

FDOT AAM IMPLEMENTATION AND PUBLIC OUTREACH PLAN SEPTEMBER 2023

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In December 2021, the Florida Department of Transportation (FDOT) Aviation Office (AO) began work on efforts to strategically plan for Advanced Air Mobility (AAM) in Florida. Initial efforts included a Roadmap Report, a State Policy Framework, Community Best Practices, and Airport Compatibility Guides. These reports established the broad foundation for FDOT AO's strategy around AAM. In November 2022, FDOT established an AAM Working Group consisting of airports, local governments, industry, and academia, among others. The Working Group was established to engage critical stakeholders, to assess the current state of the AAM industry, and to garner comments and ideas to develop a set of recommendations to advance AAM in Florida. The Working Group met four times from late 2022 to early 2023. In August 2023, the Working Group published the Report and Recommendations of the FDOT Advanced Air Mobility (AAM) Working Group (herein referred to as "the Working Group Report").

The Working Group Report presents the FDOT AO with 18 recommendations to strategically plan for the integration of AAM. Each recommendation includes a proposed timeline for implementation and represents the cumulative effort established by the Working Group. In response to the Working Group Report, the FDOT AO has put together this Implementation Plan to detail the prioritization and consolidation of the 18 recommendations. This plan also identifies the appropriate state departments that would be responsible for each recommendation. Specific legislative proposals are identified in Section 1, Legislative Initiatives. The implementation of these recommendations is outlined in Section 2, Implementation Plan while Section 3, Public Outreach Plan, details the scope of work for the Public Outreach portion.

1. LEGISLATIVE INITIATIVES

Most of the recommendations identified in the Working Group Report fall under the purview and existing statutory authority of FDOT AO. Section 2.1 details the assignment of each recommendation to the appropriate state agency, but several initiatives require legislation. FDOT AO and the consultant team identified four specific legislative requests stemming from the Working Group and internal consultation which will support the advancement and integration of AAM into Florida's transportation system. Specific details can be found in supplemental legislative request forms. These requests are summarized below:

- 1. Hire/designate a subject matter expert full-time employee for AAM within FDOT AO.**
- 2. Provide a definition in Chapter 330 Florida Statutes (F.S.) that would require FDOT AO to license and inspect airports (including heliports and vertiports) that are private-use and operate in the public interest (hospital heliports, passenger-carrying vertiports, etc.), as well as to inspect and relicense these facilities every five years to ensure adherence to minimum standards as found in Chapter 14-60 Florida Administrative Code (F.A.C.).**
- 3. Hire an additional operations employee to support the airport site approval and licensing/registration process.**
- 4. AAM Resolution indicating the support of Federal Aviation Administration (FAA) air traffic policy development for AAM integration in Florida.**

Table 1: Recommendations, Phase Assignment, and Relevant State Department

Area of Focus	Recommendation	Phase	State Department
Public Education and Community Engagement	Designate a subject matter expert for AAM within FDOT	1	FDOT AO / Legislative Branch
Infrastructure and Zoning	Host tabletop exercise of what vertiport development looks like from beginning to end, using existing FDOT and FAA rules, regulations, and procedures.	1	FDOT AO
Public Education and Community Engagement	Lead statewide education campaign for local decision-makers	1	FDOT AO
Infrastructure and Zoning	Publish guidance and best practices for local governments to consider with respect to zoning and infrastructure for vertiports	1	FDOT AO
Infrastructure and Zoning	Publish guidance on electrification and grid capacity to give local governments the information needed to make informed decisions	1	FDOT AO
Airspace and Safety	Provide information for local governments which contains a general framework of airspace and aeronautical factors as they relate to AAM vertiport development.	1	FDOT AO
Public Education and Community Engagement	Develop Public Education guidance for local governments	1	FDOT AO
Airspace and Safety	Review and continue to update Chapter 14-60 F.A.C. to account for vertiports in the airport licensing/registration and inspection process.	1	FDOT AO
Infrastructure and Zoning	Establish pilot program for early entrants, which could involve state partnerships with cities, airports, eVTOL operators, and vertiport developers.	2	FDOT AO
Public Education and Community Engagement	Lead statewide public awareness campaign	2	FDOT AO
Infrastructure and Zoning	Conduct review of airport hazard area regulations and update as appropriate	2	FDOT AO / Legislative Branch
Airspace and Safety	Increase Florida legislative appropriations to ensure adequate funding to FDOT to support AAM.	3	FDOT AO / Legislative Branch
Airspace and Safety	Resolution supporting updates to federal rules to support eVTOL integration into the National Airspace System.	3	FDOT AO / Legislative Branch
System Planning and Access	Conduct a cross department review of how the state can utilize AAM for public good and develop a report for the necessary supporting infrastructure.	3	FDOT
System Planning and Access	Conduct a statewide review of public assets, including heliports, park and ride facilities, transit stations, and other state-owned assets which could be used to support AAM.	3	FDOT AO
System Planning and Access	Incorporate AAM into state transportation planning documents.	3	FDOT
System Planning and Access	Explore the idea of a plan to bring AAM to rural or under-served communities.	3	Florida Department of Economic Opportunity/ Legislative Branch
System Planning and Access	Conduct review of existing Florida rural economic development initiatives and determine if any are applicable and could support AAM.	3	Florida Department of Economic Opportunity

The Implementation Plan for each phase of the Working Group recommendations is outlined in the following sections. These sections describe the original recommendations and FDOT AO's plans for implementation. These sections also details any modifications that FDOT AO intends to make along with a narrative that explains how each phase will unfold.

2.2 PHASE 1: GUIDANCE AND OUTREACH

Phase 1 recommendations cover a wide array of initiatives which set the stage for the introduction of AAM to many stakeholders in the state. These initiatives bolster the presence of FDOT and their expertise in the subject and provide guidance and regulatory updates for initial AAM operations. The goal of these recommendations is to develop, test, and educate on guidance for local decision-makers surrounding the impacts of AAM on their communities, including guidance on infrastructure and zoning, airspace and safety, and community engagement.

These steps should be prioritized and done as early as feasible. As such, Phase 1 begins in Fall of 2023, prior to eVTOL certification and the commencement of operations.

