

Virginia Airports and Advanced Air Mobility



A Commonwealth of
opportunity for an
emerging industry



System and Airport Analysis

- ▶ System Geographic Coverage
 - ▶ Flight support coverage
 - ▶ Drive time coverage
- ▶ Individual Airport Analysis
 - ▶ Facilities, equipment & services analyses
 - ▶ Virginia airport licensing standards
 - ▶ Other standards
- ▶ Other Performance Measures
 - ▶ Airport electrification
 - ▶ Sustainability

VATSP Airport Roles

-  Commercial Service
-  Regional Business
-  Community Business
-  Local Service
-  Grundy Replacement Airport
-  Airport
-  Interstates

Virginia's Airport Roles

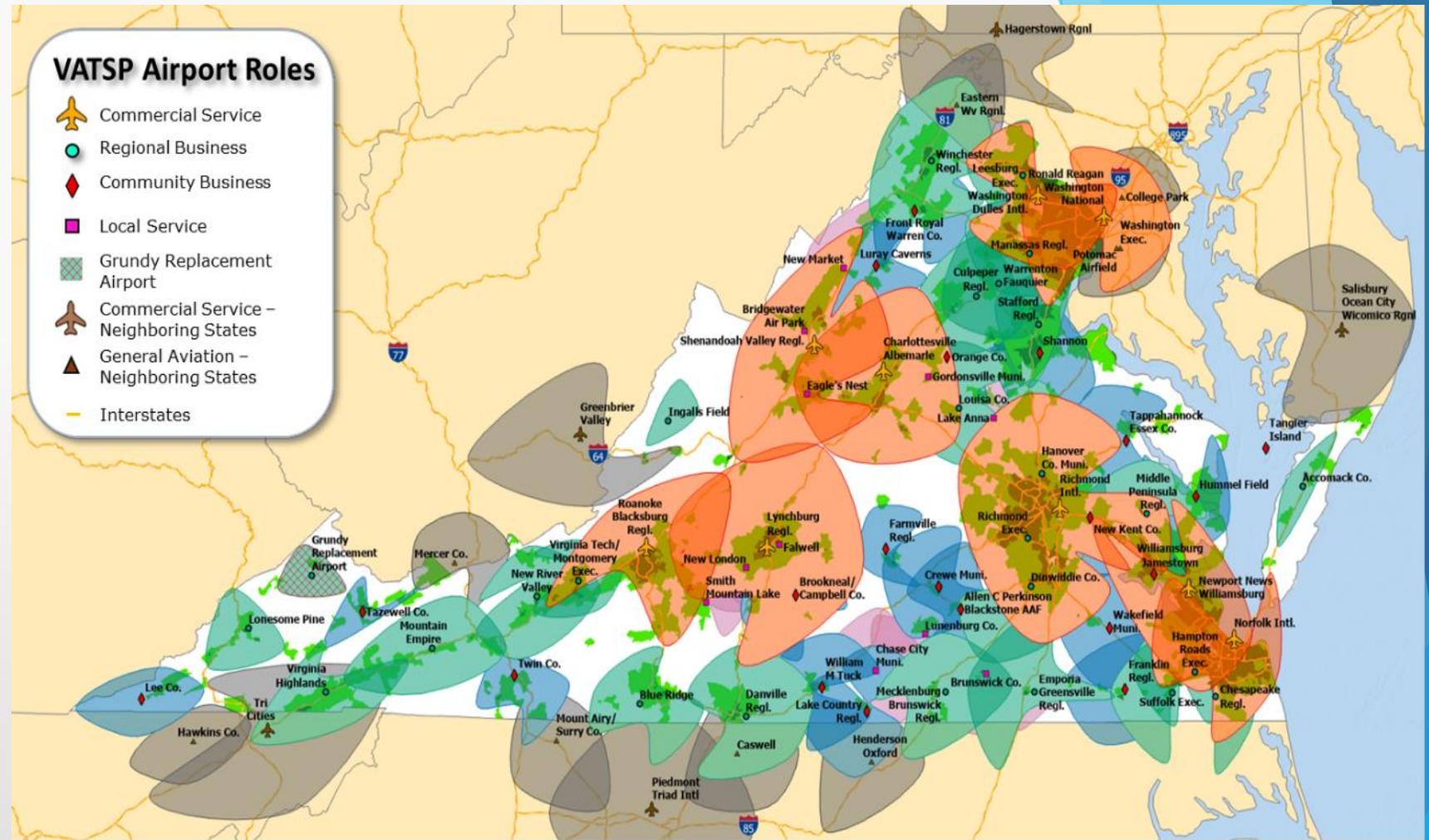
Airport Role	Number of Airports
Commercial Service	9
Regional Business	26
Community Business	20
Local Service	11
Total	66





