



# Worldwide AAM/UAM Routes and Programmes

Sample pages



A guide to advanced and  
urban air mobility projects  
around the world

Thank you for downloading these sample pages of the **Worldwide AAM/UAM Routes and Programmes** report. If you have any queries, please get in touch with us – contact details are below.

## Introduction

The **Worldwide AAM/UAM Routes and Programmes** report is aimed at advanced air mobility/urban air mobility (AAM/UAM) industry OEMs and supply chain partners, transport planners, finance companies, consultants and local authorities who need a detailed understanding of what programmes are underway around the world and the market opportunities that exist within these programmes. It provides a unique guide to competitive industry information, global/regional market size and trend analysis, with a specific focus on routes, route lengths, host cities/regions and eco-system suppliers.

It is based on many months of research by the worldwide editorial team and the sources of each entry are referenced. It is currently 550 pages.

While most AAM/UAM market intelligence studies are focused on the value and forecast for eVTOLs and associated industry suppliers, the **Worldwide AAM/UAM Routes and Programmes** report analyses operational plans and confirmed industry participation broken down into geographical areas.

The report and database give details on plans to develop passenger AAM/UAM services in 66 countries and 285 cities and regions, with timelines and descriptions along with details on industry participation, broken down into the following areas:

- Cities and routes (with route lengths)
- eVTOL manufacturer partner
- Electric fixed wing platform manufacturer
- AAM/UAM aircraft operators
- AAM/UAM training
- AAM/UAM aircraft operator maintenance and support
- AAM/UAM aircraft charging and power supplies
- Vertiport/airport developer/operator
- Vertiport/airport safety and security
- Airspace integration
- Local authority partner/client
- Others

Information is validated and updated constantly – the sources for all information are outlined in the on-line version of this report.

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# Australia

## Country introduction

According to the publication "AAM: Industry vision and roadmap" published by the Australian Association for Uncrewed Systems (AAUS), 2027 is the date the first of type AAM aircraft will be ready for operation in Australia. "With that said," according to the publication, "if the right ecosystem conditions can be established earlier, then this date could be brought forward, limited primarily by certification timelines and AAM manufacturer production rates."

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. This is likely to include replacing helicopters on existing air tourism and private charter routes and utilising existing helicopter landing areas. Illustrative use cases of wave one include:

- Theme park air tourism (Often referred to as "A to A" flights)
- Charters from Melbourne city to regional areas (e.g., Yarra Valley wineries)
- Sydney Harbour air tours
- Ad hoc flights from major airports to existing helicopter landing sites Initial civil services

There will also be niche services likely to be focussed on community-good applications, in low complex and low impact environments.

- Mail and medical services to Moreton Bay islands
- Regular medical services to outlying rural towns (from a regional hub) Low-volume scheduled commuter Potentially high value but low volume scheduled services between a small network of fixed locations.

Other feasible early operations will be highly dependent on the geography, vertiport location relative to existing transport hubs (e.g., airports and train stations), and airspace design (e.g., where operations can be accommodated with minimal or no change).

- Airport / transport hub connectors (e.g., Rose Bay seaplane terminal to Sydney Airport or Western Sydney Airport and Sunshine/Gold Coast Helipads to Brisbane Airport)
- Geelong-Docklands cross-bay commuter service
- Melbourne or Brisbane River helipad flights to airports

Defence It is expected that defence will be early adopters and evaluators of AAM aircraft for a wide array of use cases.

Regional Services Low rate Regional Air Mobility (RAM) operations (passenger and freight) will also be available.

- Regional cargo and mail services (distribution hub-to-hub)
- Regional passenger connectors (e.g., outlying towns to a regional-centre airport)

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.). These initial “pilot” services are not expected to be commercially viable until scale is reached. Illustrative use cases include:

- Commuter – Brisbane to Caloundra connector, Gold Coast Hinterland or Maleny to CBD or Airport
- Sydney Airport to Bondi Junction shopping centre
- Western Sydney Airport to Northern Beaches or Hawksbury area
- Sorrento to Melbourne Central Business District Complex Civil Services

Urban civil services that require high dependability and customisation (e.g., onboard equipment) will begin.

- Night time police patrols over urban areas where noise is a concern
- Hospital patient transfers

Regional Air Mobility Improvements in the performance of AAM (e.g., through the introduction of hybrid and hydrogen propulsion systems, and improved battery technology) will open up a number of new use cases

- Scheduled Melbourne to Ballarat connector service
- Patient transfer services
- Royal flying doctor services Private operations A much smaller, but in time growing, AAM use case will be private operations particularly in regional areas.

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.

- City mass transport networks On-demand Air Taxi

On demand passenger and freight transportation services utilising a combination of public, public-commercial and private vertiports.

- “Yellow Cabs” of aviation servicing cities

On-demand Urban Freight Similar to the Urban On-demand Air Taxi use case, flying equivalent high priority freight for courier companies. These will be focussed on hub-to-hub deliveries rather than last mile.

Melbourne was originally chosen as a launch city for Uber's UAM services, but since the takeover by Joby of Uber these plans have been delayed. The city is still on Joby's list of target cities and the company has been reported as working towards launching its first commercial services there as early as 2024, though other operators are targeting the start of 2026 for first commercial operations.

Eve, Joby and Wisk are all developing eVTOL routes in the country, while cities and states are drawing up regional service plans, with Brisbane's target of having air taxi operations in place for the 2032 Olympic Games an important focus for accelerating eVTOL route planning. In parallel, several projects in the country are under way to use eVTOL platforms for medical and emergency services in rural and urban areas.

From a high-level viewpoint, in December 2020 EmbraerX, Embraer's business subsidiary, and Airservices, Australia's Civil Air Navigation service provider, published a new "concept of operations" (CONOPS) for the air taxi market. Using the City of Melbourne, Australia as a model, CONOPS has examined how existing air traffic management solutions can initially enable UAM operations, while simultaneously preparing for the scale of operations through new traffic management technologies.

In July 2022 Australia's Civil Aviation Safety Authority (CASA) published its remotely piloted aircraft system (RPAS) and advanced air mobility (AAM) roadmap. Here are the highlights for the near-term.

### **Immediate term (2022 to 2023)**

#### **Aircraft and aircraft systems**

- Publish acceptable industry consensus standards for piloted AAM
- Review applicable maintenance policies for AAM.
- Review international frameworks, standards and methods for certification and assurance of RPAS. This includes consideration of adoption of the FAA durability and reliability process for low-risk RPAS.
- Review applicable maintenance policies for RPAS.
- Publish guidance on the evidence requirements from the OEM versus the operator for RPAS operational approvals.
- Airspace and traffic management.
- Through the AFAF (Australia Future Airspace Framework), develop a transparent, consistent and scalable method to manage Australian airspace that supports RPAS and AAM integration.
- Research how existing separation standards may apply to RPAS and AAM. Identify future changes required including conspicuity and equipage considerations.
- Review existing flight rules against the future needs for RPAS and AAM.
- Work with DITRDC (Australia's Department of Infrastructure, Transport, Regional Development, Communications and the Arts) and Airservices Australia to develop a regulatory oversight framework for UTM.

#### **Operations**

- Develop and publish further guidance material for RPAS operations already enabled in existing regulations, including acceptable means of compliance.

- Develop and publish guidance material for approval of research and development operations.
- Review and publish guidance on the carriage of dangerous goods by RPAS.
- Implement regulatory changes from the post-implementation review of CASR Part 101. Conduct a gap analysis of CASR parts to identify regulatory changes required to support RPAS and AAM operations. Publish more standard scenarios and SORA guidance for low-risk RPAS operations and emergency services.
- Talk with model aircraft, drone sport and recreation flyers to find opportunities for improved collaboration and consultation.

### **Infrastructure**

- Develop guidance material, design requirements and regulations for vertiports and other infrastructure required to support AAM operations.
- Develop guidance for the infrastructure required to support research and development activities.
- Work collaboratively across government to understand and establish spectrum requirements for RPAS and AAM.
- Work with DITRDC to set up the National Drone Detection Network and support all safety aspects of the infrastructure planning framework.

### **From the bottom-up, industry development perspective:**

- In January 2022 Skyportz, the Australia-based air taxi infrastructure start-up, announced a partnership with Secure Parking to deliver up to 400 potential new vertiport sites. Skyportz is working with the Australian Federal and State governments to help develop the standards, regulations and zones which will enable “mini airports” in new locations in and around cities and regional centres.
- In September 2021 Eve Urban Air Mobility, an Embraer company, and Microflite, an Australian helicopter operator, announced a partnership to commercialise UAM services in the country by 2026.
- In February 2022 Eve Urban Air Mobility announced a partnership with Aviair and Helispirit leading to “an order of up to 50 Eve eVTOLs”, followed by a collaboration with Microflite in the purchase of up to 40 eVTOLs.
- In July 2022 Switzerland-based Dufour Aerospace announced it had partnered with V-Star Powered Lift Aviation to fly the eight-seat piloted Aero3 aircraft, with a targeted cruising speed of 350 km/h (215 mph), a range of up to 1,020 km (630 mi), and a useful load of 750 kg (1,650 lb) on regional routes throughout Australia. Certification is planned for 2025.

