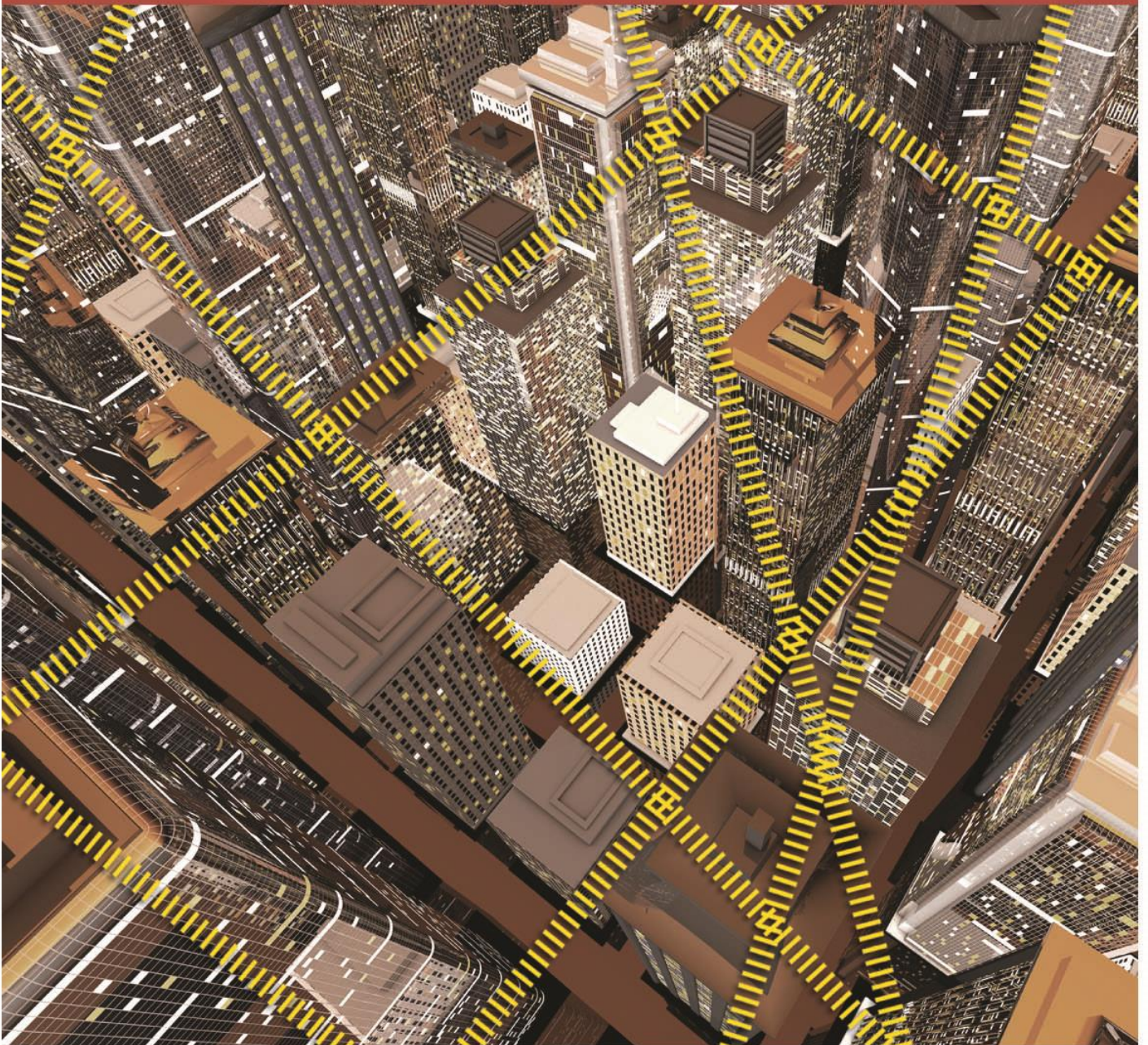




AAM regulations, standards, CONOPS and roadmaps for passenger-carrying operations

Sample pages



AAM regulations, standards, CONOPS and roadmaps for passenger-carrying operations

*Thank you for downloading these sample pages of the **AAM regulations, standards, CONOPS and roadmaps for passenger-carrying operations** report. If you have any queries, please get in touch with us – contact details are below.*

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Introduction

How this guide works

This guide has been developed to bring together in one document the work that has been done by regulators, standards bodies, industries and advanced air mobility eco-system developers to develop rules and guidelines for the safe development of electric vertical take off and landing (eVTOL) aircraft operations.