Table 2: Phase 1 Goal, Stakeholders, and Timeline

Phase 1 Goal	To develop, test, and educate on guidance for local decision-makers surrounding impacts, community engagement, and zoning/land use for AAM.
Phase 1 Stakeholders	FDOT, Florida local governments
Phase 1 Timeline	Fall 2023 – Summer 2024

Each of these recommendations are listed below, and their Implementation Plan is detailed below, along with a brief overview of the initiative.

1. Designate a subject matter expert for AAM within FDOT

- a. As AAM nears the early stages of operations, FDOT can serve as a resource for local governments, eVTOL operators, and vertiport developers. Having an individual who can speak about AAM, coordinate with other agencies as needed, and oversee FDOT responsibilities and outreach as they pertain to AAM is an important early step that FDOT can implement to be a resource for AAM stakeholders in the state.
- b. Plan to implement: Yes, as an early legislative initiative detailed earlier in this plan.

2. Host tabletop exercise of vertiport development from beginning to end, using existing FDOT and FAA rules, regulations, and procedures.

- a. The FDOT AO will host three tabletop exercises, instead of one, to assist municipalities across the state in the process of vertiport development. These exercises will involve early-entrant developers and corresponding municipalities and will cater to both large and small local governments with varying levels of AAM expertise and resources. The exercises will cover initial coordination between the municipality and the developer, public education, coordination with FAA and local airports, and applicable zoning requirements. FDOT aims to provide further expertise to local governments in the aviation industry by implementing this recommendation.
- b. Plan to implement: Yes, in three municipalities which represent a wide range of AAM expertise.

3. Lead statewide education campaign for local decision-makers

- a. This recommendation is necessary to directly engage, educate, and respond to local decision-makers. This campaign will be led by FDOT AO within each FDOT District or Regional Planning Councils to detail the best practices, implications of AAM, and to solicit feedback. FDOT intends to implement this recommendation to provide education for local decision-makers so that they can make informed decisions about AAM in their communities.
- b. Plan to implement: Yes

4. Publish guidance and best practices for local governments to consider with respect to zoning and infrastructure for vertiports

- a. FDOT AO can provide guidance and best practices to local governments for vertiport zoning, including information on the potential noise impacts and operational tempo expected. The FDOT AO would also develop a zoning ordinance template to promote relative consistency amongst local government zoning codes while allowing for some flexibility. Lastly, FDOT AO will compile local vertiport ordinances and provide them publicly on their AAM webpage. Due to the numerous topics needed for this guidance (recommendations 4-7 in this section), FDOT intends to update the current Airport, Airspace, and Land Use Guidebook, which at a

minimum would include a chapter on AAM covering the guidance recommended in this Phase.

b. Plan to implement: Yes, as part of the Airport, Airspace, and Land Use Guidebook update.

5. Publish guidance on electrification and grid capacity to give local governments the information needed to make informed decisions

a. AAM is expected to generate a significant need for electrical capacity and may impact infrastructure, electrical generation, storage, and costs. FDOT AO will work with original equipment manufacturers (OEMs), local electric service providers, FAA, and other partners to create guidance on the infrastructure necessary to ensure the safe and reliable operation of AAM. Due to the numerous topics needed for this guidance (recommendations 4-7 of this section), FDOT intends to update the current Airport, Airspace, and Land Use Guidebook, which at a minimum would include a chapter on AAM covering the guidance recommended in this Phase.

b. Plan to implement: Yes, as part of the Airport, Airspace, and Land Use Guidebook update.

6. Provide information for local governments which contains a general framework of airspace and aeronautical factors as they relate to AAM vertiport development.

a. Airspace is a variable in planning for AAM with which many local planners are not familiar. FDOT AO can create informative materials that provide a comprehensive introduction to aviation and airspace, covering important topics like Title 14 Code of Federal Regulations (14 CFR) Part 77 and Part 157, the influence of airports on airspace, and its implications for the development of vertiports. The goal of this information is to guide local planners so they can make informed decisions about vertiports in their communities. Due to the numerous topics needed for this guidance (recommendations 4-7 of this section), FDOT intends to update the current Airport, Airspace, and Land Use Guidebook, which at a minimum would include a chapter on AAM covering the guidance recommended in this Phase.

b. Plan to implement: Yes, as part of the Airport, Airspace, and Land Use Guidebook update.

7. Develop Public Education Guidebook for local governments

a. FDOT has a significant repertoire of tools online that exist for FDOT staff to foster effective public engagement. Many of these materials are neutral regarding the type of FDOT project. However, given the unique nature of aviation compared to a highway project with a distinct impact area, for example, FDOT can review these materials and assess what additional materials are warranted. Due to the numerous topics needed for this guidance (recommendations 4-7 of this section), FDOT intends to update the current Airport, Airspace, and Land Use Guidebook, which at a minimum would include a chapter on AAM covering the guidance recommended in this Phase.

b. Plan to implement: Yes, as part of the Airport, Airspace, and Land Use Guidebook update.

8. Review and continue to update Chapter 14-60 F.A.C. to account for vertiports in the airport licensing/ registration and inspection process.

a. Chapter 14-60 F.A.C. lays out state regulatory policy for airport licensing, registration, and airspace protection. This rule warrants an update to ensure that vertiports are included in the state's regulatory policy toward airport development. An update to this rule began in 2022 and is in progress at the time of the writing of this report.

b. Plan to implement: Yes, already in progress.

2.2.1 PHASE 1 IMPLEMENTATION PLAN

As documented, each recommendation grouped into Phase 1 will be implemented by FDOT. This section lays out in more detail the implementation of these recommendations.

One initiative in Phase 1 is already in progress: a regulatory update to Chapter 14-60 F.A.C. Airport Licensing, Registration, and Airspace Protection, to account for vertiports. This update adds the definition of vertiport as found in FAA Engineering Brief (EB) 105, Vertiport Design to the Chapter 14-60 F.A.C. It also adds the design standards and approach and departure surfaces as found in the EB. This update to Chapter 14-60 F.A.C. means that vertiports built in the state of Florida will be required to meet these minimum standards to receive site approval. Additional details on the definitions and design standards can be found in EB 105.