In January 2024 Swinburne University of Technology's AIR Hub along with partners Textron Systems Australia, Latrobe City Council and Federation University Australia announced new AAM trials. Funded by Australia's Victoria State Government, Swinburne University of Technology says the "Regional Advanced Air Mobility Surrogate Trials (RAST) are advancing our understanding of flight and community considerations for AAM operations ahead of aircraft arriving in country through surrogate platforms. Learning by doing and a project bringing together a multi-disciplinary team of industry, government, researchers, students and local community."

"Researchers from Swinburne's Aerostructures Innovation Research Hub (AIR Hub) are working with Latrobe City Council, Textron Systems Australia (TSA), Federation University and certification organisations such as CASA, to pioneer new technologies in Advanced Air Mobility (AAM) for the region and develop green aviation solutions to address real-world problems.

"These new technologies include Regional Advanced Air Mobility Surrogate Trials (RAST), which will start in Latrobe City from February 2024. The Trials will feature a series of 30-60-minute simulated flights from the Latrobe Regional Airport at night-time, to assess the practical applications of drone technology in regional communities, including medical supply deliveries, powerline inspections and logistics."

Press reports suggest all-electric flights are planned from Sydney to Canberra three times a day and over the Great Barrier Reef by 2026, following the deal between Sydney Seaplanes, Nautilus and Eve Air Mobility to fly 60 eVTOLs in Australian airspace by 2026. Tourism flight operator Nautilus – which has bases in Cairns, Port Douglas, Townsville, Horn Island and Darwin, plans to fly 10 Eve eVTOLs on scenic flights over the Great Barrier Reef and other tourist attractions. Sydney Seaplanes will also take delivery of 50 Eve eVTOLs by 2026 to fly new routes from the company's Rose Bay terminal (subject to community consultation). Sydney Seaplanes currently operates inter-urban flights from its Rose Bay terminal to destinations such as Palm Beach in Sydney's north.

Australia is also embracing the concept of using eVTOLs in medical and healthcare roles. In November 2020 aeromedical charity CareFlight and eVTOL aircraft developer AMSL Aero – manufacturer of the Vertiiia airborne ambulance – teamed up in Sydney to launch a new eVTOL air ambulance service to tackle rural and regional healthcare inequality in the country. The programme is part of an A\$3 million Cooperative Research Centres Project grant from the federal government, for a two-year collaborative project with the University of Sydney and autonomy and sensing specialists Mission Systems. Test flights were planned to take place at the company's facility in Narromine Airport in regional New South Wales.

In early September 2022 AMSL Aero announced it had received A\$23 million in private equity funding to develop its 300kmph Vertiiia eVTOL, with a range of 1,000 km in its hydrogen-powered version. According to a report in the *Australian Financial Review*: "If the aircraft are adopted for commuting between regional areas and cities...people at the outset could expect to pay about USD130 for a trip from Melbourne to Geelong on a 15-minute flight. In NSW, a trip from Sydney to Terrigal would be similar."

Skyportz has selected Electra as preferred OEM partner with up to 100 eSTOL aircraft for extensive air mobility infrastructure network in Australia. Electra is currently developing a hybrid eSTOL aircraft that can take off and land in a space the size of a soccer field yet cruise at 175 knots, with in-flight battery recharging. The piloted fixed-wing aircraft will initially carry up to nine passengers or 2500 pounds of cargo up to 400 nautical miles in all weather conditions.

In October 2023 MONTE Aircraft Leasing Limited announced a three-party agreement with Cranfield Aerospace Solutions (CAeS) and Australian air charter company Torres Strait Air to convert up to ten Britten-Norman Islander aircraft to hydrogen-electric power.

The deal, which comes shortly after Torres Strait Air signed a letter of intent for ten new conventional Britten-Norman Islander aircraft, the company says will see MONTE, a “pioneer in financing low emission and zero emission technologies in the sub-regional aviation market”, provide financing to Torres Strait Air for the conversion of existing Britten-Norman Islanders, and CAeS integrate its hydrogen-electric propulsion system technology into the aircraft.

“The deal will enable Torres Strait Air, which currently operates a fleet of eleven aircraft from Horn Island, to serve the vital air transport needs of the Torres Strait community in a sustainable way with zero-emission flight.”

Eviation Aircraft in November 2022 announced that Northern Territory Air Services (NTAS), an Australian scheduled airline and charter aircraft operator, has signed a Letter of Intent (LOI) for 20 all-electric Alice commuter aircraft. In a press release the company Alice will typically operate flights ranging from 150 miles to 250 miles.

NTAS is based in Alice Springs, the gateway to the Northern Territory of Australia's outback, providing a link to major airlines for passengers arriving and departing from Alice Springs, Uluru and Mt. Isa Airports. It specializes in scheduled and charter air services for business groups, private and tourist travel, and cargo transport. The company has prioritized the adoption of carbon-free and sustainable technologies and is working with a range of stakeholders to support the introduction of all-electric flight,” said the press release.

In December 2022 the New South Wales Government published its [electric aviation brochure](#). “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.”

At the end of February 2023 Skyportz and property developer Pelligra announced a partnership to explore jointly developing vertiport networks to attract air taxi and drone delivery services to Australia. Skyportz says the agreement builds on previous partnerships between the company and other property owners such as Secure Parking which has hundreds of inner city car parking sites.

In April 2024 Skyportz announced it had launched Wilbur Air, a wholly owned subsidiary “that has been established as a priority airline for all our vertiport sites.” According to the company.

“We will be establishing operational partnerships across Australia with existing small charter and helicopter companies interested in moving into Advanced Air Mobility. A range of aircraft will soon be announced that will facilitate everything from heavy lifting drone deliveries to short and long range passenger travel.

“Skyportz will be operating the first 100 Electra.Aero eSTOL aircraft in Australia with further partnerships to come.”

Also in April 2024 FlyOnE announced the expansion of its electric aircraft flight routes in Western Australia to include decarbonised air taxi transport to 17 additional locations.

“The new routes, already active now, cover popular destinations such as Wadjemup (Rottne) Island, Bunbury, Margaret River, and Esperance, providing convenient and eco-friendly transportation options for both locals and tourists” according to a press release. “The fleet of decarbonised air taxis currently flying these routes will be transitioned to electric aircraft, powered by renewable energy sources, as FlyOnE takes delivery of new aircraft in the coming years, eventually making them a zero-emission mode of transportation. The current ICE fleet will have their emissions carbon offset by reforestation contributions on every flight, offsetting up to 2 tonnes of CO2 per flight. However, the current ICE aircraft only emit an average of 92kg of CO2 per charter route. This move aligns with FlyOnE’s mission to create a more sustainable future for the aviation industry.”

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# Archerfield Airport, Queensland

## **Timeline:**

*Planned – to be launched within two to five years; funds have been committed and key industry partners identified*

## **Programme description**

In November 2024 Wisk signed a strategic alliance with Archerfield Airport Corporation (AAC) in Queensland, Australia, as part of its goal of bringing autonomous air taxi services to Brisbane by the 2032 Olympics. Multiple media sources and Wisk social media posts say Archerfield's location only 11 kilometres from Brisbane's central business district will position the airport as a central node within a network of vertiports serving the city.

Archerfield Airport is Brisbane's secondary airport and Queensland's major centre for general aviation activities.

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## **Sources:**

[x.com/WiskAero/status/1859697202517459144](https://x.com/WiskAero/status/1859697202517459144)

# Brisbane

## Timeline:

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

## Programme description

In a September 2024 report, *The Race to Gold – Brisbane's Games Transport Legacy* the City of Brisbane announced a wide-ranging transport development plan to prepare for the transport needs of the city for the Olympic Games and beyond, including the facilitation of electric air taxis.

According to Skypartz's Clem Newton-Brown: "Brisbane is well suited for waterfront vertistops co-located with ferry terminals, as the river wraps around the CBD. But they are also going to need suburban vertistops stretching from the Sunshine Coast to the Gold Coast and into the hinterland. In Australia we have strong support from our air regulator, CASA, Federal and State Governments, but what we need is strong buy in from local Governments and South East Queensland is currently leading the way".

The report states that the Olympic Games present a strong opportunity to showcase the potential of urban air mobility. Council of Mayors (South East Queensland) is playing a key role in facilitating collaboration between government agencies involved in the planning for urban air mobility.

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# Canberra

## **Timeline:**

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

## **Route(s):**

Canberra – Sydney (286km)

## **Programme description**

The Government of the Australian Capital Territory has published its [National Emerging Aviation Technologies Policy](#) covering drone and eVTOL industries.