The documents are classified into the following sectors:

1. AAM Policy, CONOPS and roadmaps
2. AI, autonomy
3. Aircraft operator
4. Airspace management
5. eVTOLs and other AAM aircraft, including propulsion systems
6. Maintenance
7. Non-aviation stakeholders
8. Training for pilots, ground operations and MRO personnel
9. Vertiports and infrastructure, including charging

What is advanced air mobility (AAM)?

Advanced Air Mobility (AAM) is a new aerospace industry sector that uses advanced aircraft to transport people and cargo. AAM aircraft are often highly automated and electrically powered and can take off and land vertically. What does AAM include?

- Aircraft: AAM aircraft include electric aircraft, electric vertical takeoff and landing (eVTOL) aircraft, and air taxis
- Infrastructure: AAM infrastructure includes airports, heliports, vertiports, and vertistops, UAS traffic management, charging, security.
- Operations: AAM operations include urban air mobility (UAM), regional air mobility (RAM), cargo delivery, public services, and private vehicle travel.

How AAM is regulated around the world

For regulators around the world advanced air mobility provides a huge regulatory challenge – effectively the development of an entirely new aviation ecosystems with complex relationships to existing regulatory frameworks and with the addition of new elements such as the role of non-aviation stakeholders and developing technologies such as autonomous flight, digital airspace management and artificial intelligence.

Inter-governmental

Asia-Pacific Region

Bhutan, Cambodia, Macao SAR – China, Cook Islands, Kiribati, Marshall Islands, Nauru, Nepal, Palau, Papua New Guinea, Philippines, Samoa, Singapore, Solomon Islands, Sri Lanka, Thailand, Timor-Leste, Tonga, Tuvalu, Vietnam

eVTOLs and other AAM aircraft, including propulsion systems

Date	17 July 2025
Title	Reference Materials for Regulators to Facilitate the Regulation of Advanced Air Mobility (AAM) Operations
Description	The development of the reference materials mooted by the Civil Aviation Authority of Singapore (CAAS) was an outcome of the 1st Meeting of Asia-Pacific Regulators on AAM convened by CAAS and held in Singapore in November 2023. They cover six key areas for eVTOL aircraft, namely: i) Certification, Validation, and Acceptance; ii) Regulations for eVTOL Aircraft Entry into Service (EIS); iii) Cooperation among National Agencies; iv) Economic Policies and Regulations; v) Capability Development; and vi) Social Acceptance; and two areas of UAS, namely: i) Technical Guidance for the Implementation of Beyond Visual Line of Sight (BVLOS) UAS Operations; and ii) Capability Building (UAS Personnel Training). For regulators, the Reference Materials will help regulators and regulations keep pace with the rapid development and deployment of new technologies to leverage their benefits for economies and societies while ensuring aviation and public safety and security. For industry, the Reference Materials will facilitate technology development and adoption, support industry development and reduce regulatory uncertainty, cost and risk to investments in AAM and UAS.
Link	The full Reference Materials can be downloaded here. Annex A - Participants at 2nd Meeting of Asia-Pacific Regulators on Advanced Air Mobility Annex B - Respondents to Industry Consultations in November 2024 and April 2025

European Commission

eVTOLs and other AAM aircraft, including propulsion systems

Date	23 January 2025
Title	Commission Implementing Regulation (EU) 2025/111 of 23 January 2025 amending Regulation (EU) No 1321/2014
Description	The European Commission publication sets out rules for continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft. Commission Regulation (EU) No 1321/2014 lays down the requirements for the continuing airworthiness of aircraft, including the qualifications and licences of the personnel responsible for the release to service of products after maintenance, but previous versions of the regulation did not fully cover all eVTOL aircraft types.
Link	eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500111

eVTOLs and other AAM aircraft, including propulsion systems

Date	10 April 2024
Title	Commission Implementing Regulation (EU) 2024/1111 of 10 April 2024 amending Regulation (EU) No 1178/2011, Implementing Regulation (EU) No 923/2012, Regulation (EU) No 965/2012 and Implementing Regulation (EU) 2017/373, as regards the establishment of requirements for the operation of manned aircraft with a vertical take-off and landing capability
Description	The European Commission has adopted a package of secondary legislation on drones and vertical take-off and landing (VTOL) capable aircraft, which puts the final rules in place for the launch of Innovative Air Mobility (IAM), including air taxi services. The package is based on regulatory proposals from the European Union Aviation Safety Agency (EASA), published in Opinion No 03/2023 in August 2023. The legislation introduces a comprehensive set of requirements for piloted electric air taxis, spanning the domains of Air Operations (Air OPS), Flight Crew Licensing (FCL), Standardised European Rules of the Air (SERA) and Air Traffic Management (ATM).
Link	www.easa.europa.eu/en/newsroom-and-events/news/european-commission-adopts-regulatory-package-giving-go-ahead-vtol eur-lex.europa.eu/legal-content/EN/TXT/?qid=1716478399025&uri=CELEX%3A32024R1111