FDOT will hire a dedicated individual to oversee the development of Advanced Air Mobility (AAM). While the current FDOT AO Airport Planning Manager serves in this capacity, as OEMs near their entrance into service dates and standalone vertiport developers move forward with leases and plans, it is important to have a designated individual to support these efforts. Initially, consultants will continue to assist FDOT staff in this role. However, once approved, a full-time individual would provide ongoing support for AAM and emerging entrants throughout the state. This individual must stay informed about AAM development across the state, attend industry conferences, and promote FDOT programs to

provide effective support for the evolving industry. This recommendation is included as a legislative request from FDOT AO in the Legislative Initiatives section of this plan.

Concurrently, FDOT and the consultant team will begin creating an update to the Airport, Airspace, and Land Use Guidebook. These updates will have layout the guidebook in two primary elements: protection of existing aviation infrastructure and the siting and land use for new airports (airports, heliports and vertiports). The Guidebook updates will include information on airport impacts and needs, airspace, community engagement, and land use that will be actionable and assist local governments with understanding the current and evolving nature of aviation. This will be specifically beneficial to AAM as new infrastructure and operations may change areas and level of impact. A new focus will be placed on local governments to work with developers and operators for AAM. The existing Guidebook is seen as too technical and lacks the practical application of the resources currently included. The Guidebook updates will include an overview of the relevant statutes, but will also include a model plan, checklists for local governments, and draft materials which can be utilized when implementing an airport land use compatibility plan. Additional information such as working with utility providers to provide electrification information will be also incorporated.

The next actionable step FDOT can take is to conduct three tabletop exercises with selected local governments. The selected governments should be chosen to represent a wide range of AAM expertise. One tabletop exercise will be done with a large local government with existing AAM expertise and resources. A second tabletop will be done with a mid-sized local government, and less AAM expertise and resources. The third tabletop will be done with a small local government without AAM expertise or resources. Conducting these exercises with this wide range of governments will allow FDOT to identify gaps in existing industry guidance for all sizes of government. The consultant team will work with FDOT to identify and include all relevant stakeholders, including local planners, nearby airports, and state officials. The tabletops will walk through the process of vertiport development from start to finish, to identify which processes work, which do not, and those that may need revision or clarification.

The best practices and gaps identified during the tabletop exercises will solidify the basis for the AAM section of the Guidebook updates. The Guidebook updates will cover all things AAM but especially focus on the topics identified in the Working Group Report (airspace, zoning, electrification, and public education). It can build upon existing best practices, which will also be refined to include a model zoning ordinance and clarification around the local government’s ability to zone for these uses. It is important to note that this would result in a zoning ordinance and not a siting permit. In addition, the Guidebook updates will focus on multimodal connectivity and last-mile considerations.

It should be noted that FDOT AO may elect to update the entire Guidebook rather than just create an updated chapter(s) for the recommendations in this plan. Regardless, the Guidebook updates will serve as the textbook for the public outreach campaign for local decision-makers. Refer to Section 3, Public Outreach Plan for details on the campaign.

2.3 PHASE 2: AWARENESS AND OPERATIONS

Phase 2 recommendations are about building awareness of AAM beyond local decision-makers and operationalizing the guidance developed in Phase 1. This phase includes fewer recommendations, but these initiatives build upon the guidance in Phase 1 by including additional stakeholders. The goal of Phase 2 is to engage the community in a public awareness campaign, collaborate with early entrants, and revisit state law regarding airport hazard area zoning. This Phase begins in the Summer of 2024 and extends to the following summer, as eVTOLs reach certification and begin operations in Florida.

Table 3: Phase 2 Goal, Stakeholders, and Timeline

Phase 2 Goal	To engage the community in a public awareness campaign, collaborate with early entrants, and revisit state law regarding airport hazard areas zoning.
Phase 2 Stakeholders	FDOT AO, the legislative branch, local governments, OEMs, vertiport developers
Phase 2 Timeline	Summer 2024 – Summer 2025

Each of the Phase 2 recommendations and their Implementation Plan is detailed below, along with a brief overview of the initiative.

1. Establish a pilot program for early entrants, which could involve state partnerships with cities, airports, eVTOL operators, and vertiport developers.

- a. The Phase 2 pilot program is a progression of the tabletop exercise from Phase 1. It entails partnerships between FDOT AO, local governments, eVTOL operators, airports, local airport traffic controllers, and vertiport developers. The program expands on the Phase 1 AAM Guidebook updates and assigns a designated FDOT AO AAM representative to assist the applicant throughout the process of vertiport development and eVTOL operations.
- b. Plan to implement: Yes

2. Lead statewide public awareness campaign

- a. The first step to educating Floridians on AAM takes place in Phase 1, during the public education campaign described in Section 3, Public Outreach Plan. As aircraft are certified and operations in Florida commence, local governments will take the lead in conducting public awareness campaigns. FDOT AO plans to support local governments while conducting those campaigns, by using the materials developed for the Public Education Campaign described in Phase 1. In addition, FDOT can support local governments by helping them partner with Enterprise Florida, the Florida Chamber of Commerce, the Florida League of Cities, the Florida Association of Counties, industry, and other organizations to raise awareness of AAM. Additionally, the AAM SME can assist with targeted outreach and presentations. The effort should focus on managing and setting expectations for AAM, the pros and cons of bringing AAM into a community, and exercises to help individuals understand the passenger experience in a multimodal eVTOL air taxi service.
- b. Plan to Implement: Local governments will take the lead with FDOT playing a supportive role. This plan can be assessed through conversations with the AAM Advisory Group and revised as needed.

3. Conduct a review of airport hazard area regulations and update as appropriate

- a. Chapter 333 of the Florida Statutes (F.S.) governs land use compatibility around airports in Florida. At this time, eVTOLs are in the pre-certification and commercial operation phase, so many details about their operational performance are not fully understood. Chapter 333 F.S. is based on 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. If 14 CFR Part 77 is updated to reflect vertiports and the protective imaginary surfaces for those landing areas, Chapter 333 F.S. should be updated to match that language.
- b. Plan to Implement: Yes, but only if/when 14 CFR Part 77 is updated.

2.3.1 PHASE 2 IMPLEMENTATION PLAN

This section details the implementation of the three initiatives in Phase 2.

The first step in Phase 2 is implementing a new pilot program for early adopters of AAM in Florida. Local governments have the option to participate in this program and gain access to valuable FDOT resources and expertise. It's crucial to note that the state does not impose vertiport site zoning at the local level, and the program's ultimate objective is to help local governments better understand the effects of AAM and vertiport development on their communities.