Some key passages from the document include:

*The ACT Government is optimistic about the potential benefits of drones and drone delivery services, from empowering local businesses to reach more customers, to cutting greenhouse gas emissions and making life easier for Canberrans living with mobility challenges. We are also interested in further exploring the wide range of situations and possible applications for drone technology, including in the context of Emergency Services.*

- *The ACT Government supports the proposed policy approach that the Australian Government should lead the development of a coordinated and informed approach to infrastructure planning, investment, requirements and approvals. The two areas that the Australian Government might focus on are:*
- *site selection for “launch” sites for commercial operators, and*
- *site and operational requirements, particularly in relation to technical and assessments considerations once a site has been identified.*

*Guidance for operators and land-use regulators on criteria for site selection will be invaluable in the future consideration of drone sites, as well as for the planning of such sites in future land releases. This might include guidance on considerations including appropriate location of such sites, sizes, connectivity to ground-based transport, proximity considerations (e.g. sensitive receptors, utility services and powerlines, vulnerable environments, privacy, potential flightpaths and approach zones, and proximity to other secure facilities), appropriate configuration of sites and compatible and incompatible land uses.*

*Site selection also raises a fundamental threshold question of when a site and its associated operations are insignificant enough to be considered as a type of “local aviation depot” (albeit closely integrated within the urban environment), and when it becomes a proposal to consider the site to be of greater land use significance with more significant potential impacts, i.e. 4 Paragraph 3.26 Inquiry into Drone Delivery Systems in the ACT, when does it become a de facto airport or heliport for UAVs or eVTOL operations?*

*Some clarification or guidance at a Commonwealth level about this would be gratefully received. On site and operational requirements currently there is very little, if any, guidance for regulators from the Commonwealth in their consideration of a potential launch/operational site for eVTOL operations. This could potentially cover a wide range of matters, such as sizes of launch pads, onsite storage facilities and maintenance requirements, securing the site (including fencing, lighting and surveillance requirements), utility services requirements, vegetation clearance requirements, site rehabilitation (in the case of temporary use), likely trip generation rates (and corresponding likely flight generation rates) for different operators, signage, access and parking requirements.*

Meanwhile, Press reports suggest all-electric flights are planned from Sydney to Canberra three times a day and over the Great Barrier Reef by 2026, following the deal between Sydney Seaplanes, Nautilus and Eve Air Mobility to fly 60 eVTOLs in Australian airspace by 2026. Tourism flight operator Nautilus – with bases in Cairns, Port Douglas, Townsville, Horn Island and Darwin – plans to fly 10 Eve's eVTOLs on scenic flights over the Great Barrier Reef and other tourist attractions.

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# Gold Coast

## **Timeline:**

Intended – *an outline vision has been agreed*

## **Programme description**

In March 2022 Skyportz and Sea World Helicopters announced a partnership to bring eVTOL operations to the Gold Coast. John Orr-Campbell, CEO of Sea World Helicopters said: "We intend to be at the forefront of the industry as it morphs into cleaner and quieter electric propulsion. We have existing helicopter landing infrastructure on the Gold Coast which we can activate with electric eVTOL aircraft as soon as they become available." He added: "We can foresee that many of our tourist operations will be very well suited to electric aviation."

The announcement builds on the previous partnership announcement in Victoria between Skyportz and Microflite helicopters, as well as with Secure Parking which has over 50 sites in the Gold Coast/Brisbane regions that could potentially be activated.

Tom Tate, Gold Coast Mayor, said: "I can see a place for Skyportz's operations not only in our city, but across the SEQ region. Between the major SEQ cities, more than three million people reside but equally, we attract in excess of 13 million annual visitors, so the market is certainly there for innovative transport solutions like this."

## **Partners**

### **AAM/UAM aircraft operator:**

Sea World Helicopters

### **Vertiport/airport developer/operator:**

Skyportz

# Melbourne, Victoria

## Timeline:

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

## Programme description

In August 2022, at the Australian Association for Uncrewed Systems (AAUS) annual Advanced Air Mobility summit in Melbourne, Skyportz announced it would develop the first vertiport in Australia at Caribbean Park in Melbourne's east, in conjunction with Contreras Earl Architects, to70 aviation, Arup and Microflite.

At the end of August 2022, the Victoria government also published its [Advanced Air Mobility Vision report](#).

According to the report:

“Victoria's regional centres, such as Traralgon, Geelong, Ballarat and Bendigo, have growing commuter markets, thriving commercial centres and strong tourism opportunities. AAM has the potential to provide fast, cost-effective methods for connecting city/town pairs, especially where the cost and complication of scaling traditional aviation, or constructing fixed infrastructure, do not justify the likely demand.”

Melbourne was originally chosen as a launch city for Uber's UAM services but since the takeover by Joby of Uber, these plans have been delayed. The city is still listed as one of Joby's list of target cities and the company has been reported as working towards launching its first commercial services there as early as 2024.

In March 2020 Skyportz and planning group Arup announced they were jointly developing specifications to support property developers wanting to prepare their buildings for UAM and eVTOL aircraft, in anticipation of the launch of Uber Elevate services.

Advancing UAM services has the support of the Victorian Government and Invest Victoria.

Meanwhile, the partnership between Eve Urban Air Mobility and Microflite, an Australia-based helicopter operator, foresees the introduction of eVTOL flights to the city as early as 2026.

In October 2023 Skyportz, Contreras Earl Architecture and Pascall+Watson Architects released a concept for an Australian waterfront e-mobility hub at the World Air Taxi Congress in San Francisco.

“The proposal will replace an existing heliport on the Yarra River in Melbourne, with a new purpose built vertiport to accommodate the introduction of clean, quiet, electric air taxis” according to the press release.

“Under this plan the site would also be a multi modal hub for electric scooters, bikes, ferries and hire boats. A cafe would provide an area for people to view the action.”

"We have been developing designs and concepts for vertiports for five years and we keep coming back to waterfront sites being the most practical to retrofit cities for Advanced Air Mobility. The reality is that waterfront sites provide the safest access for electric air taxis in terms of aviation requirements for clear approach and departure paths", said Skyportz CEO, Clem Newton-Brown.

## **Partners**

### **eVTOL manufacturer:**

Eve

### **AAM/UAM aircraft operator:**

Microflite

### **Vertiport/airport developer/operator:**

Skyportz, Pascall+Watson Architects

### **Others:**

Arup

Contreras Earl Architects

to70 aviation, AruMicroflite

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# New South Wales

**Timeline:**

Imminent – *to be launched within the next three years*

**Programme description**

In March 2026 Eve Air Mobility announced it has entered into a strategic collaboration with Alt Air, a new advanced air mobility company based in Sydney, Australia, which has also partnered with Skyports Infrastructure (Skyports) to prepare for eVTOL operations across both New South Wales and Queensland, Australia.

According to Johann Bordais, chief executive officer at Eve Air Mobility, "New South Wales and Queensland present an incredible opportunity to deliver sustainable, quiet, and efficient urban air mobility solutions that will benefit residents, businesses, and international visitors, especially as we look toward the opening of Western Sydney International Airport and the global stage of the Brisbane 2032 Games."

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**Sources:**

[Alt Air Teams Up with Eve Air Mobility and Skyports Infrastructure to Advance Electric Aviation in New South Wales and Queensland](#)

# Perth

## **Timeline:**

Planned – *to be launched within two to five years; funds have been committed and key industry partners identified*

## **Route(s):**

Initially, tourism routes

## **Programme description**

In March 2022 electric aircraft dealer FlyOnE announced a collaboration with eVTOL maker AIR "to facilitate the delivery of 25 two-seater aircraft", reported a Press release.

FlyOnE announced the rollout of "mobile water-landing pads with aircraft recharge capabilities as well as partnerships with key airfields to operate recharge nodes for existing electric fixed-wing aircraft on the Lilypad Elevate electric aviation network with operations beginning this month."

Korum Ellis, Founder of FlyOnE, commented: "FlyOnE is excited to be working with AIR to bring the world's first metropolitan eVTOL network to Perth as early as 2025." He continued: "With our unique Lilypad landing and charging system, the AIR ONE personal two-seater electric VTOL can access a variety of waterfront destination sites and airport locations up to 100 kilometres away.

"In addition, existing fixed-wing electric aircraft available now can access select runway sites on this same network from March 2022."

Key aspects of the partnership include:

- Some of the world's earliest delivery of recreational eVTOL aircraft being allocated to FlyOnE clients in Australia.
- Enabling the world's first International standard AS6968 eVTOL network of charge nodes, and metro eVTOL self-piloted air travel to be established and operated in Perth.
- Construction of the network and operation and training around the aircraft piloting and maintenance will generate jobs in western Australia, stimulate employment and drive unique tourism opportunities.
- The connection of new and existing tourism destination sites with point-to-point self-piloted electric air travel.