European Parliament

AAM Policy, CONOPS and roadmaps

Date	17 January 2024
Title	Electric aviation – a solution for short- and mid-range flights
Description	The European Parliament Transport Committee has adopted the report on electric aviation aimed at developing solutions for short and mid-range flights, (2023/2060 INI). Among findings, the Parliament observes the importance of regional airports in the union for short and medium-range electric flight operations; highlights the potential of regional airports as multimodal innovation hubs and of small and medium-sized enterprises (SMEs) throughout the whole supply chain, benefiting research and competition not only in the aviation sector, but also in other transport sectors such as road, maritime and rail; asks the Commission, therefore, to affirm its financial support for regional airports, especially those that are active in the field of electric aviation.
Link	oeil.secure.europarl.europa.eu/oeil/en/procedure-file?reference=2023/2060(INI)

Australasia

Australia – national

AAM Policy, CONOPS and roadmaps

Date	11 December 2024
Title	Regulatory roadmap update for Advanced Air Mobility in Australia
Description	According to CASA In the Immediate term (2024 to 2026) “we expect the volume of RPAS flights to increase due to the rise in goods delivery services,” says CASA.” Advances in technology will make RPAS more efficient, affordable, and capable of flying longer distances. This is likely to boost the use of larger RPAS in the commercial sector. Meanwhile, we expect the use of RPAS and model aircraft for sport, recreation, and education to remain strong. There will be greater demand for approvals of commercial operations beyond the standard operating conditions, and advanced operations we have not assessed before. The focus will likely shift toward implementing systems and services to support more complex operations in shared airspace.”...In the near term “2027 to 2029” In the following 3 years, we expect AAM operations to launch in Australia. This will introduce the first commercial applications, including passenger transport in urban areas.
Link	www.casa.gov.au/resources-and-education/publications-and-resources/corporate-publications/rpas-and-aam-strategic-regulatory-roadmap#Download

AAM Policy, CONOPS and roadmaps

Date	April 2024
Title	AAM: Industry vision and roadmap" published by the Australian Association for Uncrewed Systems (AAUS),
Description	There will be three waves of AAM development, according to AAUS. Wave one will see initial use cases will be those that can be directly accommodated within the existing air navigation system, requiring minimal regulatory change, and posing no, or minimal, impact on existing airspace use and communities. The second wave can be characterised as one of adaption and transition. A period defined by a series of small changes to the existing ecosystem that permit an incremental expansion in the scope of viable and supported AAM operations. Urban Public Transport Scheduled urban public transport operations will begin. They are not expected to be cost-competitive with existing transport systems, but rather complement existing networks with new routes or a higher performance service (e.g., faster, service dependability, etc.). The third wave will see significant expansion in the coverage and capacity of scheduled passenger transport services across a growing network of urban and peri-urban vertiports.
Link	aaus.org.au

Vertiports and infrastructure, including charging

Date	June 2025
Title	Civil Aviation Safety Authority's (CASA) Guide to Vertiport Design proposals
Description	In June 2025 Australia's CASA) published a draft advisory circular (AC) on guidelines for vertical flight aircraft facilities at aerodromes designed for aeroplanes. "The purpose of this AC is to provide guidance to aerodrome and aircraft operators in the planning, design, and operation of both helicopter and vertical take-off and landing (VTOL) capable aircraft (VCA) facilities on an aerodrome that may have only been designed for fixed-wing aeroplanes," said CASA in a press release. It complements current guidance in AC 139.R-01 and AC 139.V-01 and work is underway to incorporate the applicable elements this AC in the Part 139 Manual of Standards. Draft AC 139.10 provides guidance on: • defining the intended vertical flight operations for an aerodrome • aerodrome specific downwash and outwash hazards • arrival and departure procedures • physical characteristics of vertical flight facilities • vertical flight aircraft versus taxiways designed for aeroplanes • obstacle limitation surfaces for vertical flight operations • visual aids for vertical flight aircraft – markings, lighting etc. • published information for vertical flight facilities.
Link	www.casa.gov.au/about-us/news-media-releases-and-speeches/guidelines-vertical-flight-aircraft-facilities

Vertiports and infrastructure, including charging

Date	May 2024
Title	Civil Aviation Safety Authority's (CASA) Guide to Vertiport Design
Description	The guide provides explanations and examples to complement CASA's advisory circular AC 139.V-01 which is largely based on experience with helicopter operations
Link	www.casa.gov.au/sites/default/files/2024-05/guide-to-vertiport-design.pdf