Second, as eVTOL aircraft are certified and operations commence in Florida, outreach beyond local elected officials and decision-makers will be needed so that the public better understands the impacts of AAM and eVTOLs in the community. The plan for Public Education is detailed more thoroughly in Section 3, Public Outreach Plan of this report.

Lastly, changes to Florida law may be needed to facilitate land use compatibility around vertiports. While FDOT can update rules and regulations around site approval and inspection in the Florida Administrative Code; a change to Chapter 333 F.S. to account for vertiports would require action by the state legislature. Chapter 333 F.S. is in accordance with 14 CFR Part 77, which is the federal law governing land use compatibility around airports. Both 14 CFR Part 77 and Chapter 333 F.S. include airspace protections for heliports as well. If 14 CFR Part 77 is updated to include airspace protection for vertiports, Chapter 333 F.S. should be updated to match.

2.4 PHASE 3: ONGOING IMPLEMENTATION

Phase 3 is about integrating AAM into the state transportation system. This integration means moving beyond guidance and early projects and into more traditional planning around a new transportation system. It involves ensuring FDOT AO has adequate staffing to account for their responsibility overseeing new aviation infrastructure, incorporating AAM into state transportation plans, and exploring how AAM impacts the state. These projects should be undertaken after eVTOL operations have begun in Florida, or as part of regularly scheduled planning updates.

Table 4: Phase 3 Goal, Stakeholders, and Timeline

Phase 3 Goal	To fully integrate AAM into the state transportation system once AAM operations have commenced.
Phase 3 Stakeholders	FDOT AO, the legislative branch, local governments, OEMs, vertiport developers
Phase 3 Timeline	Beyond Summer 2025

1. Increase Florida legislative appropriations to ensure adequate funding to FDOT to support AAM.

- a. Airport inspections play a critical role in supporting a safe system of airports in Florida. It is widely expected that there will be a mix of public-use and private-use vertiports. Public-use vertiports will be subject to the same inspection standards as public-use airports, and those inspections will eventually result in the need for more staff for inspection. Under current rules, private-use vertiports are not subject to inspection, rather they must follow the registration process described in Chapter 14-60 F.A.C. An increase in either type of vertiport will result in the need for additional staff to conduct inspections or process site approvals. As such, this recommendation includes appropriations to adequately support the safe operation of AAM in the state. The recommendation to plan for an additional full-time employee to support FDOT site approvals, registrations, and inspections related to AAM is included as a legislative initiative in Section 1 of this report.
- b. Plan to implement: Yes, through a legislative initiative when deemed appropriate.

2. Resolution supporting updates to federal rules to support eVTOL integration into the National Airspace System.

- a. A significant portion of integrating AAM involves airspace design and procedures, which are managed and controlled by the FAA. The AAM Working Group noted in their meetings that the FAA will have a large role in designing procedures that accommodate eVTOL operations. As such, the idea of a legislative resolution supporting rule changes at the federal level was included in the Working Group Report because some recommendations were focused on actions that the state and local government can take to integrate AAM.
- b. Plan to implement: No, beyond the advocacy of this document and continued support. This recommendation is not included in the Phase 3 Implementation Plan.

3. Conduct a cross-department review of how the state can utilize AAM for the public good and develop a report for the necessary supporting infrastructure.

- a. Many public service use cases for AAM may provide significant value to the state of Florida, including medical transportation, emergency services, law enforcement, and hurricane/disaster relief. There are also numerous departments across the state which own and operate aircraft and may benefit from eVTOLs. Given the potential value-add that eVTOLs may have for those uses, FDOT supports a cross-department review of how the state can utilize AAM for the public good and the associated infrastructure needs once eVTOLs are operating in Florida.
- b. Plan to Implement: Yes, once eVTOLs are certified and operations have commenced in Florida.

4. Conduct a statewide review of public assets, including heliports, park and ride facilities, transit stations, and other state-owned assets which could be used to support AAM.

- a. While many early entrants into AAM plan to operate at privately-owned facilities, many public infrastructure assets in Florida may support the state’s AAM initiatives. FDOT can conduct a study that identifies and reviews potential assets for AAM, in conjunction with the cross-department review in the prior recommendation listed.
- b. Plan to Implement: Yes, as part of a holistic effort to review state AAM initiatives and assets.

5. Incorporate AAM into state transportation planning documents.

- a. FDOT publishes numerous state transportation planning documents, including the Florida Transportation Plan, the Florida Aviation System Plan, and the Strategic Intermodal System, among others. This recommendation would include AAM in those state transportation planning documents to allow for a wide range of stakeholders to better understand AAM and facilitate its integration into future planning. Since these plans are routinely updated, AAM can be incorporated into regularly scheduled updates.
- b. Plan to Implement: Yes, as part of regularly planned updates to state transportation plans.

6. Explore the idea of a plan to bring AAM to rural or under-served communities.

- a. As a market-driven industry, early entrants into AAM, especially those operating as an air taxi service, are likely to operate by transporting individuals to and from high-population centers. Should AAM become widespread and akin to a public transportation system, there may be a state interest in promoting vertiport development or eVTOL service to under-served areas. As such, this recommendation encourages the state to explore a plan to bring AAM to certain under-served areas, as deemed appropriate by the Department of Economic Opportunity. However, the state should wait to see how AAM develops and determine if this recommendation is necessary before moving forward.
- b. Plan to Implement: The Department of Economic Opportunity can explore this idea, but it's advisable to wait until operations have scaled up to determine if a need exists.

7. Conduct a review of existing Florida rural economic development initiatives and determine if any are applicable and could support AAM.

- a. There are existing Rural Economic Development and Support Initiatives under the purview of the Department of Economic Opportunity, including the Regional Rural Development Grant and the Rural Economic Development Initiative. There are other likely programs and services which support rural communities in Florida and may have some applicability to AAM development. This recommendation would trigger a review, in coordination with the FDOT AO, to best understand if these programs can support areas which are under-served by AAM. However, it is currently unclear how AAM will develop across the state; therefore, it is advisable to implement this measure after the industry has had time to mature.
- b. Plan to Implement: The Department of Economic Opportunity can conduct a review, but it's advisable to wait until operations have scaled up to determine if a need exists.

