

**MARYLAND ADVANCED AIR MOBILITY COUNCIL  
MONDAY, MAY 12, 2025  
AOPA NATIONAL AVIATION COMMUNITY CENTER**

**OPEN SESSION**

**MARYLAND ADVANCED AIR MOBILITY COUNCIL (The Council)**

Shannetta Griffin, MD Aviation Administration  
John Slaughter, University of Maryland  
Rebecca Flora, MD Department of Planning  
William Lindsey, MD Office of the Attorney General

**MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**MARYLAND AVIATION ADMINISTRATION (MAA)**

Ashish Solanki  
Staci Gorden  
Robert Sager  
Theodore Eyler

**OTHER EMPLOYEES OF THE STATE OF MARYLAND**

Colter Menke, MD Department of Commerce  
Ulyana Desiderio, , MD Department of Commerce

**MEMBERS OF THE PUBLIC**

John Porcari, former Deputy Secretary, U.S. Dept. Of  
Transportation and former Secretary, MD Dept. of  
Transportation  
Richard Griffin, City of Frederick  
Andrew Moore, Frederick Municipal Airport  
Suzanne Murtha, AECOM  
Anthony Tezla, AECOM  
Lisa Peterson, Aura Network Systems

The meeting was called to order at 1:00 p.m.

**WELCOME** – Ashish Solanki and Shannetta Griffin

Mr. Solanki called the meeting to order and welcomed Ms. Griffin to the Council. Ms. Griffin provided brief introductory remarks. Mr. Solanki then conducted the roll call.

**MEETING MINUTES APPROVAL**

Upon request for a motion to approve the minutes of the April 28<sup>th</sup> Council meeting, it was so moved by Secretary Flora, seconded by Mr. Slaughter, and approved unanimously.

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**CALL FOR ADDITIONAL AGENDA ITEMS**

No additional agenda items were recommended by Council.

**WORKING GROUP UPDATE**– Anthony Tezla and Suzanne Murtha / AECOM

MAA has contracted with the infrastructure consulting firm AECOM to help draft the report that will be submitted to the Governor's Office.

During the meeting, staff from AECOM provided a brief recap of the last meeting and an overview on the current status of the draft report. They have taken feedback from the previous meeting into account and have started a new draft report with a new framework. It is still in the early stages of development, and the team at AECOM is continuing to add content to it. The latest version of the draft report was distributed in the meeting package prior to the meeting.

AECOM used this portion of the meeting to focus on new content, discuss and receive feedback, and identify findings/ potential recommendations on how the state of Maryland can use advanced air mobility to improve economic development.

Topics of discussion included:

- Policy vs. Regulation
- Federal Air Space Regulation
- Need for State Preemption of Local Law Related to AAM
- Washington, D.C. Airspace Restrictions
- Which State Agency or Agencies Should Be Responsible for AAM Matters?
- Privacy / Trespassing Concerns
- Legal Liability
- Workforce Development
- Physical Infrastructure Requirements
- Digital Infrastructure Requirements
- Public Campaign and Education

**DEVELOPMENT OF INITIAL FINDINGS**

Below are the draft findings and statements that were discussed/compiled during the meeting.

**1) DC Airspace Statement:** There are active security challenges with DC airspace restrictions. The state will shift the Council's focus to topics areas of state concern. The ability to address movement inside the DC airspace will impact the ability of the State to develop AAM to the benefit of Maryland's economy.

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2) **Low-altitude Airspace:** Recognition that there needs to be statewide work on coordination and communication on airspace under 400 feet. Model guidelines rather than a pre-emption may be helpful. Consider updating of 10-year-old preemption language with existing model legislation such as AAM Prepared while balancing the home-rule authority of local jurisdictions.

3) **AAM Agency Oversight:** Regarding which agency in the state may lead the development of AAM, many states have different approaches, largely split between economic development and departments of transportation. Maryland may consider a model for AAM development which includes economic development organizations perhaps informed by private sector needs in conjunction with the technical expertise of a department of transportation.

4) **Privacy:** Recognized by the Council as the most significant concerns of Marylanders concerning AAM. We will develop a detailed understanding of existing laws, regulations and policies related to privacy to help inform an AAM privacy policy. This includes existing state rules and regulations inside and out of Maryland. To avoid overly restrictive policies, the study may include the impact of regulations and policies on economic development.

5) **Liability:** The Council suggests working with the Attorney General's office and with industry to identify potential Maryland-state specific concerns and what they are considering for liability concerns.

6) **Workforce:** The Council suggests working with industry to learn their workforce needs so the state may include these in planning efforts. Workforce development will include education programs from grade school to higher level education.

7) **Regional Air Mobility:** The Council suggests mapping the economic and mobility needs of the state versus the abilities of regional airports. This will enable understanding of where airports may be able to better support deployment or where they need support. It may also inform and influence future growth patterns of advanced transportation.

8) **Infrastructure Needs:** The Council suggests the development of a catalog of what infrastructure needs may be. This may include requirements from the FAA vertiport design standards and input from existing companies which are already deploying infrastructure support. Infrastructure needs may vary by landing facility as vertiports and may not be limited to traditional airports. Infrastructure needs may vary by aircraft type, these will also be addressed.

Feedback from Council members is welcomed. Please email feedback to Ashish Solanki ([asolanki@bwiairport.com](mailto:asolanki@bwiairport.com)) and Anthony Tezla ([Anthony.Tezla@aecom.com](mailto:Anthony.Tezla@aecom.com)).

**PUBLIC COMMENT PERIOD**

The following member of the public provided comments:

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- Andrew Moore (Frederick Municipal Airport) – He spoke about two active UAM use cases in Frederick, MD: 1) Beta electric aircraft charger at Frederick Municipal Airport, 2) City of Frederick Police Department “Drone As First Responder Program”

**NEXT STEPS** – Ashish Solanki

AECOM will continue ongoing coordination with the Council so they can submit an initial deliverable to the Governor’s Office in June 2025 that includes a draft report and initial findings and a final deliverable in November 2025 that includes both a final report and recommendations.

The Working Group will continue to meet to develop the initial findings. Any Council members who wish to participate in the working group sessions should let Ashish know.

Future Council meetings are scheduled as follows:

- June 2 @ 1 p.m. – Virtual Meeting
- June 30 @ 1 p.m. – Hybrid Meeting @ UMD UAS Research & Operations Center
- July 28 @ 1p.m. – Virtual Meeting

Upon request for a motion to adjourn, it was so moved by Secretary Flora, seconded by Mr. Lindsey, and approved unanimously.

The meeting adjourned at 2:25 p.m.