Australia – cities and regions

Australian Capital Territory

AAM Policy, CONOPS and roadmaps

Date	November 2020
Title	National aviation emerging technologies policy
Description	The Government of the Australian Capital Territory has published its National Emerging Aviation Technologies Policy covering drone and eVTOL industries.
Link	www.infrastructure.gov.au/sites/default/files/migrated/aviation/technology/files/submission-59-act-government.pdf

New South Wales

AAM Policy, CONOPS and roadmaps

Date	December 2022
Title	Electric Aviation How new technology could reshape regional NSW
Description	“Our vision is to ensure this new technology is fully integrated into a multi-modal network that benefits passengers....New and emerging electric aviation has the potential to reshape how people and goods travel in regional NSW” reads the statement which continues: “Emergency medical supplies, urgent freight and even passengers could soon be transported by state-of-the-art electric aircraft. Electric planes and drones could make transport cheaper, cleaner and more convenient than ever before. They could open new routes for passengers, connect communities and increase freight efficiency.” The statement elaborates further saying “The electric aviation sector must grow in a manner that is safe, secure and considerate of the environment. It should enable economic activity, create new job opportunities and strengthen existing communities.”
Link	www.nsw.gov.au/departments-and-agencies/transport-for-nsw/transport-strategies-and-plans

South East Queensland

AAM Policy, CONOPS and roadmaps

Date	6 February 2023
Title	Advanced Air Mobility Vision
Description	This technology will have an important role to play in an integrated regional transport network, complementing other services like rail and metro. It also presents an opportunity to unlock the South East's tourism market by providing new connections between our coast, island and rural destinations. The Paper also outlines how AAM will become an integrated part of SEQ's transportation network as the region looks to address issues of high growth including congestion, environmental sustainability and growing demand for affordable and accessible flight.
Link	wisk.aero/news/press-release/advanced-air-mobility-presents-opportunity-to-bring-economic-social-and-environmental-benefits-to-south-east-queensland

Victoria

AAM Policy, CONOPS and roadmaps

Date	19 September 2024
Title	Advanced Air Mobility (AAM) Action Plan
Description	This Action Plan sets out timing and the range of activities that the Victorian Government proposes to undertake to enable the transition to AAM and other zero-emission aviation technologies that promise significant economic, environmental, industrial and societal benefits.
Link	www.invest.vic.gov.au/__data/assets/pdf_file/0010/798544/14090-IV-Advanced-Air-Mobility-Action-Plan_V5-FA-WEB.pdf