2.4.1 PHASE 3 IMPLEMENTATION PLAN

Phase 3 of the Implementation Plan should take place after eVTOLs are certified and operations commence in Florida. The goal of these initiatives is to integrate AAM more fully into the state transportation system as the industry begins to grow.

As AAM increases in scale, the state will have a large role in overseeing the development of vertiport infrastructure. As vertiport development increases, the state will need additional staff to inspect and/or facilitate the site approval and registration process. As such, FDOT would need to go through the appropriate channels to ensure sufficient staff are hired to support this process.

This phase also involves a better understanding of how the state government can utilize AAM for the public interest. FDOT should scope a study that includes a cross-department review of how AAM can be used for the public good. This study should include surveys of all state departments that operate aircraft and/or drones, the number and type of aircraft, their mission profiles, and the infrastructure they utilize for their mission. The goal of the study should be to determine if eVTOL aircraft can supplement the work of these aircraft and the necessary infrastructure requirements needed. The study should also include a statewide review of public assets, including heliports, park and ride facilities, transit stations, and large state parcels to identify if any of those assets could or should be utilized for AAM. This is an inventorying effort that can supplement the potential infrastructure needs identified in the cross-department review of AAM for the public good, or to support the development of state or publicly owned vertiport.

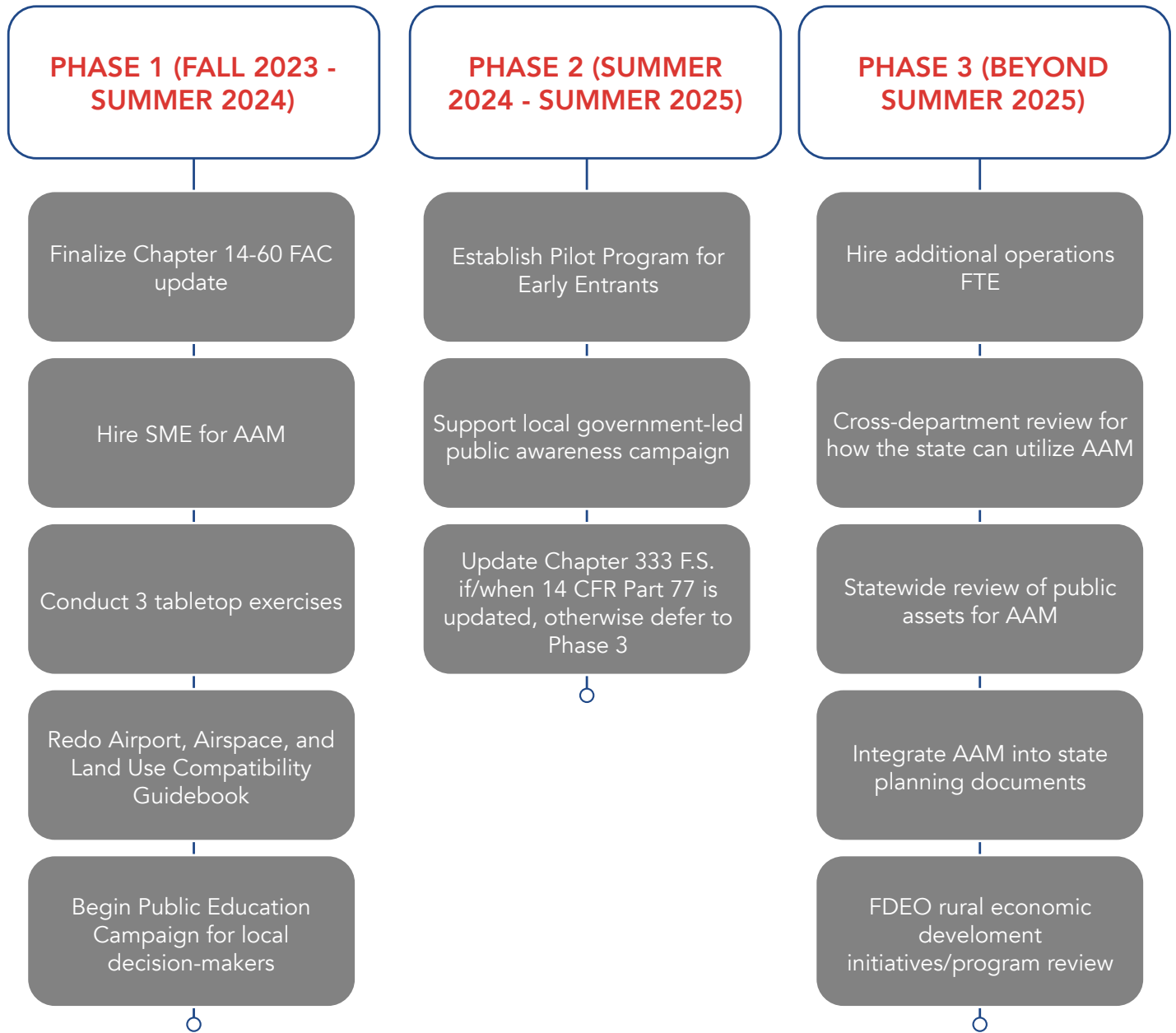
Lastly, AAM should be incorporated into statewide transportation plans. For example, the next time the Florida Transportation Plan is scheduled to be updated, AAM should be studied and included, as applicable. Further, the Florida Aviation System Plan should be updated at a time deemed appropriate by FDOT. The Strategic Intermodal System Policy Plan will also be updated and should consider including AAM, as applicable.

Two initiatives in Phase 3 are best left to the Florida Department of Economic Opportunity (FDEO). The department has several existing programs which support rural economic development. As AAM develops, air taxi operations will likely be centered around and from large population centers, potentially leaving rural communities out of the mix. Reviewing rural economic development programs will allow the state to best understand if there is a role or ability for these programs to support vertiport development in rural, underserved areas.

Ultimately, there may be public interest in a plan which brings rural air service to underserved communities. A plan like this could expand economic opportunities for those living in rural, underserved areas by allowing them to commute to and from larger population centers for work in less time. AAM may also scale to be extremely widespread and utilized like public transportation. In that case, there may be a public interest in bringing air service or vertiports to those underserved areas to better connect them to that system.

2.5 SUMMARY OF STEPS

This Implementation Plan has several steps. Figure 2 displays the general timeline of each phase as well as the initiative within each.