## **Partners**

### **eVTOL manufacturer:**

AIR

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## **Sources:**

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# Queensland, Brisbane

## Timeline:

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

## Programme description

In March 2026 Eve Air Mobility announced it had entered into a strategic collaboration with Alt Air, a new advanced air mobility company based in Sydney, Australia, which has also partnered with Skyports Infrastructure (Skyports) to prepare for eVTOL operations across both New South Wales and Queensland, Australia.

According to Johann Bordais, chief executive officer at Eve Air Mobility, "New South Wales and Queensland present an incredible opportunity to deliver sustainable, quiet, and efficient urban air mobility solutions that will benefit residents, businesses, and international visitors, especially as we look toward the opening of Western Sydney International Airport and the global stage of the Brisbane 2032 Games."

With Skyports, Alt Air will explore new vertiport locations to expand the network of future commercial eVTOL services in Queensland. Together, Eve, Alt Air, and Skyports will co-develop an integrated operational plan spanning critical elements of Australia's emerging eVTOL market. This includes vertiport infrastructure, route planning, airspace integration, ground operations, and customer experience. The collaboration will play a significant role in supporting future commercial eVTOL services across both regions, including a roadmap that builds high-visibility operations in time for the Brisbane 2032 Summer Games, says the company.

In December 2021 Eve and Nautilus Aviation, a division of Morris Group and Northern Australia's largest helicopter operator, announced a collaboration to develop the UAM ecosystem in Australia. The partnership will see the introduction of Eve's eVTOL Aircraft serving various Queensland tourism attractions including the Great Barrier Reef. As part of this agreement, Nautilus has ordered up to 10 of Eve's eVTOL aircraft, with flights taking off over the Great Barrier Reef by 2026.

In February 2023 Wisk Aero and the South East Queensland Council of Mayors (COMSEQ), Australia's largest regional local government organization, published a paper outlining the benefits Advanced Air Mobility (AAM) will bring South East Queensland (SEQ). Queensland Government modelling suggests that by 2036, skies across SEQ could host hundreds of daily passenger and freight services. Existing aviation infrastructure, such as Brisbane Airport, Sunshine Coast Airport and Wellcamp Airport, and heliports, are likely to be key locations in SEQ's AAM network.

According to the report:

"It is envisaged AAM will complement existing infrastructure development, like the fully electric fleet from Brisbane Metro and Cross River Rail, and connect with existing modes of transport, such as bus and rail networks. In regional communities such as Scenic Rim, Somerset, Toowoomba and Lockyer Valley, AAM can enable shorter travel times from the city fringe and regional areas to major metropolitan centres and transport hubs. AAM can also provide regional, remote and island communities with enhanced mobility options at significantly lower infrastructure cost.

“Importantly, the geographic distribution of urban and regional centres throughout SEQ presents significant opportunities for air taxi services. Advanced aircraft, such as Wisk’s Generation 6 air taxi, will unlock new opportunities that have the potential to transform mobility such as:

- Connecting travellers at Brisbane Airport to the Sunshine Coast in only 22 minutes, saving at least an hour sitting in traffic,
- Opening new tourism possibilities with flights from Brisbane CBD to the islands of Moreton Bay, or to the pristine wilderness areas of the Scenic Rim, in under 15 minutes, and
- Improving health outcomes for regional communities by connecting communities in the regional communities to medical services in major centres in less than 25 minutes.

“With Australia poised to capture around 3% of the global AAM market, according to a recent Roland Berger study, it is projected that AAM could contribute over AUD66 billion, or 3.1%<sup>9</sup> of national GDP, to the Australian economy by 2040. A recent Nexa Capital study (December 2022) has identified, with the adoption of AAM, the SE Queensland GDP will increase by an estimated USD3.7 billion over the coming 25 years. The revenue forecast for AAM services in the SEQ region over the next 12-15 years is expected to be significant: driving major investment in infrastructure, job creation and advances in technology. Forecasts are for an AAM industry with a combination of passenger, business aviation, urban and regional air mobility to receive revenues of up to USD1.7 billion by 2045.”

## **Partners**

### **eVTOL manufacturer:**

AMSL Aero  
Eve  
Wisk

### **AAM/UAM aircraft operator:**

Aviator Group  
Nautilus

### **AAM/UAM aircraft charging and power supplies:**

H2 Energy Company

### **Vertiport/airport developer/operator:**

Skyportz

**Airspace integration:**

FlyFreely

**Others:**

Archerfield Airport

Griffith University

AvLogix Solutions

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# Sydney

**Timeline:**

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

**Programme description**



In June 2025 Australia's Western Sydney International Airport released a preliminary draft masterplan that includes plans for supporting electric air taxis and a network of eVTOL routes in New South Wales. According to the text of the draft:

“During the concept and development phase for UAM, we will cooperate with government, safety regulators and the community to determine how we can implement these platforms,” said the masterplan. “In the first five years of operation, we will be alert to the demand for development of appropriate charging, landing and take-off infrastructure across the airport....

“Urban air mobility UAM is an emerging technology that promises to transform how people and goods are transported over short distances. Various eVTOL aircraft, commonly known as ‘air taxis’, could provide fast, convenient links between WSI and key urban centres.... As UAM technology matures, we will explore the integration of ‘vertiports’ – dedicated landing areas for eVTOL – into our transport infrastructure. This will create new opportunities for on-demand air travel, reducing road congestion and offering passengers a faster, more flexible way to reach the airport.”

In December 2021 Eve announced a partnership with Sydney Seaplanes for electric air taxi operations in Greater Sydney.

“With the partnership, Sydney Seaplanes has placed an order for 50 of Eve’s electric vertical take-off and landing aircraft (eVTOL), with progressive deliveries expected to commence from 2026,” said a company press release. “The new partnership accelerates the progress towards 100% of Greater Sydney’s local tourism and commuter flights coming from zero emission electric aviation.”

“Subject to community consultation, we expect some flights will operate from our iconic Rose Bay aviation terminal in Sydney Harbour. This service will have a widespread appeal which will allow us to open new routes beyond the Harbour and throughout the Greater Sydney region,” said Aaron Shaw, CEO of Sydney Seaplanes.

Meanwhile, press reports suggest all-electric flights are planned from Sydney to Canberra three times a day and over the Great Barrier Reef by 2026, following the deal between Sydney Seaplanes, Nautilus and Eve Air Mobility to fly 60 eVTOLs in Australian airspace by 2026.

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# New Zealand

## Country introduction

In February 2020 the New Zealand Government signed a [memorandum of understanding with urban air mobility company Wisk](#) to support a transport trial of the company's Cora air taxi in Canterbury.

According to a Government statement: "In October 2019 the Government announced the establishment of the Airspace Integration Trials Programme – an innovative, industry-focused programme to support the safe testing and development of advanced unmanned aircraft, and accelerate their integration into the aviation system. In July 2019, the Government released the paper *Taking Flight: An Aviation System for the Automated Age* which sets out the vision to integrate small drones and advanced UA into our transport system and develop a thriving, innovative and safe sector. Industry investing in the development, testing and certification of new and unproven advanced UA and adjacent technologies is a key to achieving this vision.

A recent benefit study commissioned by MBIE and the Ministry of Transport estimated that the commercial application of UA could generate up to NZD7.9 billion in additional value to the New Zealand economy over the next 25 years.

As at September 2022 the initial flights trials were completed and work moved on to airspace integration projects.

In December 2022 Air New Zealand launched its Next Gen Aircraft programme "to accelerate the development of zero emissions aircraft technologies and the infrastructure required to make these a reality for commercial aviation in New Zealand." Four industry partners have been identified: Evation, Cranfield Aerospace, VoltAero and BETA.

Mission Next Gen Aircraft has two goals: fly the first commercial demonstrator flight from 2026; begin replacing the Q300 domestic fleet with a more sustainable aircraft – likely green hydrogen or battery hybrid systems from 2030.

"These goals follow the Product Requirements Document (PRD) released in December 2021, which saw more than 30 aircraft developers respond with ideas and insights to guide the technology development," said the airline in a press release. "What became clear from the PRD is the technology isn't advanced enough for us to make a decision yet around what aircraft we will use to begin to renew our retiring Q300 fleet come 2030. The PRD process emphasised that to accelerate the advancement of new aircraft technology, airlines have a significant role to play and need to approach relationships with aircraft suppliers and new startups in a more collaborative open way. It also highlighted how perfectly suited our network and New Zealand are to adopt zero emissions aircraft due to the short-range routes and electricity network being largely built on renewable energy.

"The next three years will be focused on supporting the building, testing, and certifying of aircraft and associated infrastructure," said the airline. "The learnings we will take from flying an aircraft with next generation propulsion technology from 2026 will pave the way for our long-term green hydrogen and battery hybrid partners to deliver an aircraft that can replace our Q300 domestic fleet."