USA – Cities and regions

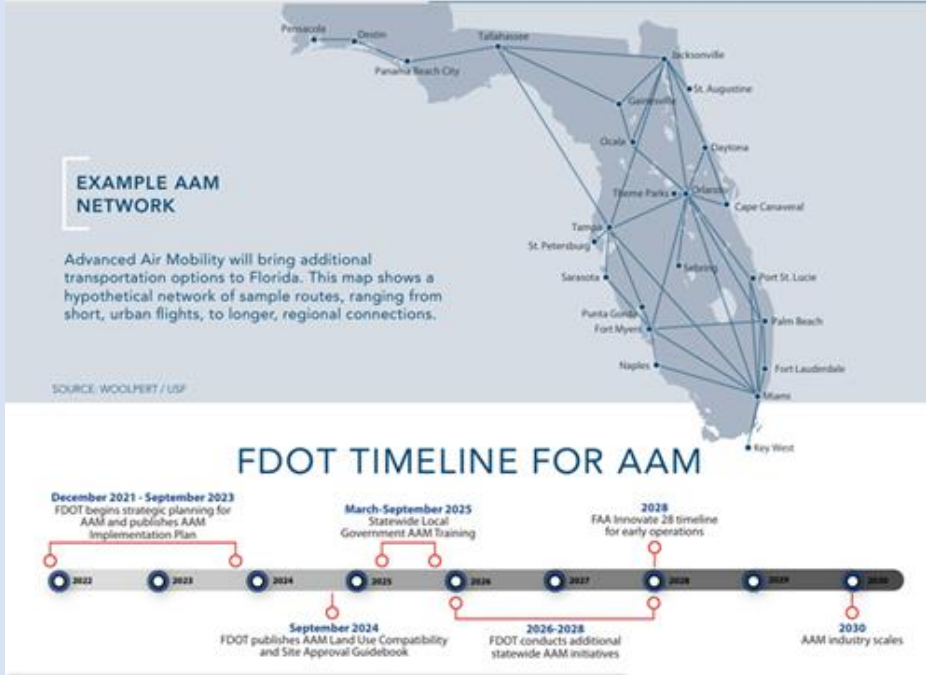
Choctaw Nation of Oklahoma

AAM Policy, CONOPS and roadmaps

Date	April 2023
Title	Advanced Technology Initiative
Description	In April 2023 the Advanced Technology Initiatives department announced it was seeking current information about AAM vertiport development. The department has issued a Request for Information (RFI) seeking relevant information from industry and academia. The Advanced Technology Initiatives (ATI) department seeks to enable economic growth and revenue diversification for the Nation of Oklahoma through combined efforts with multiple federal agencies and other key stakeholders by fostering an environment and ecosystem for the development of advanced aviation and aerospace technology industries. Since 2020 the CNO's ATI department has been a member of the FAA's BEYOND drone programme and the Unmanned Aircraft System (UAS) Integration Pilot Program (IPP). In July 2020, the CNO and Bell Textron established an agreement for Bell to begin testing some of Bell's mobility systems, like the Bell Autonomous Pod Transport and the Bell Nexus on the CNO test site location in rural southeastern Oklahoma.
Link	cnoaa.com

Florida

AAM Policy, CONOPS and roadmaps

Date	May 2025
Title	AAM Roadmap and Masterplan
Description	In May 2025 Senate Bill 1662, Florida's advanced air mobility implementation strategy, passed the Florida Legislature. Among other transport related issues, the bill: "defines key AAM terms in Florida Statutes, designates an AAM expert within the Florida Department of Transportation (FDOT) to assist local governments in their planning efforts, incorporates AAM and vertiports into the statewide aviation system plan, streamlines vertiport approvals, prioritizes grants for emerging technologies and aviation workforce training programs at airports and supports aviation workforce development and transportation-related research and development efforts," said the Eve Air Mobility post.  The image consists of two parts. The top part is a map of Florida titled 'EXAMPLE AAM NETWORK'. It shows a network of cities connected by lines representing flight routes. Cities include Pensacola, Destin, Panama Beach City, Tallahassee, Jacksonville, Gainesville, St. Augustine, Ocala, Daytona, Orlando, Cape Canaveral, Tampa, St. Petersburg, Sarasota, Sebring, Fort St. Louis, Palm Beach, Fort Lauderdale, Miami, Key West, Naples, Fort Myers, Punta Gorda, and Orlando. A text box on the map states: 'Advanced Air Mobility will bring additional transportation options to Florida. This map shows a hypothetical network of sample routes, ranging from short, urban flights, to longer, regional connections.' Below the map is a timeline titled 'FDOT TIMELINE FOR AAM' showing key milestones from 2022 to 2030. The milestones are: December 2021 - September 2023: FDOT begins strategic planning for AAM and publishes AAM Implementation Plan; March-September 2025: Statewide Local Government AAM Training; September 2024: FDOT publishes AAM Land Use Compatibility and Site Approval Guidebook; 2026-2028: FDOT conducts additional statewide AAM initiatives; 2028: FAA Innovate 28 timeline for early operations; 2030: AAM industry scales. The FDOT has developed an AAM roadmap and masterplan. The roadmap identifies a potential statewide AAM network connecting the following cities. According to an FDOT AAM factsheet: "Early operations will take place primarily at existing airports and heliports. As the industry scales, a new sub-category of heliports, vertiports, will also support eVTOL operations. Vertiports will range from single landing pads with limited infrastructure to larger facilities with multiple landing pads, aircraft parking stands, and a terminal building. Most vertiports will also have aircraft charging stations, and communications and weather infrastructure."

	In April 2024 the FDOT brought together the newly-created Advanced Air Mobility Advisory Committee comprised of key industry partners and public and private sector stakeholders to discuss the integration of Advanced Air Mobility into Florida's transport network and perform the first of three tabletop exercises. FDOT partnered with the Hillsborough County Aviation Authority to host the meetings and tabletop exercise at Tampa International Airport, said the press statement. "These tabletop exercises will include local government officials, stakeholders, and industry community leaders, to further identify needs, discuss challenges, streamline processes, and develop necessary infrastructure to begin AAM services in the Sunshine State. These discussions include the types of AAM operations, how AAM differs from traditional aviation, necessary landing infrastructure, and how local officials and community leaders can best plan for these in their communities.
Link	fdot.gov/aviation/advanced-air-mobility

Georgia

AAM Policy, CONOPS and roadmaps

Date	9 May 2024
Title	Blueprint for AAM
Description	The US state of Georgia has published its Blueprint for AAM, which provides "actionable initiatives that can be used to integrate AAM into Georgia's transportation system. It is anticipated that this roadmap will outline a clear path and position the state toward achieving its AAM goals." There are three main components to this blueprint: a review of legislation from other states; a draft of the relevant statutory and administrative language regulating airports in Georgia; an outline of four strategic goals to advance AAM in Georgia, along with specific actions to accomplish those goals.
Link	www.dot.ga.gov/GDOT/Pages/AAM.aspx#:~:text=Georgia%20DOT%20AAM%20Blueprint&text=Recognizing%20this%2C%20GDOT%20is%20commissioning,Airport%20Charging%20Capabilities%20and%20Needs