3 PUBLIC OUTREACH PLAN

3.1 COORDINATION

3.1.1 AAM WORKING GROUP

The Working Group completed its work in May 2023. In its place, an AAM Advisory Committee (the Committee) will be established. The Committee will initially include the active members from the original AAM Working Group and others at the direction of the FDOT AO. The Committee will meet in-person three times per year, beginning in October 2023. The primary function of the Committee meetings would be to provide updates on the state's AAM efforts; solicit feedback and information from the industry; and identify any additional needs. Ahead of the meetings, there will be prepared materials and planned facilitation.

3.1.2 TABLETOP EXERCISE

FDOT/consultant will coordinate, schedule, and develop three tabletop scenarios for an AAM land use approval exercise. Each exercise will be designed to assess differing population settings (rural, small city, large metropolitan city) include representation from a designated local government, an operator, a site developer, and other subject matter experts. These exercises will allow FDOT to identify current permitting process gaps, seek opportunities for improvement and provide recommendations.

3.1.3 STATE AGENCY FORUM

A forum for discussion will be provided to state agencies to gain an understanding of the AAM industry, discuss opportunities for AAM to benefit state agencies, and increase familiarity with the efforts being undertaken by FDOT AO.

3.1.4 WEBSITE ENHANCEMENT

By improving the structure and content of the current FDOT AAM website, it will serve as the comprehensive resource for AAM information across the state. Ease of access is the core to communicating accurate and timely information to stakeholders and the public at large. Establishing the website as the primary information source will allow FDOT to efficiently and effectively direct communication efforts to promote workshops, meetings, events, and other news. The site will also house relevant and current information, including frequently asked questions and answers, recorded webinars, and sample best practices documents. In addition, a public comment portal will allow for comments to be submitted and easily managed (see Section 3.3.1 below). Website enhancements would be completed through close coordination with FDOT's web designer to ensure well-designed enhancements to the current site.

3.1.5 PROJECT COMMUNICATION PLAN

A thorough Communication Plan will be developed to guide all essential communication across the FDOT regions. The Communication Plan will be designed to promote the efforts described Section 3.2 below and will include:

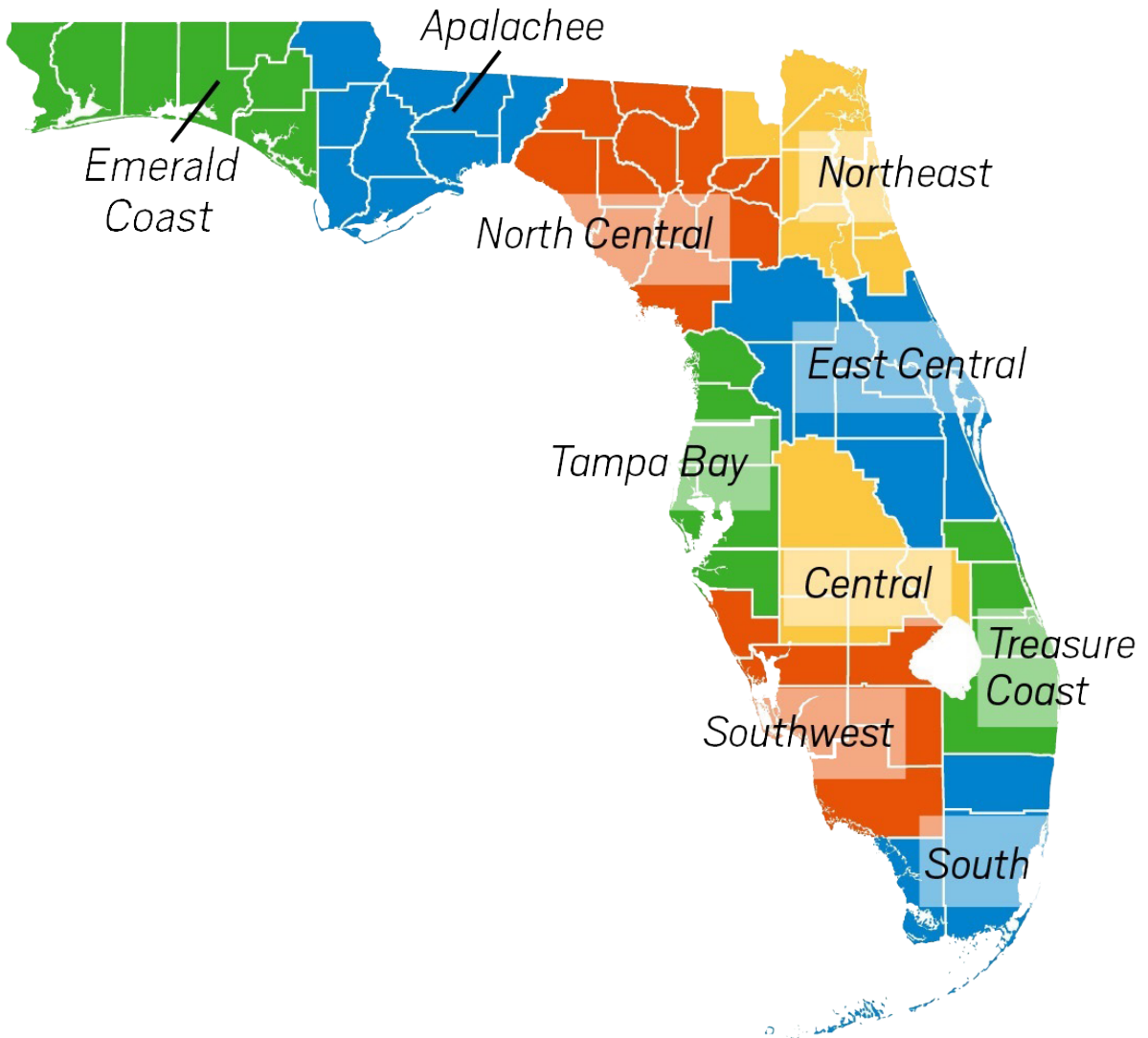
- Contact information for FDOT Regions, Counties, Municipalities, Consultant Team, AAM Advisory Committee, Stakeholders, and Media
- Event schedules, confirmed locations, and times
- Pre-determined social media messaging, approval process, and the timeline for releases
- District media packets including press releases, display ads, posters, and website information
- Radio placement schedule and scripts
- Workshop invitations and release schedule

To ensure that communications tools get reviewed and approved by the appropriate FDOT channels in a timely manner, it is essential to start these efforts early in the Public Outreach Plan. This process can take significant time, so getting started as soon as possible is critical.

