System
- Super Sonic

eVTOL aircraft are designed for urban air mobility (UAM), which is the use of small, highly automated aircraft to carry passengers or cargo at lower altitudes in urban and suburban areas which have been developed in response to traffic congestion.

Examples of New Electric Aircraft for Commercial and General Aviation:

- Diamond Aircraft | eDA40 | 117 NM Range | 2-3 seats
- Eviation | Alice Aircraft | 250 NM | 9 seats
- Airbus hybrid and electric aircraft (helicopters, single-engine airplanes, and jumbo jets)

UAS – Operations and Use Cases

- Cargo
- Agriculture
- Construction
- Medical and Emergency Medical Services
- Firefighting Support
- Law Enforcement
- Military / Dept. of Defense

UAS – How It Serves Maryland and the Region

- Geospatial UAS (thermal and lidar technologies)
- Cargo (Elroy Air) - can carry approximately 600 lbs. of cargo

Advanced Air Mobility Conditions in Maryland

Many states are looking at AAM in terms of what it can do to grow the economy. AAM offers an economically inexpensive way to connect people and goods from point to point.

Socio-economic conditions in Maryland:

- Healthy Rural/ Urban Mix

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- Strong Economy
- Wide-Ranging Diversity
- Hydrologically Rich State (Total Bridges: 5,446 | Total Waterbodies: 347)
- Traffic Congestion
- Complex Airspace System, with issues surrounding runway capacity and technological capacity
- Policies that advance environmental sustainability, resiliency, economic growth

Possible Gaps in the AAM Industry:

- Vehicle Certification – FAA
- Airspace Regulation – FAA
- DCA Flight Restrictions
- Incentives (e.g. manufacturing)
- Private vs. Public Infrastructure and Access
- Airport Adjacencies
- Land Use
- Workforce
- Siting
- Safety (e.g. including aircraft safety, noise, high-tempo operations, outwash/downwash, flight hazards, wake turbulence)
- Privacy (e.g. surveillance, intrusion, data collection, disruption)
- Security (e.g. TSA vs. No TSA, domestic terrorism, cybersecurity, biological attacks)
- Public Education and Outreach
- Funding

Regulatory Policy - Advanced Air Mobility in Other States

Virginia:

- Have an AAM strategic plan posted on website.
- Minimum Viable Infrastructure (Virginia Tech 2024)
- Goal: Develop a community outreach guidebook.
- Goal: integrate AAM at airports
- \$200k grant per airport for improving AAM readiness: 3-phase electric power and broadband connectivity.
- Joined multi-state collaborative working group.
- First licensed vertiport at Blackstone Army Airfield

West Virginia:

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- AAM Vision Document: 4 key AAM Pillars (Ecosystem, Funding, Policy, and Infrastructure), established high priority AAM applications, identified economic and societal benefits. Established next steps- engage stakeholders with high priority AAM applications, establish AAM focal point within state government.
- WV HB 4827 Promoting Public-Use Vertiports Act.

Delaware:

- Cooperative Research and Development Agreement (CRADA) to develop AAM test / demonstration corridor between Joint Base McGuire and Dover AFB. Backed by two DoD agencies but anticipated to support civil UAS and AAM. Partially funded by US EDA grant.
- Currently undertaking an AAM Feasibility Study. In October, the study identified a potential recent shift from battery to hybrid powered systems. Potential statewide demand centered on: urban commuting, tourism/leisure travel, and small package delivery. Focus of Meeting #3, February 2025, was workforce development impacts.

Pennsylvania:

- Updated Aviation System Strategic Investment Plan to support electric charging at airports, provide AAM staffing, develop statewide protocols and collaboratives, assess interagency-specific drone programs, and advance legislation to further develop UAS and AAM industry

Utah:

- 2023 SB 161– Requires DOT to study: vertiport locations and infrastructure, implementation of AAM Technologies, UTM enablement, and creation of AAM sandbox.
- 2023 SB 24– Provides Division of Aeronautics with power to regulate use, licensing, and supervision of all vertiports in the state.
- 2023 SB 185– Exclusive-right vertiports not permitted if public funding is used

Oregon:

- 2023 SB 2834 Prohibits local governments from granting exclusive right vertiport development.

OPEN DISCUSSION

Council members discussed specific aspects of AAM that they think the Council should look at.

Topics included:

- Near-term and future locations of vertiports

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- A framework for evaluating what rights local jurisdictions have vs. the state
- Which aspects of AAM to enable through permitting
- Understanding where AAM aircraft can operate around restricted air space
- Best use cases for AAM related to aeromedical activity
- How can the state be ready for rapid expansion of AAM, once FAA certifies eVTOL aircraft
- Certifications and the FAA's oversight role
- Corridor design for UAM operations
- Workforce considerations and the role of pilots in UAM
- The infrastructure required for UAM
- Developing the workforce talent pipeline through state programs like Maryland Department of Labor's EARN Grant Program, CyberMaryland Program, partnership with BCR Cyber
- Possible partnerships with higher education institutions and nonprofits
- What are the occupational needs of the AAM industry – training, licenses, certifications?

NEXT STEPS – Ricky Smith

There will be a frequent meeting cadence between now and June in order to complete the initial draft report by June 2025. The consensus among Council members was that some meetings should be held in-person and some held virtually. Because this is a statewide initiative, there is value in hosting these Council meetings across the state.

The Council's main role is to develop strategies, recommendations and plans. After the Council completes its work, the implementation will be conducted by a host of state agencies.

Council members discussed the possibility of having working groups within the Council. They also emphasized the importance of the Council participating in public communications, education and outreach.

Further information is forthcoming about AECOM's Scope of Work and what is needed from Council members.

All Council meetings will comply with the Open Meetings Act and be open to the public.

Future meeting dates will be scheduled in the near future.

The meeting adjourned at 2:16 p.m.