Hawai'i

AAM Policy, CONOPS and roadmaps

Date	January 2024
Title	The Hawai'i Seaglider Initiative (HSI)
Description	Launched in January 2024 with a broad coalition committed to delivering affordable and accessible transportation option to Hawai'i communities. Seaglidors are all-electric, zero-emission vessels that would operate exclusively over water at speeds up to 180mph, drastically reducing the time and cost of transporting people and freight between coastal communities. Seaglidors operate by floating on a hull before transitioning to wave-tolerant underwater hydrofoils and ultimately taking flight at ultra-low altitudes, 30 to 60 feet above the water's surface, according to an HSI press release At launch, HSI members comprise more than a dozen corporate and community organizations, including: AES Hawai'i, Alaska Airlines, CNHA, Hawai'i Agricultural Foundation, Hawaiian Airlines, Hawaii Building & Constructions Trades Council, Hawai'i Lodging and Tourism Association, IBEW Local 1186, Japan Airlines, Makaha Cultural Learning Center, Maui Hotel & Lodging Association, Mokulele Airlines, Moloka'i Chamber of Commerce, Pacific Current, Polynesian Adventure, Pulama Lana'i, REGENT Craft, Retail Merchants of Hawai'i, United Airlines, and Young Brothers. HSI has also signed a memorandum of understanding with the Hawai'i Department of Transportation (HDOT). A route feasibility study estimates a one-way seaglider ticket from O'ahu to Maui or O'ahu to Kaula'i could cost USD30 – and lower costs for transporting essential goods. Seaglidors can also be outfitted to transport cargo, including food and other essential goods between islands. Bringing down transportation and supply chain costs will help bring down the price of goods, increasing the purchasing power of Hawai'i residents.
Link	www.hawaiiseaglider.org www.linkedin.com/in/mrinfrastucture www.hawaiiseaglider.org www.businesswire.com/news/home/20240111096355/en/Hawai%CA%BBi-Seaglider-Initiative-Launches-with-Airlines-and-Other-Local-Partners-to-Provide-Affordable-Accessible-Kama%CA%BB%C4%81ina-Transportation

Standards bodies

EUROCAE - working groups

AI, autonomy

Date	Ongoing
Title	WG-114 'AI Standards in Aviation'
Description	This WG, a joint working group with SAE G34 is working on ED-324 "Process Standard for Development and Certification Approval of Aeronautical Products Implementing AI" reports the standards agency
Link	www.linkedin.com/company/eurocae1/posts/?feedView=all

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-63 SG-1/Applicability of Existing Development Assurance and System Safety Practices to UAS and VTOL
Description	This WG will develop a EUROCAE report evaluating the applicability of existing development assurance and system safety practices to UAS and VTOL.
Link	www.eurocae.net

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-80 Hydrogen Fuel cell systems
Description	WG-80 was established to develop guidelines and collect best practices to support qualification and certification of Hydrogen Fuel Cell Systems in the various intended applications for aerospace vehicles. The Hydrogen Fuel Cell activity is part of the more electrical aircraft strategy. It is looking into hydrogen fuel cell technology airborne use cases and certification objectives. The objective is to look into recommendations, to collect best practices, and to develop guidelines. Performance requirements such as power and reliability are outside the scope of this working group. WG-80 is working as a joint group with SAE AE-7A.
Link	www.eurocae.net

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-112 Vertical take off and landing
Description	WG-112 is developing standards necessary to support the Special Condition on Vertical Take-Off and Landing (VTOL) aircraft in close cooperation with EASA. Work is organised around the following technical subgroups. WG-112 SG-1 Electrical WG-112 SG-1 will develop standards for VTOL-specific aspects of electrical systems. WG-112 SG-2 Lift-Thrust WG-112 SG-2 develops for VTOL-specific aspects for thrust/lift systems. WG-112 SG-3 Safety WG-112 SG-3 develops standards for VTOL-specific safety aspects. WG-112 SG-4 Flight WG-112 SG-4 develops standards for VTOL-specific aspects of flight. WG-112 SG-5 Ground WG-112 SG-5 develops standards for VTOL-specific aspects of ground infrastructure and airports. WG-112 SG-6 Avionics WG-112 SG-6 develops standards for VTOL-specific aspects of avionics. WG-112 SG-9 Electromagnetic Hazards WG-112 SG-9 will develop standards for VTOL-specific aspects of EM hazards. WG-112 High Voltage Systems and Components in Aviation
Link	www.eurocae.net

