

## **Advanced Air Mobility Coordination and Leadership Act**

[Public Law 117–203]

[As Amended Through P.L. 118–63, Enacted May 16, 2024]

**[Currency:** This publication is a compilation of the text of Public Law 117–203. It was last amended by the public law listed in the As Amended Through note above and below at the bottom of each page of the pdf version and reflects current law through the date of the enactment of the public law listed at <https://www.govinfo.gov/app/collection/comps/>]**]**

**[Note:** While this publication does not represent an official version of any Federal statute, substantial efforts have been made to ensure the accuracy of its contents. The official version of Federal law is found in the United States Statutes at Large and in the United States Code. The legal effect to be given to the Statutes at Large and the United States Code is established by statute (1 U.S.C. 112, 204).]**]**

AN ACT To plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### **SECTION 1. [49 U.S.C. 40101 note] SHORT TITLE.**

This Act may be cited as the “Advanced Air Mobility Coordination and Leadership Act”

### **SEC. 2. [49 U.S.C. 40101 note] ADVANCED AIR MOBILITY WORKING GROUP.**

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advanced air mobility interagency working group (in this section referred to as the “working group”).

(b) PURPOSE.—Advanced Air Mobility represents a key area of sustainable transportation and economic growth for the United States and it is imperative that the Federal Government foster leadership and interagency collaboration in the adoption and deployment of this technology. The purpose of the working group established under this section shall be to plan for and coordinate efforts related to safety, operations, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States in order to—

- (1) grow new transportation options;
- (2) amplify economic activity and jobs;
- (3) advance environmental sustainability and new technologies; and
- (4) support emergency preparedness and competitiveness.

(c) MEMBERSHIP.—Not later than 60 days after the establishment of the working group under subsection (a), the Secretary of Transportation shall—

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(1) appoint the Under Secretary of Transportation for Policy to chair the working group;

(2) designate not less than 1 additional representative to participate on the working group from each of—

(A) the Department of Transportation; and

(B) the Federal Aviation Administration; and

(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

(A) the National Aeronautics and Space Administration;

(B) the Department of Commerce;

(C) the Department of Defense;

(D) the Department of Energy;

(E) the Department of Homeland Security;

(F) the Department of Agriculture;

(G) the Department of Labor;

(H) the Federal Communications Commission; and

(I) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) IN GENERAL.—The working group shall engage with State, local, and Tribal governments, aviation industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation and the Administrator of the Federal Aviation Administration, including—

(A) manufacturers of aircraft, avionics, propulsion systems, structures, and air traffic management systems;

(B) commercial air carriers, commercial operators, unmanned aircraft system operators, and general aviation operators, including helicopter operators;

(C) intended operators of AAM aircraft;

(D) operators of airports, heliports, and vertiports, and fixed-base operators;

(E) certified labor representatives for pilots associations, air traffic control specialists employed by the Federal Aviation Administration, aircraft mechanics, and aviation safety inspectors;

(F) State, local, and Tribal officials or public agencies, with representation from both urban and rural areas;

(G) first responders;

(H) groups representing environmental interests;

(I) electric utilities, energy providers and energy market operators;

(J) academia with experience working with industry on new technology and commercialization;

(K) groups representing the telecommunications industry; and

(L) aviation training and maintenance providers.

(2) ADVISORY COMMITTEES.—The Secretary of Transportation and Administrator of the Federal Aviation Administration may use such Federal advisory committees as may be ap-

ropriate to coordinate with the entities listed in paragraph (1).

(e) REVIEW AND EXAMINATION.—Not later than 18 months after the working group is established under subsection (a), the working group shall complete a review and examination of, at a minimum—

(1) the steps that will mature AAM aircraft operations, concepts, and regulatory frameworks beyond initial operations;

(2) the air traffic management and safety concepts that might be considered as part of evolving AAM to higher levels of traffic density;

(3) current Federal programs and policies that could be leveraged to advance the maturation of the AAM industry or that may impede such maturation;

(4) infrastructure, including aviation, cybersecurity, telecommunication, multimodal, and utility infrastructure, necessary to accommodate and support expanded operations of AAM after initial implementation;

(5) steps needed to ensure a robust and secure domestic supply chain;

(6) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency and natural disaster response, and transportation benefits;

(7) the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft operations;

(8) other factors that may limit the full potential of the AAM industry, including community acceptance or restrictions of such operations; and

(9) processes and programs that can be leveraged to improve the efficiency of Federal reviews required for infrastructure development, including for electrical capacity projects.