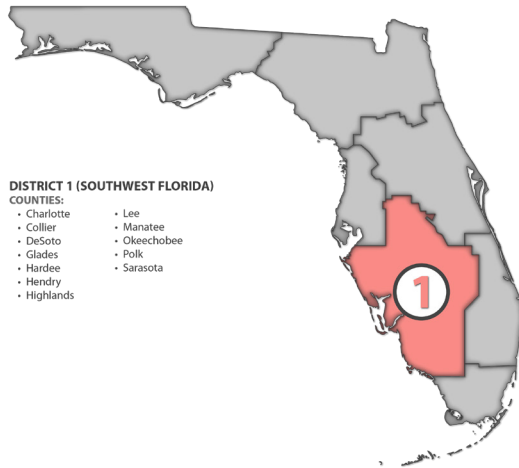
3.2 OUTREACH

Florida has 67 counties and 414 municipalities. The outreach efforts will utilize either the existing FDOT Districts or 10 Regional Planning Councils to accommodate scheduling, communication, and coordination with FDOT District Offices, FDOT Public Information, and local communities. This will allow for a focused regional effort, provide a manageable coordination effort, and offer an opportunity to continue strengthening the relationships between FDOT and local governments.

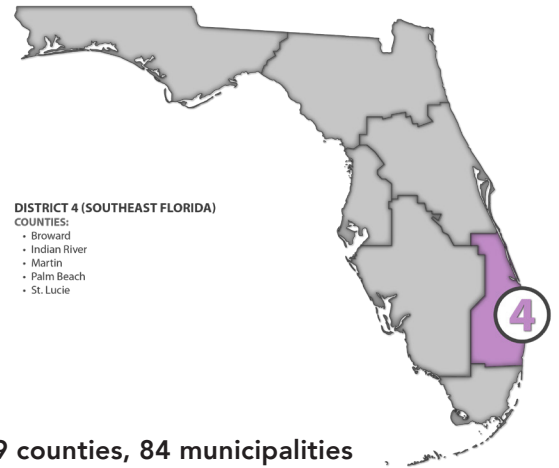
Regional Planning Councils are noted below.



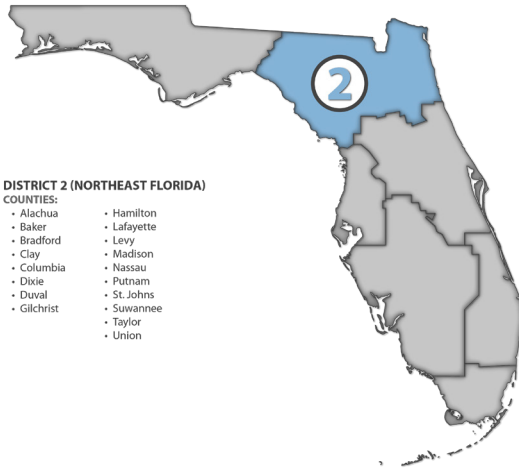
District 1 – 12 counties, 47 municipalities



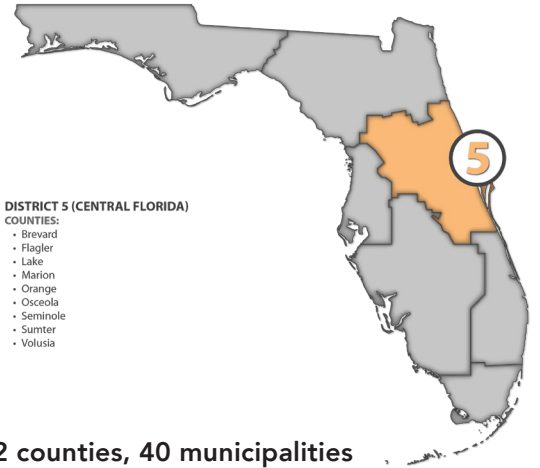
District 4 – 5 counties, 81 municipalities



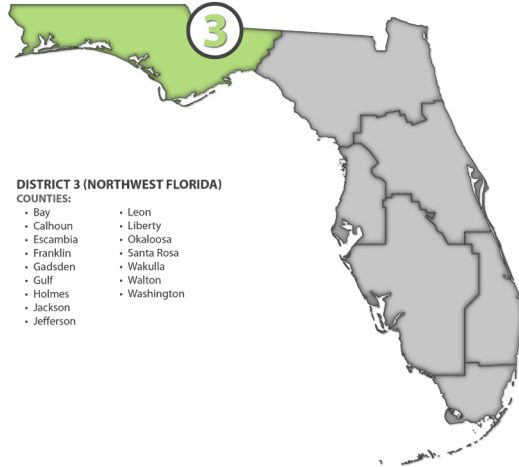
District 2 – 18 counties, 63 municipalities



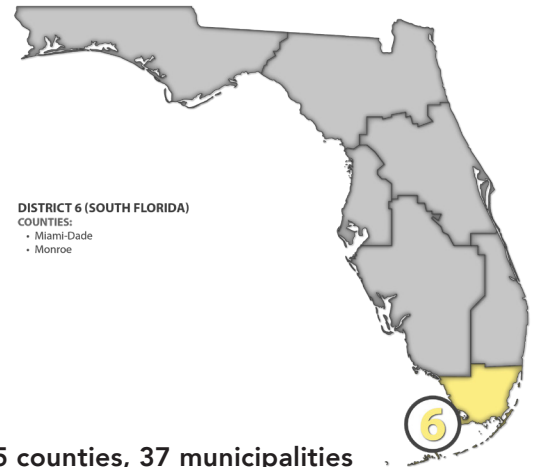
District 5 – 9 counties, 84 municipalities



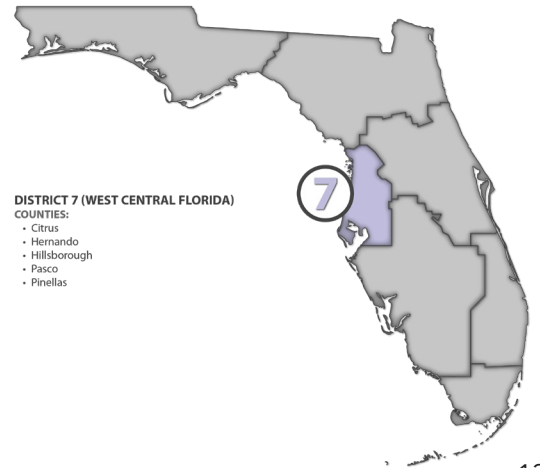
District 3 – 16 counties, 62 municipalities



District 6 – 2 counties, 40 municipalities



District 7 – 5 counties, 37 municipalities



3.2.1 LOCAL GOVERNMENT

Successful implementation is based on key decisions made at the local government level. Both elected officials from county government and from municipalities can ensure local land use compatibility and community acceptance of AAM through land use and zoning regulations.