Drive Time:

- ▶ 45 minutes to commercial service airport
- ▶ 30 minutes to GA airport



VIRGINIA POPULATION ACCESSIBILITY 2030

Within 45 Minutes of Virginia Commercial Service Airport

75.4%

Within 30 Minutes of Virginia Regional Business Airport

54.1%

Within 30 Minutes of Virginia Community Business Airport

16.9%

Within 30 Minutes of Virginia Local Service Airport

8.5%

GDY- Grundy Replacement Airport

0.1%

Within 30 Minutes of GA or 45 Minutes of Commercial Service Virginia Airport

93.0%

Additional Coverage Within 30 Minutes of GA or 45 Minutes of Commercial Service Neighboring State Airport

0.4%

Total Coverage in Virginia

93.4%



Department of Aviation's Role in Emerging Technologies



Policy

- ▶ Development of industry-friendly, sensible policy
- ▶ Partner with local government organizations (VML, VACO - DOAV model zoning ordinance)
- ▶ Examination of licensing criteria



Infrastructure

- ▶ Virginia Flight Exchange
- ▶ Minimum Viable Infrastructure Study (MAAP)
- ▶ *Airport Program Manual* update to include AAM eligibility
- ▶ Inventory of existing assets (airports, NAVAIDS, utilities, etc.)



AAM Multi-State Collaborative

- ▶ Scope and role of states
- ▶ Lessons learned from the states
- ▶ Policy harmonization across states
- ▶ Minimum Viable Infrastructure - minimum service levels
- ▶ **Leveraging current General Aviation infrastructure**
- ▶ Approaches to sustainable funding
- ▶ Economic and workforce development



Funding Opportunities

Policy Updates- February 2024 VAB Approval

- ▶ New Eligible Items: 3-phase power and broadband
 - ▶ Extension of 3-phase from off airport to a primary meter if not already served by 3-phase
 - ▶ Broadband to terminal building from off-site source not if previously served
- ▶ Limitations:
 - ▶ \$200,000 cap over 20 years from final reimbursement of first grant
 - ▶ Funding is restricted to 80% of the eligible project cost

Preparing Virginia's airports for AAM

- ▶ Discussion with leading industry manufacturers and operators to identify 3 priorities to enable operations in Virginia: *3-phase power, broadband and community awareness*
- ▶ Surveyed airports - 20 airports without broadband, 3-phase power or both
- ▶ Five airports have requested funding assistance since program inception
- ▶ Community awareness- more to come!



Community Outreach Efforts

DOAV and VIPC are coordinating a Public Outreach Tour

- ▶ Series of public information meetings focusing on local planners and zoning officials
- ▶ Highlight the use of existing airport facilities
- ▶ Get local staff to start considering appropriate changes to local codes and zoning ordinances to address AAM

Local Considerations

- ▶ In which zoning districts are vertiports a compatible land use
- ▶ Is my airport capable of supporting new AAM technologies



Lessons Learned for Virginia's First Vertiport- BKT

Joint effort: NAVOS, Blackstone Army Airfield, Town of Blackstone, DOAV, FAA, DEQ and UAV Pro

New Ground

- ▶ State code mandated a license be issued and public hearing held
- ▶ DEQ- how to conduct an environmental for a vertiport
- ▶ Pros and cons of being at a joint-use facility