(f) AAM NATIONAL STRATEGY.—Based on the review and examination performed under subsection (e), the working group shall develop an AAM National Strategy that includes—

(1) recommendations regarding the safety, operations, security, infrastructure, air traffic concepts, and other Federal investment or actions necessary to support the evolution of early AAM to higher levels of activity and societal benefit;

(2) recommendations for sharing expertise and data on critical items, including long-term electrification requirements and the needs of cities (from a macro-electrification standpoint) to enable the deployment of AAM; and

(3) a comprehensive plan detailing the roles and responsibilities of each Federal department and agency, and of State, local, and Tribal governments, necessary to facilitate or implement the recommendations developed under paragraphs (1) and (2).

(g) REPORT.—Not later than 180 days after the completion of the review and examination performed under subsection (e), the Secretary of Transportation shall submit to the appropriate committees of Congress a report—

(1) detailing findings from the review and examination performed under subsection (e);

(2) summarizing any dissenting views and opinions of a participant of the working group described in subsection (c)(3); and

(3) providing the AAM National Strategy, including the plan and associated recommendations developed under subsection (f).

(h) EVALUATION OF TERMINATION OF WORKING GROUP.—

(1) IN GENERAL.—Not later than 30 days after the date on which the working group submits the report required under subsection (g), the Secretary of Transportation shall evaluate and decide whether to terminate the working group and shall notify the appropriate committees of Congress of such decision.

(2) CONSIDERATIONS FOR TERMINATION OF WORKING GROUP.—In deciding whether to terminate the working group under this subsection, the Secretary, in consultation with the Administrator of the Federal Aviation Administration, shall consider other interagency coordination activities associated with AAM, or other new or novel users of the national airspace system, that could benefit from continued wider interagency co-ordination.

(i) DEFINITIONS.—For purposes of this section and section 3:

(1) ADVANCED AIR MOBILITY; AAM.—The terms “advanced air mobility” and “AAM” mean a transportation system that is comprised of urban air mobility and regional air mobility using manned or unmanned aircraft in both controlled and uncontrolled airspace.

(2) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—

- (A) the Committee on Commerce, Science, and Transportation of the Senate; and
- (B) the Committee on Transportation and Infrastructure of the House of Representatives.

(3) ELECTRIC AIRCRAFT.—The term "electric aircraft" means an aircraft with a fully electric or hybrid (fuel and electric) driven propulsion system used for flight.

(4) **FIXED-BASE OPERATOR.**—The term "fixed-base operator" means a business granted the right by an airport sponsor or heliport sponsor to operate on an airport or heliport and provide aeronautical services, including fueling and charging, aircraft hangaring, tiedown and parking, aircraft rental, aircraft maintenance, and flight instruction.

(5) POWERED-LIFT AIRCRAFT.—The term “powered-lift aircraft” has the meaning given the term “powered-lift” in section 1.1 of title 14, Code of Federal Regulations.

(6) REGIONAL AIR MOBILITY.—The term “regional air mobility” means the movement of passengers or property by air between 2 points using an airworthy aircraft that—

- (A) has advanced technologies, such as distributed propulsion, vertical take-off and landing, powered-lift, non-traditional power systems, or autonomous technologies;
- (B) has a maximum takeoff weight of greater than 1,320 pounds; and
- (C) is not urban air mobility.

(7) STATE.—The term “State” has the meaning given such term in section 47102 of title 49, United States Code.

(8) URBAN AIR MOBILITY.—The term “urban air mobility” means the movement of passengers or property by air between 2 points in different cities or 2 points within the same city using an airworthy aircraft that—

(A) has advanced technologies, such as distributed propulsion, vertical takeoff and landing, powered lift, non-traditional power systems, or autonomous technologies; and

(B) has a maximum takeoff weight of greater than 1,320 pounds.

(9) VERTICAL TAKE-OFF AND LANDING.—The term “vertical take-off and landing” means an aircraft with lift/thrust units used to generate powered lift and control and with two or more lift/thrust units used to provide lift during vertical take-off or landing.

(10) VERTIPORT.—The term “vertiport” means an area of land, water, or a structure, used or intended to be used to support the landing, take-off, taxiing, parking, and storage of powered lift or other aircraft that vertiport design and performance standards established by the Administrator can accommodate.

**SEC. 3. GAO STUDY AND REPORT.**

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a study on the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and

(2) submit to the appropriate committees of Congress a report on the study, including the Comptroller General’s findings and conclusions.

(b) REQUIREMENTS.—In conducting the study required under subsection (a), the Comptroller General shall review the following:

(1) The state of the law as of the enactment of this Act with respect to Federal authority over operations of AAM aircraft systems in the national airspace system.

(2) The state of the law as of the enactment of this Act with respect to State, local, and Tribal authority over operations of AAM aircraft in the national airspace system.

(3) Potential gaps between authorities under paragraphs (1) and (2).

(4) Proposals to facilitate the safe and financially viable growth and development of the AAM industry and integration of AAM aircraft into the national airspace system.