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-113 Hybrid electric propulsion
Description	Hybrid/Electric Aircraft promise to be one of the enablers in realizing ACARE Flightpath 2050 goals. The proposed approach for WG-113 consists to get an overview of various architectures, to define associated technologies (enablers, mandatory, nice to have) and then evaluate major lacks in standards.
Link	www.eurocae.net

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-114 Artificial Intelligence
Description	The primary scope of this group is to prepare technical standards, guides and any other material.
Link	www.eurocae.net

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	WG-112 Crash protected and lightweight flight recorders
Description	The Working Group shall maintain and enhance the MOPS for airborne flight recorders mandated by operational regulations and ICAO Annex 6 requirements aiming to provide the necessary data for accident investigation and prevention.
Link	www.eurocae.net

Global Association for Advanced Air Mobility (G3AM)

AAM Policy, CONOPS and roadmaps

Date	January 2025
Title	Association structure
Description	G3AM is a de-facto standardization organization developing and maintaining new standards in various fields such as AAM information sharing systems, traffic management and traffic control, and essential navigation performance, ensuring interoperability and compatibility between these standards. Established by key members the UAM Korean team participating in the Korean government-run K-UAM Grand Challenge*, G3AM is developing standards based on data optimized for urban environments obtained from the challenge. G3AM collaborates with companies and organizations across the world specializing in AAM to develop and distribute the latest AAM standards globally. The standards developed by G3AM increase reliability in the global market and help member companies secure global competitiveness. Its four working groups comprise: • AAM vehicle and operator • Low altitude traffic management service provider • Vertiport for AAM Supplemental data service provider
Link	g3am.org/main/index.php

ISO

Vertiports and infrastructure, including charging

Date	June 2025
Title	ISO/CD 5491
Description	In a LinkedIn post, Sissel Thorstensen, head of the French delegation (AFNOR) to the ISO working group on vertiport standards, ISO/TC 20/SC 17/WG 1 – chaired by Jakub Wieczorkowski – gave an update on the group's progress in developing ISO/CD 5491, a wide-ranging international standard for vertiport infrastructure, from layouts to safety zones, scalable for real-world small eVTOL operations. "In coordination with SC 16/WG 6, we're aligning docking and interface standards across the drone/eVTOL ecosystem," she reported.
Link	www.linkedin.com/in/sissel-thorstensen-b8402223

Vertiports and infrastructure, including charging

Date	11 August 2022
Title	ISO standard 5015-2:2022
Description	ISO has published the standard 5015-2:2022 relating to Unmanned Aerial Systems (UAS) – Part 2: Operation of Vertiports for vertical take-off and landing (VTOL) unmanned aircraft (UA). The standard complements the generic ISO 9001 certification with regard to operations of vertiports serving vertical take-off and landing (VTOL) unmanned aircraft, with a mass from few kg to tons.
Link	www.iso.org/committee/5336224/x/catalogue/p/1/u/0/w/0/d/0

SAE – working groups

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AE-7D Aircraft Energy Storage and Charging Committee
Description	The AE-7D Aircraft Energy Storage and Charging Committee is responsible for creating and maintaining technical reports for battery energy storage, distribution, and charging.
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AE-9 Electrical Materials Committee
Description	SAE AE-9, Electrical Materials, is a technical committee in SAE's Electronics and Electrical Systems Group with the responsibility to develop and maintain SAE Technical Reports (including Standards and Material Specifications) for use in aircraft and engine electrical and avionic systems, including hardware items. The SAE AE-9 Committee shall: a) Develop and publish SAE Technical Reports (AIR's, ARP's, and AS's). b) Recommend changes to documents being reviewed and/or initiate new document
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AE-10 High Voltage Committee
Description	The AE-10 Committee will: Initiate new work items, while avoiding duplication; Set prioritization and associated timescales; Manage standards' deliverables per the roadmap defined by the HVCC; Coordinate with other SAE standards activities as necessary; and Establish relevant collaboration with other SDOs (EUROCAE WG-112, WG-116, ASD-STAN, etc.) as appropriate.
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AE-11 Aging Models for Electrical Insulation in Hi-Energy Systems
Description	This Committee aims to identify the failure mechanisms of electrical insulation components, and analyse the resulting impacts on their physical properties, in order to define the multi-physics (electrical and thermal) model of the aging phenomenon. Joint with WG-116 EUROCAE.
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems / Maintenance