“.....Our goal is to confirm our commitment with one or more of these partners in the next 12 months with the ambition of purchasing an aircraft for delivery from 2026.”

Cranfield Aerospace Solutions (CAeS) was announced as the sole hydrogen-powered aircraft partner of Air New Zealand's Mission Next Gen Aircraft. If successful, CAeS will carry out commercial demonstration in 2026 and beyond with the airline signing a letter of intent for three aircraft to fly the commercial demonstrator operation with an addition option for 20 aircraft. Phase 1 of CAeS' roadmap to produce zero-emissions aircraft is “Project Fresson” – the conversion of a Britten-Norman Islander 9-seat aircraft from conventional fossil fuel to that of gaseous hydrogen propulsion.

Air New Zealand has also signed a Letter of Intent for up to 23 Eviation Alice Aircraft under the Mission NextGen Aircraft Program. The move makes it the first national flag carrier to commit to Eviation's Alice aircraft, with the first demonstration flights slated for 2026.

In December 2023 Air New Zealand announced the ALIA as the airline's first purchase of a next generation aircraft in its [Mission Next Gen Aircraft](#) programme.

“Designed by electric aerospace company BETA Technologies, the battery-powered all-electric aircraft is expected to join Air New Zealand's fleet in 2026. Air New Zealand is purchasing the conventional take-off and landing version of the ALIA,” said the company. “The announcement follows an 18-month period of evaluation and diligence by Air New Zealand. Through the airline's Mission Next Gen Aircraft programme, it sought and received ideas and insights from 30 organisations, selecting four partners to work closely with on its goal of launching commercial flights using next generation aircraft in 2026. BETA's ALIA is the first commercial order in the programme.

“Air New Zealand will initially operate the aircraft as a cargo only service in partnership with New Zealand Post, on a route being selected through an expressions of interest ([EOI](#)) [process with airports](#) across Aotearoa.

In May 2023 Merlin, a company developing safe, autonomous flight technology for fixed-wing aircraft, announced the opening of its centre for operations in Kerikeri, New Zealand. The Merlin New Zealand facility in the Bay of Islands includes an aircraft hangar, maintenance workshops, and office space.

“The primary focus in New Zealand is the advanced development of Merlin technology and certification activities,” said the company in a press release. “When possible, this facility is also available to support broader New Zealand aerospace activities, including a recent New Zealand Defence Force parachute training school deployment to the region. Additionally, Merlin's first test aircraft were deployed in recent weeks to assist in the regional flood relief efforts, showcasing Merlin's commitment to supporting the community in which it works while simultaneously advancing its technical capabilities

“With the opening of this facility, Merlin is now equipped with a dedicated test environment to support further technological development and certification activities of its New Zealand-based Cessna Caravans that underpin the capability, safety, and effectiveness of its autonomous flight technology,” said the press release. “Merlin has also partnered with Freightways New Zealand to deliver freight to northern New Zealand, creating a multi-purpose facility that provides substantial and invaluable first-hand experience in freight carrier operations.

“Putting regional facilities in place enables Merlin to meticulously evaluate its equipment and technology. The testing completed in New Zealand and the corresponding learnings will guide future development decisions to be implemented worldwide, ensuring in-air operability and certification with the Federal Aviation Administration (FAA) and Civil Aviation Authority of New Zealand (CAA). This announcement follows Merlin's recent achievement, Stage of Involvement (SOI) 1, with the CAA announced on May 15th.”

In June 2023 Maeve Aerospace announced an order for 15 35-seat electric regional aircraft from Air Napier.

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# Wellington - Marlborough

**Timeline:**

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

**Route(s):**

Wellington – Marlborough (129km)

**Programme description**

In May 2024 Air New Zealand reported Wellington to Marlborough will be the first route for its first all-electric aircraft, the Beta Alia eVTOL, with cargo-only NZ Post flights starting on the route in 2026.

In late April 2024 Beta Technologies said it completed a crewed, full transition flight of its Alia-250 eVTOL, shifting from vertical lift to forward cruise on fixed wings during the same flight.

The model is one of two aircraft Beta is looking to commercialize in the coming years, along with a conventional takeoff and landing (eCTOL) Alia variant, the CX300, which uses the same airframe as the Alia-250.

**Partners****eVTOL manufacturer**

Beta

**eVTOL operator:**

Air New Zealand

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# Argentina

## Country introduction

In March 2023, Aviation & Space announced it had partnered to develop the first eVTOL prototype in Argentina, supported by aviation companies such as JETX and Matrix Aviation inc. "This effort seeks to integrate the private sector, universities and the government of Argentina, for the development of the advanced air mobility ecosystem and urban air mobility sectors in the country," said the company.

Corporación América Airports has an internal AAM working group which has developed a conceptual vertiport design and carried out AAM traffic analysis around the airports it operates in Brazil, Argentina, Uruguay and Italy.

In November 2022 Skyports Infrastructure and Corporación América Airports S.A signed a Memorandum of Understanding (MOU) to plan the development and deployment of vertiport infrastructure for eVTOL operations. Corporación América Airports currently operates 53 airports in six countries across Latin America and Europe (Argentina, Brazil, Uruguay, Ecuador, Armenia and Italy). In June 2022, the company announced partnerships with eVTOL vehicle manufacturers Eve Air Mobility and Vertical Aerospace (both of which also partner with Skyports), Avolon, GOL, and Grupo Comporteto to support the introduction of eVTOL operations.

Meanwhile, Airflow (now part of Electra) has announced a letter of intent (LOI) with El Azufre, a ski resort located in the Andes Mountains, to order five Electra eSTOL aircraft to offer transport links to and from the remote resort. El Azufre opted for Airflow aircraft powered by hydrogen. According to a press release: "These aircraft will be fuelled with locally produced green hydrogen that is generated at El Azufre using renewable, geothermal energy. "El Azufre guests can arrive at the resort in just 20 minutes from the Malargüe, Mendoza, and Argentina international airports, while also making a less than 60minute flight possible from Mendoza's fantastic vineyards," said Daniel Nofal, founder of El Azufre.

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# Buenos Aires

## Programme description

Business charter company Welojets in October 2022 ordered 32 eSTOL aircraft from Electra. Welojets has operating bases in Madrid, Miami and Buenos Aires. Electra is currently developing a hybrid eSTOL aircraft that can take off and land in a space the size of a soccer field yet cruise at 175 knots, with in-flight battery recharging. The piloted fixed-wing aircraft will initially carry up to nine passengers or 2500 pounds of cargo up to 400 nautical miles in all weather conditions.

## Partners

### Electric fixed-wing platform manufacturer:

Electra

### AAM/UAM aircraft operator:

Welojets

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## Sources:

[www.welojets.com](http://www.welojets.com)

# Aruba, Bonaire and Curacao

## Country introduction

Dutch aerospace research organisation NLR has drawn up a [roadmap](#) and electric flight [masterplan](#) for the service to link Aruba, Bonaire and Curacao.

Aruba began hosting demonstration flights on November 2022 by the Pipistrel Velis Electro, Royal NLR's electrically powered research aircraft. "We're going to show that electric flight is a clean, efficient and safe alternative to traditional aviation here in the islands," said Angeline Flemming, adviser at the Dutch Caribbean Cooperation of Airports (DCCA), which is organising the event.

According to NLR:

"Every year, about [150,000](#) passengers travel by plane between the 'ABC' islands. Aviation is indispensable there but needs to be more efficient, affordable and sustainable. On the mainland, there are alternative means of transport such as trains for covering short distances. The islands are relatively close to each other (distances from about 30 to 190 kilometres), so electric flight could be the answer.

"Demonstration flights on Aruba, carried out using a two-seater electric aircraft, will show what is possible. According to Flemming, the islands are well-suited to being a test bed for innovation in aviation.

"The ABC islands are certainly a good application," agrees Martin Nagelsmit, head of the environment and policy support department at the Netherlands Aerospace Centre. Together with NACO International Aviation Consultancy, NLR carried out a study of electric flight called the [Electric Flight Masterplan](#), commissioned by the Ministry of Infrastructure and Water Management (IenW). It zooms in on aspects such as the feasibility of electric flight between the islands.

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# Brazil

## Country introduction

In March 2026 the Brazilian Ministry of Ports and Airports launched a public consultation for the construction of the National Advanced Air Mobility Policy. The ministry said that the initiative marks the beginning of “a structured process of listening and social participation to define the regulatory and institutional bases of this new segment of aviation in the country”. The new policy encompasses operations with drones and eVTOL aircraft.

The public consultation aims to identify flaws in the legislation that need improvement, map risks and opportunities, and propose rules for the safe and efficient implementation of air traffic control in the country. Among the points under consideration are integration with existing airspace, urban and environmental impacts, the need for specific infrastructure such as vertiports, and the definition of responsibilities between the federal government, states and municipalities.