In-person local government workshops will be held for elected officials, planning staff, and local airport staff to provide a baseline understanding of AAM and its implications as well as to provide essential tools to promote informed decision-making on land use and zoning policies and regulations.

Two distinct types of workshops will be hosted in person and/or virtual.

- Workshop 1 – This workshop will be geared to local planning staff and airport staff with the following objectives:
 - » Develop an understanding of AAM and its impacts
 - » Gain knowledge of recommended design standards
 - » Review land use and zoning best practices guidelines and regulations
- Workshop 2 – This workshop will be geared to elected officials with the following objectives:
 - » Develop an understanding of AAM and its impacts
 - » Gain awareness of potential economic development implications with AAM
 - » Review public engagement considerations

3.2.2 LOCAL KEY STAKEHOLDERS

AAM opportunities will involve local stakeholders in the areas of economic development, business opportunities, universities and institutions, and others as identified by FDOT District Offices and local officials.

In-person stakeholder meetings will be educational in nature. Virtual meetings may be included if schedule conflicts occur. The meeting content will be developed with the following objectives:

- Develop an understanding of AAM
- Gain awareness of potential economic development implications with AAM
- Identify AAM resources at FDOT and within the AAM industry

3.2.3 COMMUNITY

Public understanding and acceptance of AAM were identified as critical issues by the AAM Working Group. FDOT will coordinate and conduct virtual community meetings, educational webinars, and AAM Days to provide information and resources to the District communities about AAM. The goal is to ensure a broad-based approach to providing a baseline understanding of AAM and its application while addressing real or perceived quality of life issues and considerations.

3.2.3.1 COMMUNITY MEETINGS

Virtual community meetings will be coordinated by local officials. Guidance will be developed to encourage standardization and comprehension of the session. These will likely be held on a variety of dates and times to provide ample opportunities for community participation. FDOT/Consultant will assist as requested in the facilitation at these meetings. The objectives include:

- Provide a baseline understanding of AAM
- Identify the quality-of-life impacts and benefits
- Address issues and concerns of citizens
- Provide state, local, and industry resource information to the public

3.2.3.2 WEBINAR

FDOT will prepare the material and host a recorded educational webinar for public use. The webinar will be accessible through the FDOT AAM website (see Section 3.1.4) The webinar will provide the audience with general information about AAM, the role of the state and local government, and available resources for interested parties. Promotion of the webinar will be done through the Project Communication Plan (see Section 3.1.5).

3.2.3.3 AAM DAY

FDOT will organize, coordinate, and host an optional AAM Day at each District Office. The event will be designed to provide all interested parties with a more in-depth understanding of the AAM industry. Participants will include AAM operators, developers, state aviation officials, and subject matter experts. The purpose of the event will be to expand the working knowledge of stakeholders and the general public about AAM, address issues and concerns, and provide an opportunity to understand the operational aspects of AAM vehicles.

3.2.4 REGIONAL COORDINATION

FDOT will develop a specific schedule organized by the FDOT Districts or Regional Planning Council to ensure the delivery of outreach education and engagement. Each District office will be involved in the scheduling and coordination plan for all local government jurisdictions. Utilizing the existing FDOT relationships and community understanding is essential to delivering these key meetings and workshops.

Stakeholders	Local Planners	Local Elected Officials	Key Stakeholders	Community	Other
Meeting Format	Workshop 1	Workshop 2	Educational Meeting	Virtual Community Meetings	As requested

A specific Meeting Plan will be developed with District and/or council coordination. A sample work schedule per District is noted below and will be scaled accordingly depending on the number of counties and municipalities per District or Council. Scale of this schedule and timeline for each Council or District will be dependent on their needs for AAM entry into service.

Week 1	Monday	Tuesday	Wednesday	Thursday	Friday
Local Planners	Morning Workshop 1 (9 am-12N)		Morning Workshop 1 (9 am-12N)		AAM Day (optional) (10 am-2pm)
Local Elected Officials	Afternoon Workshop 2 (2-4 pm)		Afternoon Workshop 2 (2-4 pm)		
Stakeholders		Educational Meetings (flex)		Educational Meetings (flex)	
Community (optional)		Morning Virtual Community Meeting (8:30-10 am) Afternoon Virtual Community Meeting (4:30-6 pm)	Evening Virtual Community Meeting (6-8 pm)	Morning Virtual Community Meeting (8:30-10 am) Midday Virtual Community Meeting (12-1:30 pm)	
Other	As requested		As requested		

3.3 DOCUMENTATION

3.3.1 PUBLIC COMMENT RECORDS

A public comment portal will be established through the FDOT AAM website enhancement (see Section 3.1.4) to enable the public to submit comments and facilitate review by FDOT, as appropriate. A Community Comment Log will be monitored and provided to FDOT every quarter for review.

3.3.2 EDUCATIONAL MATERIALS

FDOT will provide a series of educational materials for public distribution including:

- Tri-fold brochure for distribution at District Offices, community events, local community meetings, etc. An electronic version will also be made available for distribution.
- Display posters promoting the FDOT AAM website will be distributed to the District Offices and local governments for display at local gathering places, public buildings, and other locations as deemed appropriate. An electronic version will also be made available for distribution.

3.3.3 OUTREACH DOCUMENTATION

FDOT will document all scoped outreach efforts and materials throughout this workplan. A summary report will be provided to FDOT after the work effort.