Date	Ongoing
Title	E-36 Electronic Engine Controls Committee
Description	Areas of interest will include, but not be limited to, the design, installation, operation and maintenance of engine control system components including metering components and actuators and the interface and communication methods for (A) Cockpit Displays, (B) Flight Control, and (C) Diagnostic and Health Monitoring Systems.
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	E-40 Electrified Propulsion Committee
Description	The SAE E-40 Committee develops technical reports (Aerospace Standards, Aerospace Recommended Practices and Information Reports) covering electrified propulsion for aircraft with a payload weight above 150lb/70kg. The Committee will recommend standardised nomenclature, define applicable terms and fundamental architectures, and address considerations for performance (including endurance), safety, high voltage/high power, aircraft integration, components and interfaces within and between propulsion systems and aircraft equipment.
Link	standardsworks.sae.org/standards-committees

eVTOLs and other AAM aircraft, including propulsion systems / Maintenance

Date	Ongoing
Title	AGE-3 Aircraft Ground Support Equipment Committee
Description	AGE-3 is the Aircraft Ground Support Equipment Committee that addresses all aspects of airport, ground support equipment and associated systems that interface or require compatibility with the aircraft. The objectives of the Committee are: a) Develop and maintain technical standards, specifications and reports related to aircraft ground servicing and in particular to: - Airport Ground Support Equipment (GSE) - Aircraft to GSE interface - GSE operation, maintenance and operator training - Airport facilities and systems that have a direct relationship to and interface with GSE - GSE environment related issues, including noise and emissions. b) Provide a forum for exchange of technical information related to aircraft ground operations where issues can be addressed and resolved. c) Coordinate and harmonize worldwide standards development with CEN TC 274, ISO TC 20/SC9, IATA GSEE and other standardization groups. More than 90 standards have been published.
Link	standardsworks.sae.org/standards-committees/age-3-aircraft-ground-support-equipment-committee

SAE – outputs

eVTOLs and other AAM aircraft, including propulsion systems / Vertiports and infrastructure, including charging

Date	Ongoing
Title	AIR8487 Offboard thermal management system coupler for electric aircraft charging and preconditioning ARP8486 Global Electric Aviation Charging System AIR7357 MegaWatt and Extreme Fast Charging for Aircraft
Description	Outputs from AE-&D working group
Link	standardsworks.sae.org/standards-committees/ae-7d-aircraft-energy-storage-charging-committee

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AIR7374 Aging Mechanisms of Electrical Insulation Materials in a High Energy System
Description	The objective of this report is to serve as an introductory (educational) document to cover the potential failure mechanisms related to EIS in high voltage electrical component or HV electrical equipment in aircraft power systems. It has the following contents: (1) an overview of the current understandings of potential failure mechanisms related to EIS for high voltage and high-power application in aircraft; (2) main aging stressors and aging processes of EIS in electrical components used in the aircraft power systems and their common failure modes, and (3) the key indicators to assess the status of electrical insulation degradation and related testing needs. This document aims to assist HV power system designers in understanding the key considerations for EIS design and testing of HV components in aircraft, as well as the requirements for predicting their designed service life. Detailed testing guideline including testing methods will be provided in ARP7375, and life modeling in ARP7380
Link	www.sae.org/standards/content/air7374

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AIR7058 High-Voltage DC Electromechanical, Solid State, and Hybrid Switching Devices in Aerospace Applications AIR6127 Managing Higher Voltages in Aerospace Electrical Systems
Description	Outputs from AE-10 High Voltage Committee
Link	standardsworks.sae.org/standards-committees/ae-10-high-voltage-committee

eVTOLs and other AAM aircraft, including propulsion systems

Date	Ongoing
Title	AIR5924B Guidelines for the Integration of Electronic Engine Control Systems for Transport Category (Part 25) and General Aviation (Part 23) Aircraft AIR7368 Cybersecurity for Propulsion Systems ARP6109A Electronic Engine Control Hardware Change Management AIR6108 Engine Electronic Unit Fire and Overheat Design Guide AIR6181A Electronic Propulsion Control System/Aircraft Interface Control Documents AIR5060B Electronic Engine Control Design Guide for Electromagnetic Environmental Effects AIR4250C Electronic Engine Control Specifications and Standards ARP5107C Guidelines for Time-Limited-Dispatch (TLD) Analysis for Electronic Engine Control Systems ARP5890B Guidelines for Preparing Reliability Assessment Plans for Electronic Engine Controls ARP5757A Guidelines for Engine Component Tests ARP4714A External Software Loading of Electronic Engine Controls
Description	Outputs of the E-36 Electronic Engine Controls Committee
Link	standardsworks.sae.org/standards-committees/e-36-electronic-engine-controls-committee#published