The initiative also aims to provide greater predictability to the regulatory environment, helping to attract investment and stimulate the development of the national industry, in a context of rapid technological evolution in the aviation sector.

The process is being conducted by the National Secretariat of Civil Aviation, in partnership with the National Civil Aviation Agency and the Department of Airspace Control.

In October 2025 Eve Air Mobility in partnership with InvestSP held a strategic meeting in São Paulo that brought together authorities, representatives from regulatory, environmental and safety agencies, as well as operators, to discuss and align the next steps for implementing eVTOL in Brazil. The initiative addressed essential topics to enable the start of commercial operations of the electric vertical take-off and landing aircraft in 2027, including regulation, infrastructure development, such as vertiports and charging stations, and workforce training in the industry.

Eve's eVTOL will be produced in Taubaté (SP), at a facility with the capacity to manufacture up to 480 units per year, said the company in a press release. The model accommodates five occupants (one pilot and four passengers) and has a range of up to 100 kilometers, aiming to meet the demands of the UAM industry and serve short-distance intra-urban and regional missions.

Eve projects a significant reduction in travel times on strategic urban routes, such as the connection between São Paulo's southern zone and Guarulhos International Airport, from up to 150 minutes by land to about 15 minutes with the eVTOL.

In June 2024, ANAC's Personnel Superintendency issued a 50-page proposal on licence and rating requirements for eVTOLs, for sectoral review and comments.

The proposal takes account of light recent industry and regulatory proposals on the topic, the impending schedules for aircraft certification and entry into service, and underlining FAA's NPRM/2023 on powered-lift integration and EASA's Opinion No 03/2023 on VTOL-capable aircraft. It starts by pointing out that FAA's proposal is based on the existing category of powered-lift aircraft, while EASA's takes a performance-based approach to the development of regulations, including the personnel-related aspects, by defining a new aircraft category, that of VTOL-capable aircraft, VCA. It also notes that ICAO has not yet started discussions on certification requirements for civil aviation personnel, at its Personnel Training and Licensing PANEL. ANAC also cites the regulatory needs associated with Embraer's EVE-100 certification and entry into service schedules, relative to trained and certified pilots, mechanics and repair stations. To keep up with industry developments on PEL, ANAC just became a member of SAE's Study Group 35 – Modeling, Simulation, Training for Emerging AV Tech.

Whereas maintenance mechanics and stations for VCA should be accommodated by the existing rules, via development and application of model-specific training programmes, ANAC sees a clear need for modification or adaptation of the existing rules to properly accommodate future VCA pilots and their new competencies, technical and non-technical. Additionally, it is also taken for granted that any regulatory solution in the PEL domain should be based on: performance-based principles, competency-based training, and a review of the role of simulation devices currently used.

In this context, ANAC set out to detail their proposal, with focus on two major industry consensus transition scenarios:

- technical requirements for licensed commercial pilots, aircraft or helicopter, to be certified on the new aircraft so as to meet the industry's initial demand;
- technical requirements for citizens who want to become VCA pilots, and that have no previous experience in commercial operations – ab initio training.

ANAC's full regulatory proposal in English can be found [here](#)

In July 2023 Brazil's aviation regulator ANAC published its advanced/urban air mobility roadmap document Panorama Advanced Air Mobility during the LABACE 2023 event in São Paulo.

According to ANAC, via google translate

"Panorama AAM brings a portrait of the development phase of the equipment, its differentiations, the technologies applied, the barriers to be overcome, the role of ANAC in enabling the market to develop the best solutions aligned with the safety of equipment and operation, and how Brazil can be at the forefront of regulation.

"In the market, there has been a consensus that there are still challenges, such as the implementation of air traffic management systems, the limitation of the autonomy of electric batteries and the physical structure such as "vertiports". The main manufacturers foresee the beginning of eVTOL operations for 2025-2028.

"Panorama Advanced Air Mobility is an open letter from ANAC to society, presenting in a simple, uncomplicated and realistic way what has been done so far and some of the main challenges for the wide use of this new means of transport, ranging from equipment certification, the qualification of maintenance professionals and pilots, to the structures of navigation and operation."

Brazil is shaping up to be one of the world's pioneering centres for UAM development. The country manages close to 100 million domestic air passengers a year and is currently one of the world's leading civilian helicopter and business aviation markets.

More than 4,000 eVTOL aircraft will be flying in South American skies within 15 years, according to André Duarte Stein, Co-Chief Executive Officer at EVE Air Mobility speaking at the ICAO webinar, *Challenges and Opportunities for eVTOL Aircraft in South America*, which took place on 30 August 2022.

The company's milestone in February 2022 – when ANAC formalised the process for obtaining a Type Certificate for its eVTOL aircraft – is a step towards establishing a broader regulatory framework in a global marketplace. "Potentially there could be 1,000 eVTOLs in Brazil alone, roughly 15 flights per day carrying up to 16 million passengers," said André Duarte Stein. "Sao Paul is the largest market where there is potential for 400 eVTOLs, but there is also Buenos Aires, Lima, Bogota and Rio. This is a new frontier for aviation in a new space." He sees a new appetite from regulatory authorities across the region to embrace this innovation and ensure it remains safe. "It is a collaboration from the beginning with a lot of interaction and a lot of conversations. EVE began talking not just with ANAC, but also the FAA, EASA, CAA UK, and others in 2017."

ICAO Strategic Planning and Regional Coordination Officer Chrystelle Damar said with some vehicles likely to be ready to enter into service in 2025, there is the wider ecosystem to consider – for example the vertiport infrastructure, power supplies, communications and emergency services. EVE is working with partners including vertiport developers such as Skyports in cities worldwide, and airport authorities including Rio Galeão, to address some of these issues. "We brought along the energy company in Rio to understand how it works in practice, the power grid requirements, and the sustainability perspective," said André Duarte Stein. While regulating these services is beyond the scope of aviation bodies like ANAC, conversations with city authorities, communities and industry form part of process. "We bring people around the table," added Roberto Honorato, Technical Manager of the Normative Process at ANAC. "There are a lot of start-ups unfamiliar with the aviation environment and we have to use this energy to innovate and complement our decades of knowledge of aviation safety."

"We see potential for over 100 routes in Rio, including about 35 vertiports around the city and some 240 eVTOLs in the future," said André Duarte Stein. "It is important to understand this is not like adding one or two general aviation aircraft in the sky. This is a large network." The company recently announced Halo Aviation as the launch customer for its urban air traffic management (UATM) solution designed to support operations in multiple urban environments.

In November 2023 Micaelis, a Brazilian air mobility company, and Me Green, a Spanish company specialising in renewable energy solutions announced the development of a network of vertiports powered by solar panels in Brazil. According to the companies:

"The company has garnered immense interest from Brazilian clients with non-binding letters of intent for 100 units, along with letters of intent from public and governmental organisations for demonstration and operation. Furthermore, Micaelis has embarked on a pilot UAM solution cooperation with the city of Rio de Janeiro. Through this partnership, Me Green and Micaelis are committed to building a network of vertiports powered by solar panels, fuelling cleaner flight operations and fostering sustainable air mobility solutions across Brazil and Latin America.

“As part of this collaboration, Me Green will embark on an immediate export campaign to Brazil, bolstered by the support of Micaelis, to introduce their innovative renewable energy solutions to the Brazilian market. Micaelis will play an active role in ensuring that all communications related to Brazilian activities align with their vision and mission before dissemination.”

In May 2022, Embraer, ITA (Technological Institute of Aeronautics), and FAPESP (São Paulo Research Foundation) announced the approval of a joint investment of R\$48 million in an Engineering Research Centre (ERC) for the future of air mobility over the next five years.

In a press release the institutions say: “This unprecedented research in Brazil will gather representatives of the scientific community and professionals of the aeronautical industry in activities that are based on three pillars: low carbon aviation, autonomous systems and advanced manufacturing. The initiative creates a favourable environment for knowledge dissemination, highly qualified human resources training and production of high-impact scientific publications.”

“Over the last few months,” the Press release reports, “the institutions have described the research and the main activities scope to materialise this partnership, which proposed innovative technological solutions that will maximise the competitiveness in the global innovation ecosystem,” and continues: “Partnerships such as the ERC guide and enable the conditions for the technology’s transfer among industry players, stakeholders and the third sector, and strengthen connections and innovations through partnership models and intellectual property management. These partnerships also generate new business incubation and stimulation of entrepreneurial activity in which the research results are applied.”

This is not the only consortium driving UAM growth in the country.

In June 2022 a partnership of global leaders in aviation and airports announced its intention to explore the infrastructure requirements of bringing eVTOL passenger flight to Brazil within this decade. The partnership is reported to include: Avolon, the aircraft leasing company; Corporación América Airports, the global private sector airport operator; GOL, a Brazilian airline; Grupo Comporte, a Brazilian transport operator, and Vertical Aerospace, the aerospace and technology company developing and manufacturing eVTOL aircraft.

The Press release reports that: “The partnership will explore and define vertiport design and locations, as well as further infrastructure requirements for eVTOL operations in Brazil. With its well-developed UAM market based on helicopter services, advanced aviation ecosystems and unique demographics, Brazil is set to become one of the pioneering markets for eVTOL services, including for Vertical’s VX4.”

But much of the progress towards UAM is driven by the presence of Embraer’s EVE Urban Air Mobility, which has been busy developing partnerships with infrastructure providers and aircraft operators to begin UAM services in the country by 2026. EVE has become a focus for developing an industrial air taxi ecosystem in the country. Strategic partners include Halo Aviation in the US and UK, Ascent in Singapore and more recently, Skyports. It has also recently announced agreements with ABS Jets and The Mobile Repair Team (MRT).

In June 2023 at the Paris Air Show Eve Air Mobility and Voar Aviation, a general aviation service company, announced today the signature of a Letter of Intent (LOI) to evaluate the sale and purchase of 70 eVTOL aircraft. Voar Aviation aims to operate in the main metropolitan areas and popular tourist destinations, such as Sao Paulo, Belo Horizonte, Brasilia, Goiania, Vitoria, Florianopolis, Camboriu, Fortaleza, Natal, Recife, and Salvador.

EVE's (other) most significant partnerships:

- In December 2022 EVE signed a Letter of Intent (LOI) with FlyBIS Aviation Limited, an advanced air mobility start-up based in Caxias do Sul, in the south of Brazil, to collaborate on the development of eVTOL operations in Brazil and South America. Based on the agreement, FlyBIS will also purchase up to 40 of Eve's eVTOL vehicles, according to a company press release. "This new collaboration with FlyBIS will enable us to expand the future of air mobility to Southern areas of Brazil and other South American countries," said Andre Stein, Co-CEO of Eve. "This region has several high-traffic tourist areas that will benefit from eVTOL operations, reinforcing our commitment to fostering the urban air mobility market in different regions around the world." After starting operations in Brazil's southern states, FlyBIS plans to expand operations to neighboring countries and contribute to the implementation and development of Eve's air mobility ecosystem, said the press statement. FlyBIS is backed by Brave Aviation whose current fleet includes Embraer Phenom 100 as well as other aircraft.
- In April 2022 EVE and Thales teamed to work on the technical issues for developing eVTOL services in Brazil. Thales' work in this area will focus on developing avionics, electric, flight control, navigation, communication, and connectivity systems. According to a Press statement: "Both Thales Technological Space Centre, in São José dos Campos, and their recently opened Avionics Centre, in São Bernardo do Campo, will provide support to EVE's and Embraer's teams working on the project, which will also rely on Thales' engineers from France, Canada and the United States."
- In October 2021 EVE and Avantto (Aviation Management Services) signed a Letter of Intention (LOT) aimed at developing the UAM ecosystem in Latin America, reports a Press release. This partnership includes an order for 100 of EVE's eVTOL aircraft, as well as a collaboration to develop a new eVTOL operation in Brazil and across Latin America. Deliveries are expected to begin in 2026. The developments will focus on critical aspects of the passenger experience in order to design for all users, including how to maximise accessibility and inclusiveness in vertiports and eVTOL boarding operations.
- In June 2021 EVE and Helisul Aviation, a leading helicopter operator in Latin America, announced a partnership which included an order for up to 50 eVTOLs with deliveries expected to begin in 2026. Helisul and EVE aimed to start their collaboration with a proof of concept (POC) operation, using helicopters to validate parameters that apply to future eVTOL activities.
- In June 2021 EVE and vertiport company Skyports formed a partnership to develop urban air mobility (UAM) solutions, with a focus on vehicle-vertiport operations in Asia and the Americas.

- According to a July 2021 *BlueSky Business Aviation News* Press report EVE expects to provide Flapper with up to 25,000 hours of flight time per year across key cities in South America, including São Paulo, Rio de Janeiro, Belo Horizonte (all in Brazil), Santiago de Chile (Chile), Bogotá (Colombia) and Mexico City (Mexico). "The parties plan to foster a culture of on-demand UAM booking using helicopters to serve as data collection for the future development of the EVA. This agreement has the potential to bring up to 25 of EVE's Electric Vertical Aircraft to Flapper's platform."
- EVE is not the only air taxi manufacturer to take market share in Brazil.
- AZUL Linhas Aéreas Brasileiras in August 2021 signed an order with Lilium (which signed for bankruptcy in 2025) worth USD1 billion for 220 six-seat eVTOLs to be delivered in 2025
- Gol Linhas Aéreas will receive 250 vehicles from Vertical Aerospace through a September 2021 deal signed with the Irish plane-leasing firm Avolon.
- In September 2021 Europcar Brazil announced its intention to purchase 50 eGyro eVTOL aircraft from Skyworks Aeronautics for use in Brazil.

In October 2022 Auro Aero, a French manufacturer of a 19-seat Electric Regional Aircraft (ERA), announced its order book which includes an order for 20 aircraft from Brazilian logistics group Dux. The company plans the first flight of its full-scale prototype in 2024. The aircraft is reported to have a maximum payload range of 1,000 nm, reduced to 215 nm for all-electric operations, and a cruise speed of 300 knots.

At the August 2022 ICAO eVTOL webinar, ANAC's Roberto Honorato said Brazilian regulation already allows new aircraft to be certified, but new requirements may be needed for this technology. He anticipates a guideline document within a few months aimed at the eVTOL market to replace a case-by-case approach. "We have to be careful about beginning regulations without sufficient experience of the new technology. We are working on the rule-making now. Regulations need to support this industry development, and not act as a barrier." Activities include extensive interaction with industry, learning from initial concepts of operations (ConOps) under development, and working with neighbouring aviation authorities.

In April 2023 Brazilian helicopter operator Helisul announced it will buy 50 Moya eVTOL autonomous cargo drones. The all-electric drones have a payload capacity of 200kg and a range of 110km and the prototype is due to fly before the end of 2023.

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# Sao Paulo

**Timeline:**

Planned – to be launched within two to five years; funds have been committed and key industry partners identified

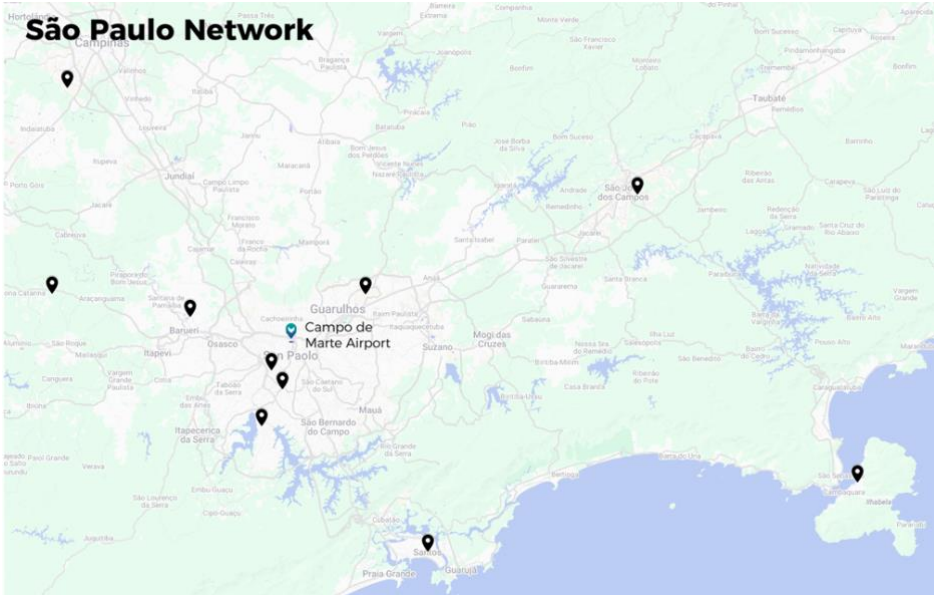
**Programme description**

In January 2026 UrbanV and Pax Aeroportos, concessionaire and operator of two of Brazil's most strategic urban airports, signed an agreement to co-develop and integrate vertiport infrastructure at Campo de Marte in São Paulo and Jacarepaguá in Rio de Janeiro.

“The partnership brings together UrbanV's international expertise in vertiport network design and operations with Pax Aeroportos' strong operational footprint and long-term vision for urban aviation infrastructure in Brazil, positioning the two airports as future gateway nodes for Advanced Air Mobility (AAM),” said the companies in a joint press release.

“Building on a collaboration already underway in Brazil — started with the establishment of a regulatory sandbox at Campo de Marte in cooperation with ANAC (Brazil's National Civil Aviation Agency) — the two companies are adding another building block to their shared roadmap to enable scalable and integrated AAM networks in the country.

“Campo de Marte is expected to serve as a central node within the São Paulo metropolitan area, offering hangar capacity and enabling connections to high-demand locations such as main international airports, Faria Lima, Alphaville, Campinas and Santos. Jacarepaguá is positioned to play a similar role in Rio de Janeiro, offering a key access point for the western part of the city enabling future connections to Copacabana, Niterói and the city's main airports, and leveraging its importance within Brazil's executive and helicopter aviation ecosystem.



[www.urbanv.com/en/urbanv-and-pax-aeroportos-sign-agreement-to-develop-brazils-first-urban-vertiports-in-sao-paulo-and-rio-de-janeiro](http://www.urbanv.com/en/urbanv-and-pax-aeroportos-sign-agreement-to-develop-brazils-first-urban-vertiports-in-sao-paulo-and-rio-de-janeiro)

In June 2025 UrbanV and Future Flight Global (FFG) announced additional market deployment stemming from their recently established strategic partnership: the development of an AAM network in Brazil, starting in São Paulo. “The joint network will connect São Paulo’s key urban and regional locations—including Faria Lima, Interlagos, Alphaville, and major airports—and will explore future expansion to other metropolitan areas, such as Rio de Janeiro,” said the partners in a press release. “FFG plans to deploy its mixed fleet, including Eve aircraft from Eve Air Mobility, in accordance with a Letter of Intent recently signed with the Embraer-backed eVTOL manufacturer. This advancement demonstrates the shared vision of UrbanV and FFG to catalyze sustainable air mobility through innovation and infrastructure, laying the foundation for the future of flight in Brazil.”

According to industry estimates the AAM/UAM industry in São Paulo will reach USD15 billion US in revenues by 2045, with 20 million passengers per year, “giving São Paulo a worldwide leadership role”.

According to *International Airport Review*: “In the State of São Paulo, VPorts will start by identifying other locations for its vertiports, based mainly on cargo demand and the current airspace configuration. VPorts will work with Brazil’s National Civil Aviation Agency (ANAC) and eVTOLs operators to develop the plan for collaborative operations of these vertiports and make them available for São Paulo and GRU airport passengers from across the globe.”

According to a July 2021 *BlueSky Business Aviation News* Press report, EVE expects to provide Flapper with up to 25,000 hours of flight time per year across key cities in South America, including São Paulo, Rio de Janeiro, Belo Horizonte (all in Brazil), Santiago de Chile (Chile), Bogotá (Colombia), and Mexico City (Mexico). “The parties plan to foster a culture of on-demand UAM booking using helicopters to serve as data collection for the future development of the EVA. This agreement has the potential to bring up to 25 of EVE’s Electric Vertical Aircraft to Flapper’s platform.”

Flapper has ordered 30 Electra eSTOL aircraft to on-demand private aviation booking platform Flapper. Electra is currently developing a hybrid eSTOL aircraft that can take off and land in a space the size of a soccer field yet cruise at 175 knots, with in-flight battery recharging. The piloted fixed-wing aircraft will initially carry up to nine passengers or 2500 pounds of cargo up to 400 nautical miles in all weather conditions.

In June 2023 at the Paris Air Show Eve Air Mobility and Voar Aviation, a general aviation service company, announced today the signature of a Letter of Intent (LOI) to evaluate the sale and purchase of 70 eVTOL aircraft. Voar Aviation aims to operate in the main metropolitan areas and popular tourist destinations, such as Sao Paulo, Belo Horizonte, Brasilia, Goiania, Vitoria, Florianopolis, Camboriu, Fortaleza, Natal, Recife, and Salvador.

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# Battle Creek, Michigan

## **Timeline:**

Imminent – *to be launched within the next three years*

## **Programme description**

In August 2023 Battle Creek Unlimited (BCU) a private, non-profit corporation which serves as the economic development arm for the City of Battle Creek and manages the Fort Custer Industrial Park announced that it has secured a USD7 million appropriation in the 2024 state budget to support the development of an advanced air mobility park at the Battle Creek Executive Airport (BTL).

BCU says the park, which is to be called MICH-AIR, has been in the works since 2019 when BCU received a grant from the Michigan Defense Center to determine if Battle Creek would be an attractive location for drone companies looking to establish operations. "The Battle Creek Executive Airport (BTL) is one of the busiest airports in the state. Its main runway measures 10,004 feet and is complemented by a parallel runway and a crosswind runway. The airport has approximately 200 acres of land available for development, ideal for drone operations" according to the press release.

BCU says it will market the facility as a site for drone manufacture, operations, maintenance & repair, and drone training, as well as for urban air mobility. The USD7 million the company says will be used to upgrade the airspace surveillance system at BTL, in preparation for increased traffic from autonomous and remotely piloted aircraft. BCU has already invested approximately USD3 million in the MICH-AIR project, which according to the company includes site preparation, land acquisition for a new entrance, engineering plans, and environmental analysis.

While MICH-AIR is informally referred to as a drone park, BCU President & CEO Joe Sobieralski noted that it is important to make the distinction between the small drones flown for personal recreation use and the large autonomous and remotely piloted aircraft that are currently being developed. "At MICH-AIR, we will be targeting large aviation and defence manufacturers, which are developing next generation aircraft. These could be used for transportation, cargo delivery, border surveillance, spraying crops, or firefighting. There are all kinds of applications, for both civilian and military use. Our goal is for MICH-AIR to be a leader in the emerging sector" he said.

## **Partners**

### **Vertiport/airport developer/operator:**

Volatus  
Bellefonte Airport

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## **Sources:**

[bcunlimited.org](https://bcunlimited.org)

# Bellefonte Airport, Pennsylvania

## Timeline:

Imminent – *to be launched within the next three years*

## Programme description

At the start of 2023 Volatus Infrastructure reported that it has signed an agreement with Bellefonte Airport located in Pennsylvania to build a public use FAA-compliant eVTOL vertiport with up to eight landing pads including a charging station at each pad. The company says the vertiport is expected to be operational later this year.

Volatus reports further in a press release it has a modular designed vertiport which allows for quick on-site construction as well as scalable growth to expand with the Advanced Air Mobility (AAM) industry as it grows. Bellefonte Airport it says, will start with the vertiport and a single landing pad with a charging station that has the ability to scale up to eight landing pads with charging stations as the need for additional space grows.

“A project that started out as a way to get fans to Penn State games without sitting in traffic on US 80 and State Route 322, has turned into what will become the centre of an eVTOL ecosystem for the East Coast,” said Grant Fisk, Volatus Infrastructure Co-Founder. “We realised that Bellefonte airport is within 90 miles of all the major cities so it just makes sense to expand this location which will lay the foundation for the eVTOL infrastructure ecosystem for the East Coast.”

The Bellefonte Airport is a public-use airport located in the centre of the state in Centre County. It is owned and operated by Marina Elnitski, who has been involved with aviation since the late 70s.

## Partners

### Vertiport/airport developer/operator:

Volatus

Bellefonte Airport

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## Sources:

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# Birmingham International Airport, Alabama

## **Timeline:**

*Planned – to be launched within two to five years; funds have been committed and key industry partners identified*

## **Programme description**

In January 2024 Atlantic Aviation, a fixed-base operator (FBO) and BETA Technologies (BETA) announced they were collaborating to install BETA's electric charging stations at several of Atlantic's airport locations across the East and Gulf Coasts.

"BETA's chargers are designed to be multimodal and interoperable," said the companies in a press release. "They utilize a standard that is compatible with BETA's own all-electric ALIA aircraft and other top original equipment manufacturers (OEMs) across the industry, as well as electric ground vehicles, offering a single solution for ground- and air-based electric transportation alike. As airports and the broader transportation sector continue to transition to electric and sustainable alternatives, this technology provides an important foundation for integrated operations.

The parties have infrastructure in the ground or HSAs in place for Birmingham International Airport (BHM), Elmira Regional Airport (ELM), Jackson-Medgar Wiley Evers International Airport (JAN), and Westfield-Barnes Regional Airport (BAF), and are actively working with additional airport authorities to continue their collaborative expansion, said the press release. These Atlantic sites will join BETA's growing network of charging stations across the U.S. The company has brought its multimodal and interoperable chargers online at 17 locations, with another 55 sites in the permitting or construction process.

The existing network, which spans from Vermont to Arkansas and Florida, includes the Department of Defense's first-ever electric aircraft charger installed at Duke Field, Eglin Air Force Base, where BETA's ALIA aircraft was deployed for several months. Many of these sites have been tested first-hand by BETA's all-electric ALIA aircraft as it has traveled from Burlington, Vermont to Bentonville, Arkansas, Louisville, Kentucky, and Eglin, Florida, respectively.

## **Partners**

### **eVTOL manufacturer:**

BETA Technologies

**AAM/UAM aircraft charging and power supplies:**

BETA Technologies

**Others:**

Atlantic Aviation (FBO)

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